

SECTION 1 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Planning Commission on (Date), pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

CEQA requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not except from CEQA, qualifies for a Negative Declaration (ND) or whether or not an Environmental Impact Report (EIR) must be prepared.

1. **Project Title:** Industrial Warehouse/Distribution/Manufacturing Facility at Locust Avenue and Vineyard Avenue
2. **Lead Agency Name:** City of Rialto
Planning Division
150 South Palm Avenue
Rialto, CA 92376
3. **Contact Person:** Daniel Rosas, Assistant Planner
Phone Number: (909) 820-2535
4. **Project Location:** Northeast corner of Locust Avenue and Vineyard Avenue T-intersection in the City of Rialto.
5. **Geographic Coordinates of Project Site:** Parcel Centroid: 34° 08' 30.89" N, 117° 24' 31.12" W
6. **USGS Topographic Map:** Devore 7.5-minute USGS Topographic Quadrangle
7. **Public Land Survey System:** Township 1 North, Range 5 West, Section 28
8. **Thomas Guide Location:** Page 575, Grid C3, 2013 San Bernardino & Riverside Counties
9. **Assessor Parcel Number:** 1133-201-01, 02, and 03
10. **General Plan and Zoning Designations:** Rialto Airport Specific Plan – Planned Industrial Development
11. **Description of Project:** CDREP, LLC. (“Project Applicant”) is proposing the development of an approximate 6.68-acre site with the construction of a 120,600 square-foot warehouse/distribution/manufacturing facility and on-site improvements including, paved parking, landscaping, drainage, and three points of access along Locust and

Vineyard avenues. The site is proposed to be accessed via two new driveways along Locust Avenue and one new driveway along Vineyard Avenue. Proposed off-site improvements along the project frontages of Locust and Vineyard avenues include street widening, curb, gutter, sidewalk, and parkway improvements.

A Variance is proposed to obtain approval to exceed the allowable building height permitted pursuant to Section 5.5.2 of the Rialto Airport Specific Plan. Section 5.5.2 allows buildings to have a maximum height of 35 feet. The Project Applicant is proposing to construct a building that has a maximum height of 45’.

This Initial Study addresses the potential impacts of the Proposed Project including all associated discretionary actions and approvals required to implement the Proposed Project, as well as all construction and operational activities.

12. Surrounding Land Uses and Setting:

	ZONING	EXISTING
PROJECT SITE	Planned Industrial Development	Vacant, Abandoned Residential Structure
NORTH	Planned Industrial Development	Residential
EAST	Sphere of Influence Property	Vacant
SOUTH	Planned Industrial Development	Light Industrial, <i>Vance Corporation</i>
WEST	General Manufacturing	Manufacturing, <i>Eagle Roofing</i>

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

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES)
- City of Rialto discretionary actions:
 - Approval of a Precise Plan of Design application
 - Approval of a Conditional Development Permit application to allow for proposed warehousing use
 - Approval of a Lot Merger application to merge the three (3) existing parcels
 - Approval of a Variance application to allow for increased building height

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant
Impact

Less than Significant
with Mitigation

Less than Significant

No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Rialto Environmental Review Committee finds:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project would 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.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 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.
- 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 EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature

Date

Printed Name

For

SECTION 2

PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The purpose of this Initial Study is to identify potential environmental impacts associated with a Proposed Project being the development of an approximately 120,600 square-foot warehouse at the northeast corner of Locust Avenue and Vineyard Avenue in the City of Rialto. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Rialto is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site is located in the northwestern portion of the City of Rialto approximately 0.36 miles north of State Route-210 (SR-210). Figure 1, Regional Location Map, depicts the location of the Project Site in context to its regional setting. As shown on Figure 2, Project Site Vicinity Map, the Project Site consists of an approximately 6.68-acre site currently vacant with the exception of a concrete pad from a once present single-family residence (shown on Google Earth Pro, Imagery Date: August 17, 2017). The Project Site is located in the SE ¼, of Section 28, Township 1 North, Range 5 West on the Devore USGS 7.5-minute Quadrangle Map. The Project Site consists of three San Bernardino County Assessor Parcels: 1133-201-01, 1133-201-02, and 1133-201-03.

2.3 PROJECT DESCRIPTION

CDREP, LLC (“Project Applicant”) is proposing the development of an approximately 6.68-acre site with a 120,600 square-foot warehouse/distribution/manufacturing facility. Discretionary actions on the part of the City to approve the Project include approval of the Project’s Precise Plan of Design to ensure compatibility with the City’s General Plan and Development Code, issuing a Conditional Development Permit as approved by the Planning Commission, and approving a lot merger application to merge the three (3) existing parcels, and approving a Variance application to allow for increased building height.

As shown on Figure 3, Site Plan, the proposed building is designed to include a 115,600 square-foot footprint and a 5,000 square-foot mezzanine. Building construction will use conventional methods consisting of a reinforced concrete tilt-up building approximately 45 feet in height at its highest facade. The warehouse will accommodate 3 loading areas proposed to be located on the east side of the building. Proposed parking consists of 98,784 square-feet, including: 94 automobile parking stalls, 16 truck trailer parking stalls, and one (1) motorcycle stall. Two

two-way autos-only driveway accesses (one 26 feet wide, one 29 feet wide) would be at the western side of the Project Site, off of Locust Avenue and a third 40-foot wide drive with two-way traffic would be at the southeastern corner of the Project Site off of Vineyard Avenue. Approximately 37,389 square-feet of the Project Site is proposed to be landscaped.

The Proposed Project also includes the construction of an underground infiltration basin for treatment of any on-site stormwater flows. Under proposed conditions post-development flows would be directed from the northwest corner through the site along proposed curb and gutter and ribbon gutters to three proposed catch basins, which would direct flows to the underground infiltration basin.

In the event of back to back storm events or off site tributary flow, flows in excess of the proposed infiltration capacity would back up in the proposed southeast catch basin and would flow as surface flows to Vineyard Avenue consistent with existing conditions.

Off-site improvements necessary to implement the Proposed Project include street widening, curb, gutter, and sidewalk improvements along both Locust and Vineyard Avenue.

General Plan Designation and Zoning

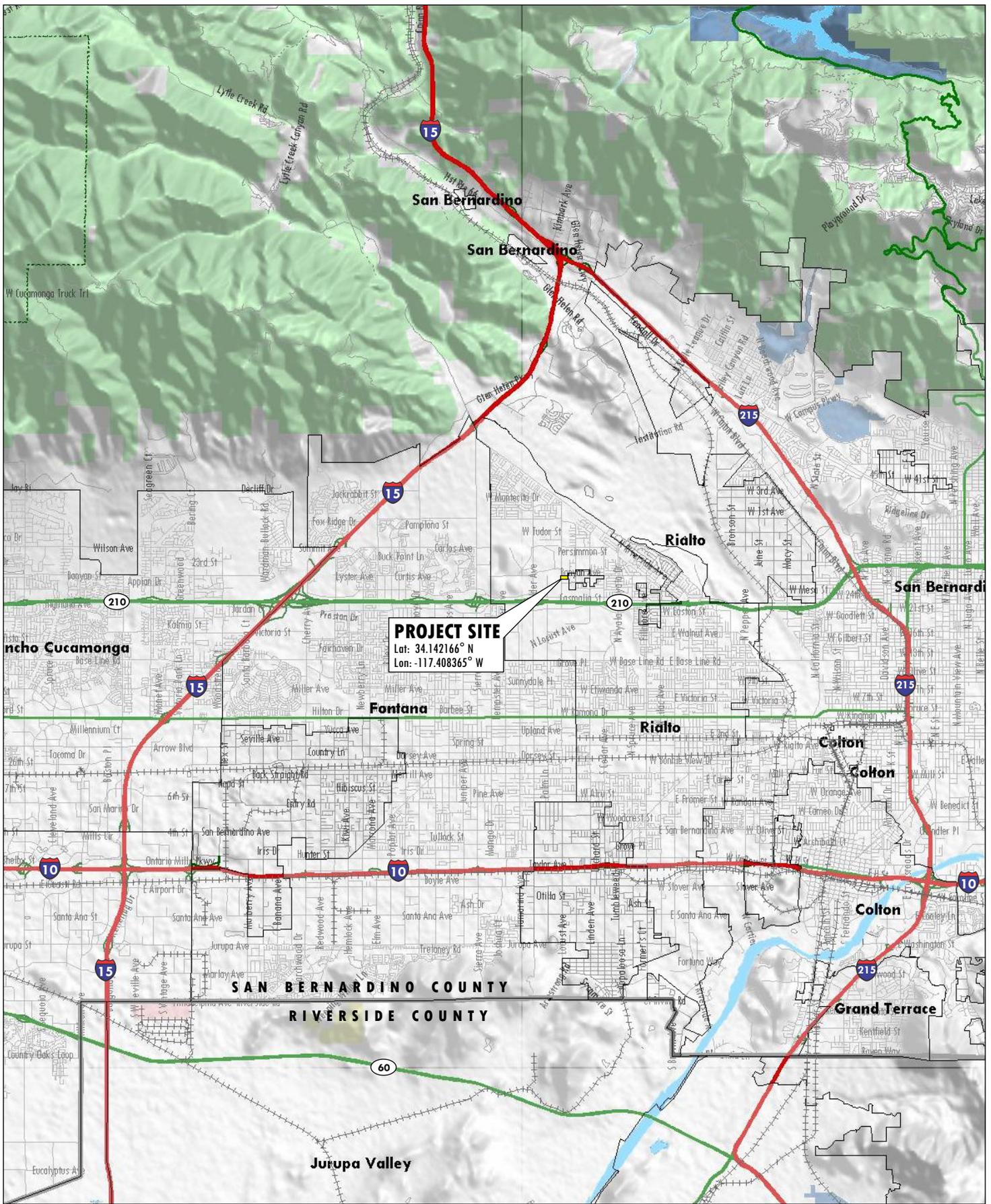
The Project Site is located in the southeast corner of the Rialto Airport Specific Plan planning area. The site's designated zoning in the Rialto Airport Specific Plan is "Planned Industrial Development." The Planned Industrial Development land use category is intended to accommodate light industrial and industrial/business park uses west and southwest of the closed Airport. Warehousing is a permitted use under the Planned Industrial Development land use designation as indicated in Table 8 of the Rialto Airport Specific Plan: Permitted Uses: Non-Residential Designations. The Rialto Airport Specific Plan land use vision for planned industrial is intended to provide transitions between the existing, adjacent residential uses.

2.4 EXISTING CONDITIONS AND SURROUNDING LAND USES

The Project Site consists of three parcels. Parcel 1133-201-01 comprises the southwestern third of the Project Site; the parcel was previously developed with a single-family residential structure and stand-alone garage and shed. The improvements have been removed and the site is currently vacant with the exception of a concrete pad. Parcel 1133-201-02 comprises the northwestern portion of the Project Site and Parcel 1133-201-03 comprises the eastern third of the Project Site. These two parcels are currently undeveloped and vacant. Under existing conditions, the property immediately to the east is undeveloped and vacant and the property to the west across Locust is owned and operated by Eagle Roofing; single-family residential uses occur to the north and a Vance Corporation is located to the south across Vineyard Avenue.

2.5 INTENDED USE OF THIS DOCUMENT

This Initial Study addresses the potential impacts of the Proposed Project, as well as those of the associated discretionary actions and approvals required to implement the Proposed Project, and those of subsequent construction and operational activities.



PROJECT SITE
 Lat: 34.142166° N
 Lon: -117.408365° W



Source: Lilburn Corp., Sept., 2017.

LILBURN
CORPORATION

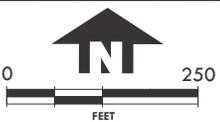
REGIONAL LOCATION

*Locust and Vineyard Warehouse Rialto
City of Rialto, California*



PROJECT SITE

CITY OF RIALTO
SAN BERNARDINO COUNTY



Source: Lilburn Corp., Sept., 2017.

LILBURN
CORPORATION

PROJECT VICINITY

*Locust and Vineyard Warehouse Rialto
City of Rialto, California*

FIGURE 2

PRECISE PLAN OF DESIGN SITE PLAN

PROPOSED INDUSTRIAL WAREHOUSE/ DISTRIBUTION/ MANUFACTURING FACILITY
 APN 1133-201-01, 02 & 03, NORTHEAST CORNER OF LOCUST AVE. & VINEYARD AVE.
 CITY OF RIALTO

Project Description

The project proposes to develop 6.66 gross acres (3.78 net acres) with the construction of a 120,000 SF warehouse/distribution/manufacturing facility. Related onsite improvements include paved parking, landscaping, drainage, and access improvements. Discretionary actions by the City of Rialto include the following:

- 1.) Approval of a Precise Plan of Design application
- 2.) Approval of a Conditional Development Permit application to allow for proposed warehousing use
- 3.) Approval of a 1 of Merger application to merge the three (3) existing parcels
- 4.) Approval of a Variance application to allow for increased building height

Proposed off-site improvements across the project frontages of Locust Avenue and Vineyard Avenue include street widening, construction of curb, gutter, sidewalk, and parking improvements. One driveway is proposed along Vineyard Avenue and two driveways are proposed along Locust Avenue to provide access to the site.

NOTES:

1. ASSESSORS PARCEL NUMBERS: 1133-201-01, 02 AND 03
2. EXISTING GROSS AREA: 281,162 SF = 6.40 AC
3. EXISTING NET AREA: 272,942 SF = 6.32 AC
4. PROPOSED NET AREA: 272,942 SF = 6.32 AC
5. PROPOSED DEVELOPMENT: 23,500 SF = 0.54 AC
6. PROPOSED PROPOSED ZONE DESIGNATION: PLANNED INDUSTRIAL DEVELOPMENT ZONE OF THE RIALTO AIRPORT SPECIFIC PLAN
7. PROPOSED PROPOSED GENERAL PLAN DESIGNATION: LIGHT INDUSTRIAL
8. PROPOSED LAND USE: SPRAWL/AVIATION
9. PROPOSED LAND USE: INDUSTRIAL WAREHOUSE/DISTRIBUTION/MANUFACTURING FACILITY
10. AREA SUMMARY:
 - TOTAL PROPOSED NET AREA: 23,500 SF = 0.54 AC
 - ACCESS/PARKING: 185,750 SF = 4.23 AC
 - LANDSCAPING (INCLUDES SLOTTED CURB): 37,300 SF = 0.85 AC
 - DRAINAGE: 5,000 SF = 0.11 AC
 - TOTAL PROPOSED NET AREA: 178,550 SF = 4.03 AC
 - TOTAL PROPOSED NET AREA (LANDSCAPING): 30,600 SF = 0.70 AC
11. PARKING SUMMARY:
 - REQUIRED PARKING: 11,000 SF FOR 100,000 SF = 10,000 SF / 1,000 = 10 SPACES
 - OFFICE: 2,000 SF FOR 10,000 SF = 2,000 SF / 1,000 = 2 SPACES
 - TOTAL REQUIRED PARKING: 13,000 SPACES
 - TOTAL PROVIDED ACCESSIBLE SPACES: 12 SPACES, 1 VAN ACCESSIBLE
 - TOTAL PROVIDED ACCESSIBLE SPACES: 13 SPACES, 2 VAN ACCESSIBLE
 - TOTAL PROVIDED MOTORCYCLE SPACES: 136 SF OF SPACE
 - TOTAL PROVIDED MOTORCYCLE SPACES: 136 SF OF SPACE
12. 5% TO 15% WITH IN 1000 INSURANCE RATE MAP ZONE X AREAS DETERMINED TO BE OUTSIDE THE DESIGNER 10000 PLAN
13. FLOOR AREA RATIO = 120,000 SF / 2,117,173 SF = 0.006
14. DEVELOPMENT IMPACT FEES (DIPF) SHALL BE PAID PRIOR TO ISSUANCE OF ANY BUILDING PERMITS.

LEGAL DESCRIPTION

THE SOUTH 105.00 FEET OF THE WEST 430.00 FEET OF THE NORTH WEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO COUNTY, CALIFORNIA, ACCORDING TO GOVERNMENT SURVEY, BEING THE FIRST TRACT OF LAND IN TRACT NO. 3279, AS PER PLAN RECORDED IN BOOK 44, PAGE 1, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

THE WEST 430 FEET OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO GOVERNMENT SURVEY, BEING THE FIRST TRACT OF LAND IN TRACT NO. 3279, AS PER PLAN RECORDED IN BOOK 44, PAGE 1, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

THE SOUTH 105 FEET OF THE WEST 430 FEET OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO COUNTY, CALIFORNIA, ACCORDING TO GOVERNMENT SURVEY, BEING THE FIRST TRACT OF LAND IN TRACT NO. 3279, AS PER PLAN RECORDED IN BOOK 44, PAGE 1, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

EASEMENTS

1. AN EASEMENT FOR RIGHT OF WAY FOR DITCHES AND CANALS, AS RESERVED BY THE UNITED STATES OF AMERICA IN PATENT RECORDED IN BOOK 6 OF PATENTS, PAGE 564.
2. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, AS RECORDED IN BOOK 3322, PAGE 564 OF OFFICIAL RECORDS.
3. AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES AND INCIDENTAL PURPOSES, AS RECORDED IN BOOK 3335, PAGE 567 OF OFFICIAL RECORDS.
4. AN EASEMENT FOR HIGHWAY AND ROAD PURPOSES AND INCIDENTAL PURPOSES, AS RECORDED IN COUNTY OF SAN BERNARDINO, AS RECORDED IN BOOK 6228, PAGE 622 OF OFFICIAL RECORDS.
5. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, AS RECORDED IN BOOK 26, PAGE 1067, PAGE 236 OF OFFICIAL RECORDS.
6. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, AS RECORDED IN BOOK 11, PAGE 1011 OF OFFICIAL RECORDS.
7. AN EASEMENT FOR RIGHT OF WAY FOR DITCHES AND CANALS, AS RESERVED BY THE UNITED STATES OF AMERICA IN PATENT RECORDED IN BOOK 6 OF PATENTS, PAGE 564.
8. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, AS RECORDED IN BOOK 16, PAGE 1067, PAGE 236 OF OFFICIAL RECORDS.

EXISTING FEATURES

- EXISTING FOG WALL TO BE REMOVED
- EXISTING TREE TO BE REMOVED
- EXISTING STRUCTURE TO BE REMOVED
- EXISTING CONCRETE PAVING TO BE REMOVED
- EXISTING ASPHALT PAVING TO BE REMOVED
- EXISTING BAGGED WIRE / CHAIN LINK GATE / FENCE TO BE REMOVED
- EXISTING POWER POLE TO BE REMOVED

LEGEND

- EXISTING FOG PAVING TO REMAIN
- PROPOSED AC PAVING
- PROPOSED DECORATIVE PAVING
- EXISTING FOG PAVING
- EXISTING AC PAVING TO REMAIN
- PROPOSED LANDSCAPING
- ASPHALT CONCRETE
- EXISTING TREE
- PROPOSED CONCRETE
- PROPOSED FOG PAVING
- PROPOSED FOG PAVING
- EXISTING AC PAVING TO REMAIN
- PROPOSED LANDSCAPING

PROPERTY OWNERS:

APN 1133-201-01
JESUS DIAZ AND CADELARIA DIAZ HUSBAND AND WIFE AS JOINT TENANTS

APN 1133-201-02
RACHEL A. VELOZ, AS TO AN UNDIVIDED 1/8 INTEREST; ESTELLA CHAVEZ, AS TO AN UNDIVIDED 2/8 INTEREST; RUDY CHAVEZ, AS TO AN UNDIVIDED 1/8 INTEREST AND ALICE CASTELLANOS AND MARTHA GOBLE, SUCCESSOR CO-TRUSTEES OF THE HENRY PEREZ REVOCABLE TRUST DATED NOVEMBER 30, 1998, AS TO AN UNDIVIDED 4/8 INTEREST

APN 1133-201-03
CALIFORNIA CHOW LAND TRUST, MARK HORVATH, TRUSTEE

CO-TRUSTEES OF THE HENRY PEREZ REVOCABLE TRUST DATED NOVEMBER 30, 1998, AS TO AN UNDIVIDED 4/8 INTEREST

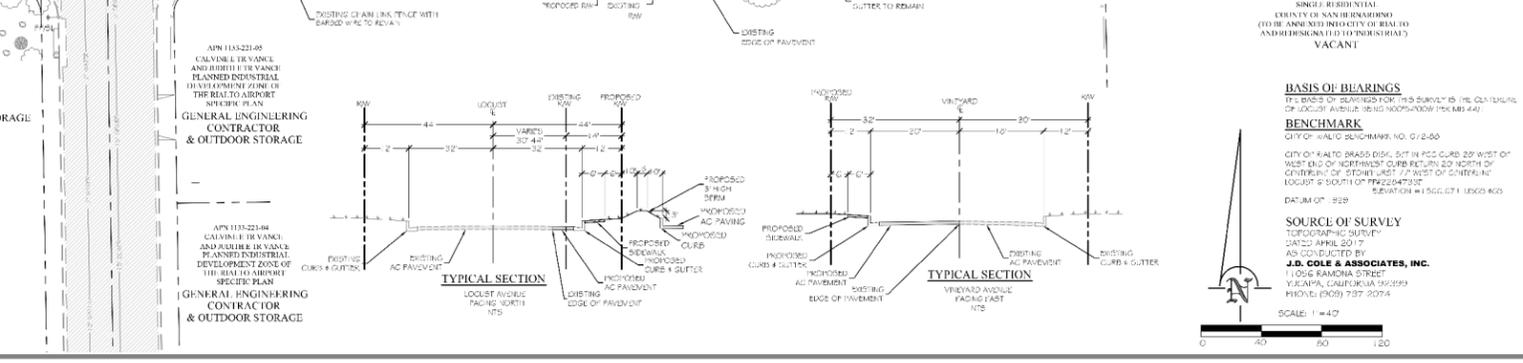
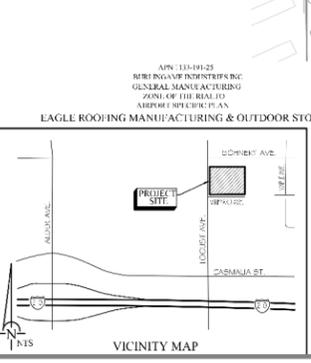
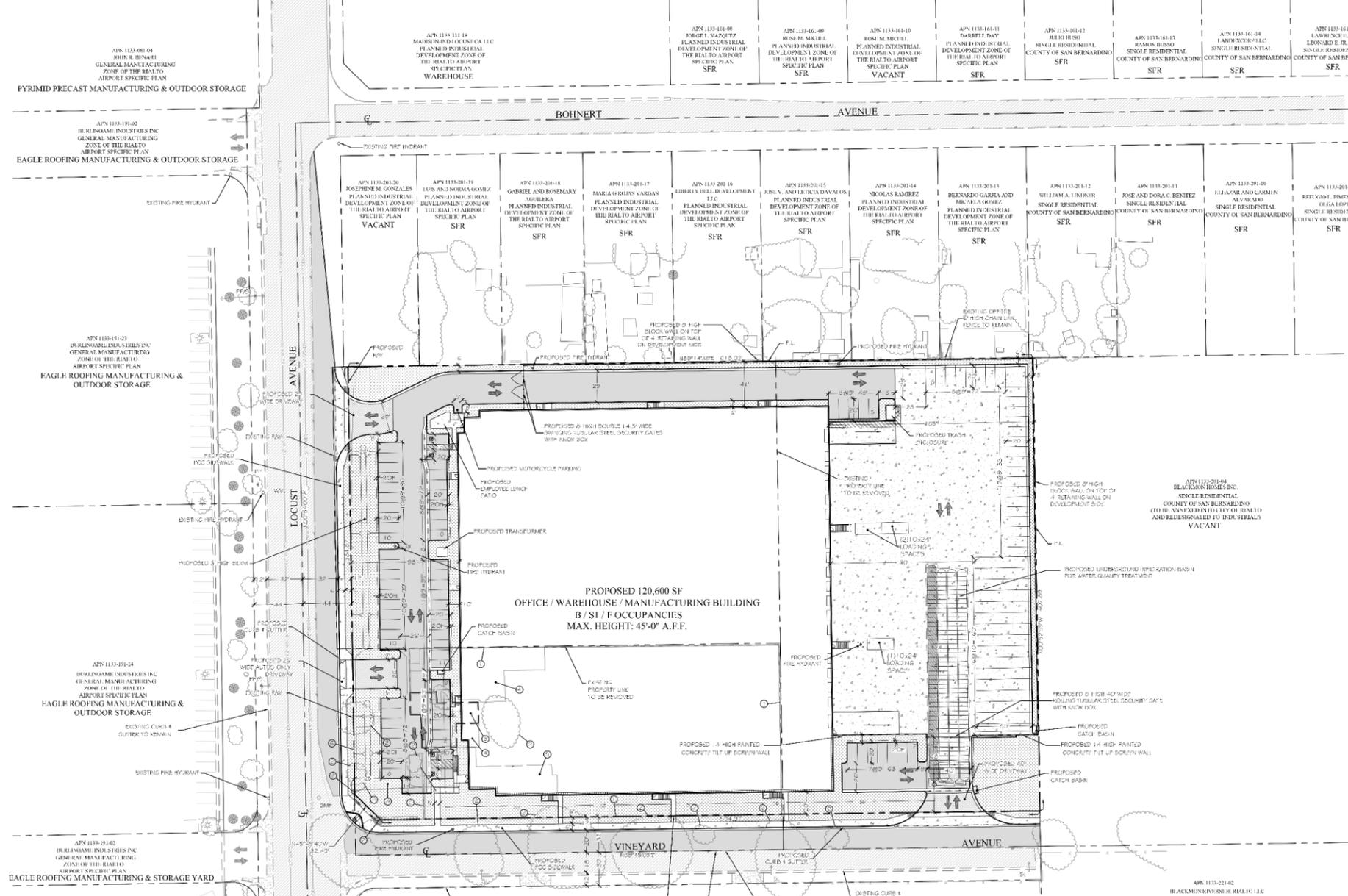
PREPARED FOR/APPLICANT:
CDREP, LLC.
 ATT: MARK BACHL
 6225 MAIN STREET
 PL 50240, CA 92045
 (619) 428-3502

LETTER	DESCRIPTION	DATE	INITIAL	BY/TA
	REVISIONS			

PRECISE PLAN OF DESIGN
 NORTHEAST CORNER LOCUST AVE. & VINEYARD AVE.
 CITY OF RIALTO

thatcher engineering & associates, inc.
 • land planning
 • civil engineering
 • landscape architecture
 phone 909.748.7777
 fax 909.748.7778
 14110 Wilshire Blvd., Suite 100, Beverly Hills, CA 90210

Job Number: 1420033	Date Prepared: 7/23/17	Drawn By: PF	Reference Number: 620033P	Sheet Number: S-1
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LILBURN CORPORATION

SITE PLAN
 Locust and Vineyard Warehouse Rialto
 City of Rialto, California

SECTION 3 ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS – Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant.** The City of Rialto General Plan identifies the views of the San Gabriel and San Bernardino Mountains as backdrops for creating scenic vistas throughout the City. General Plan policy states that views of the mountains should be protected by ensuring that building heights are consistent with the scale of surrounding, existing development (Policy 2-14.1), and by ensuring that building materials do not produce glare, such as polished metals or reflective windows (Policy 2-14.3). The San Bernardino Mountains are located to the northeast of the Project Site and the San Gabriel Mountains are located to the northwest. The proposed warehouse/distribution/manufacturing facility building will have an approximate maximum height of 45 feet at its highest façade. Per the development standards identified in the Rialto Airport Specific Plan, the maximum allowed building height in the Planned Industrial Development zone is 35 feet. A Variance Application has been submitted to the City for consideration. The warehouse/distribution/manufacturing facility will be a concrete tilt-up structure similar in nature to the warehouses nearby. The Proposed Project is consistent with the Rialto General Plan and will have less than significant impacts on scenic vistas of the San Gabriel and San Bernardino Mountains and no mitigation measures are required.

b) **No Impact.** There are no significant scenic resources known to exist in the immediate vicinity of the Project Site. The Project Site is not adjacent to or in the vicinity of a state scenic highway; therefore, there are no impacts related to state scenic highways.

- c) **Less than Significant.** The Project Site is currently vacant and located within a predominantly urbanized area with low density residential development to the north, warehouses to the west and south, and vacant land immediately to the east. Proposed development of the Project Site is consistent with the surrounding development and with the Design Guidelines of the Rialto Airport Specific Plan. Therefore, less than significant impacts would occur and no mitigation measures are required.

- d) **Less than Significant.** The Proposed Project includes the installation of exterior lighting as ancillary to the proposed warehouse/distribution/manufacturing facility, which is required to comply with City lighting requirements. The Proposed Project is designed to adhere to the City lighting requirements, and demonstration of compliance with these standards is required before the City will issue a building permit. Compliance would ensure that the Proposed Project does not produce substantial amounts of light or glare from artificial lighting sources that would adversely affect the day or nighttime views of adjacent properties.

The Proposed Project would involve the construction and operation of an approximate 120,600 square-foot building with exterior surfaces consisting of tilt-up concrete construction and windows with reflective glazing. While glazing has a potential to result in glare effects, such effects are considered minimal based upon the relative size of the proposed structure, its direction, placement on the parcel, and the proposed landscaping. Accordingly, daytime glare, and nighttime lighting impacts would be less than significant therefore no mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. The Department of Conservation Farmland Mapping and Monitoring Program identifies the Project Site as “other land” in its California Important Farmland Finder. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or in its immediate vicinity. Development of the Project Site would not convert farmland to a non-agricultural use therefore no mitigation measures would be required.				
b) No Impact. The Project Site is not under a Williamson Act Contract as identified in the latest map prepared by the California Department of Conservation, Division of Land Resource Protection. The City of Rialto General Plan and Rialto Airport Specific Plan do not designate any of the land within the Project Site or in its immediate vicinity for agricultural use; no impacts are anticipated and no mitigation measures are required.				
c) No Impact. The Project Site does not support existing agricultural uses and no agricultural uses occur in the vicinity of the Project Site. The Proposed Project would not result in changes that could result in the conversion of farmland to non-farmland use; therefore, no impacts would occur and no mitigation measures are required.				
d) No impact. The Project Site does not support forest land. Implementation of the Proposed Project would not convert forest land to non-forest use; therefore, no impacts would occur and no mitigation measures would be required.				
e) No impact. The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation; therefore, no impacts would occur and no mitigation measures would be required.				

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2016 AQMP was adopted by the Southern California Association of Governments (SCAG) Regional Council on April 7, 2016.

The Proposed Project is located within the Planned Industrial Development (I-PID) land use zone of the Rialto Airport Specific Plan area. Warehouse/distribution/manufacturing facilities are allowed uses within the Rialto Airport Specific Plan area with approval of a Conditional Development Permit by the Planning Commission and City Council for all uses within the I-PID in accordance with City of Rialto Ordinance No. 1394. Therefore, the emissions associated with the Proposed Project have already been accounted for in

the AQMP. Approval of the Proposed Project would not conflict with the AQMP. Less than significant impact is anticipated and no mitigation measures are required.

- b) **Less than Significant.** The Proposed Project’s construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.1 prepared by the SCAQMD (see Appendix A). CalEEMod was used to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). In addition, reactive organic gas (ROG) emissions were analyzed. Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: demolition, site grading (mass and fine grading), building construction, paving, and architectural coating. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively. As shown in Table 1 and Table 2, construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant and no mitigation measures would be required.

Table 1
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	3.3	42.6	23.7	0.05	3.8	2.2
Site Preparation	0.6	48.3	23.5	0.04	10.9	6.9
Grading	2.9	30.7	17.4	0.03	4.7	3.0
Building Construction	3.5	28.9	24.6	0.05	3.0	1.8
Paving	1.8	15.3	15.4	0.02	1.0	0.8
Architectural Coating	58.1	1.9	2.9	0.01	0.4	0.2
Highest Value (lbs/day)	58.1	48.3	24.6	0.05	10.9	6.9
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.1 Summer Emissions.
 Phases do not overlap and represent the highest concentration.

Table 2
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Demolition	3.9	42.6	23.7	0.05	3.8	2.2
Site Preparation	4.7	48.3	23.3	0.04	10.9	6.9
Grading	2.9	30.7	17.3	0.03	4.7	3.0
Building Construction	3.5	28.9	23.7	0.05	3.0	1.8
Paving	1.8	15.3	15.3	0.02	1.0	0.8
Architectural Coating	58.1	1.9	2.7	0.01	0.4	0.2
Highest Value (lbs/day)	58.1	48.3	23.7	0.05	10.9	6.9
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.1 Winter Emissions.

Phases do not overlap and represent the highest concentration.

Compliance with SCAQMD Rules 402, and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Applicant would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀).

Compliance with SCAQMD Rule 402, and 403

The Project Applicant would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The Project Proponent 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 (2x daily) to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
 - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
 - (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.

- (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated using a Traffic Impact Analysis (TIA) prepared by Kunzman Associates on September 4, 2017. The TIA determined that the Proposed Project would generate approximately 429 total daily trips (719 passenger car equivalent) or a daily rate of 5.96 trips per 1,000 square foot of space. Emissions associated with the Proposed Project's estimated vehicle trips were modeled and are listed in Table 3 and Table 4, which represent summer and winter operational emissions, respectively. As shown, both summer and winter season operational emissions are below SCAQMD thresholds. Impacts are anticipated to be less than significant and no mitigation measures would be required.

Table 3
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	2.8	0.0	0.0	0.00	0.0	0.0
Energy	0.0	0.1	0.1	0.00	0.0	0.0
Mobile	1.2	34.9	11.3	0.11	4.2	1.2
Totals (lbs/day)	4.0	35.0	11.4	0.11	4.2	1.2
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2016.3.1 Summer Emissions.

Table 4
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	2.8	0.0	0.0	0.00	0.0	0.0
Energy	0.0	0.1	0.1	0.00	0.0	0.0
Mobile	1.2	34.7	11.1	0.11	4.2	1.2
Totals (lbs/day)	4.0	34.8	11.2	0.11	4.2	1.2
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2016.3.1 Winter Emissions.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities and the associated impacts are considered to be less than significant.

- c) **No Impact.** The Proposed Project would not individually exceed any SCAQMD thresholds for criteria pollutants (see Tables 1, 2, 3, and 4), violate any air quality standard, or contribute substantially to an existing or projected air quality violation during construction and operation of the Proposed Project. No impacts are anticipated and no mitigation measures would be required.
- d) **No Impact.** SCAQMD has developed a methodology to assess the localized impacts of emissions from a Proposed Project as outlined within the Final Localized Significance Threshold Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs would typically only apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. Although the Proposed Project calls for 5.78 acres of net development, LST methodology will be incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.1 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality

impacts of proposed projects to sensitive receptors (i.e. schools, single family residences, etc.) and provides screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Proposed Project includes approximately 5.78 acres of net development. The “5 acres scenario” was used to represent a worst-case scenario since larger sites are granted a larger emission allowance. The Project Site is located adjacent to North Locust Avenue and more than a quarter of a mile from State Route 210 (SR 210). The nearest sensitive receptor land uses are the residential developments located adjacent to the north boundary of the Project Site and therefore LSTs are based on a 25-meter distance. A comparison of the construction and operational emissions with the appropriate LST, per distance from the Project Site boundary (geographical area of Source Receptor Area (SRA) No. 34 – Central San Bernardino Valley; 5-acre site) according to the SCAQMD Mass Rate Look-up Tables, are listed in Table 5.

**Table 5
 Localized Significance Thresholds
 (Pounds per Day)**

	NOx	CO	PM10		PM2.5	
Construction Emissions (Max. from Table 1 and Table 2)	48.3	24.6	10.9		6.9	
Operational Emissions (Max. Total from Table 3 and Table 4) ¹	3.5	1.1	0.4		0.1	
Highest Value (lbs/day)	48.3	24.6	10.9	0.4	6.9	0.1
LST Thresholds	270	1,746	14*	4 [†]	8*	2 [†]
Greater Than Threshold	No	No	No	No	No	No

Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

[†] Operational emissions LST

¹ Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 10% of mobile emissions will occur on the Project Site.

Source: CalEEMod.2016.3.1 Summer & Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for 5-acre site in SRA No. 34, distance of 25 meters.

As shown in Table 5, the Proposed Project’s emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No impacts are expected and no mitigation measures would be required.

- e) **Less than Significant.** The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Projects' (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Rialto's solid waste regulations. The Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Proposed Project construction and operations would be less than significant and no mitigation is required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant with Mitigation.** A general biological assessment of the Project Site was completed by Natural Resources Assessment, Inc. (NRAI, July 21, 2017). As part of the biological assessment NRAI conducted a background data search for information on plant and wildlife species known occurrences within the vicinity of the project, as well as information on jurisdictional waters. The data review included biological text on general and specific biological resource, and resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. A biological survey of the Project Site was conducted on July 21, 2017. The field survey included an evaluation of the surrounding habitats and focused habitat assessment for species identified in the background data search.

The Project Site is dominated by ruderal plant species such as Russian thistle (*Salsola tragus*), Mediterranean grass (*Schismus barbatus*), and puncture vine (*Tribuulus terrestris*). There was one holly-leaved cherry (*Prunus ilicifolia*) and a row of red gum eucalyptus (*Eucalyptus camaldulensis*) recorded along the southern border of the Project Site. Birds were recorded as the most common group of animal species on the site. Bird species observed during the biological survey included mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), lesser goldfinch (*Spinus psaltria*), horned lark (*Eremophila alpestris*), and Brewer’s blackbird (*Euphagus cyanocephalus*).

NRAI determined that implementation of the Proposed Project would result in the loss of ruderal habitat and that the impact is not considered to be significant. The disturbed/ruderal plant community is typically associated with a predominance of exotic species as a result of natural opportunistic invasions. Ruderal areas have generally been severely disturbed or are subject to recurring disturbance.

Although, during the site review, NRAI determined that the Project Site did not have suitable habitat for the burrowing owl the species has the potential to be found on-site. Burrowing owl are known to occur on the former Rialto Municipal Airport lands located to the east of the Project Site. In addition, nearby vacant properties provide suitable habitat for the species. NRAI determined that if allowed to remain fallow, the Project Site might provide habitat for the species in the future. The following mitigation measures are recommended to avoid and minimize potential impacts to the burrowing owl:

BIO-1: A burrowing owl breeding bird survey following the recommended guidelines of the CDFW shall be determined if nesting is occurring.

- **Occupied sites shall not be disturbed during the nesting season (February 1 – 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.**
- **If the biologist is not able to verify one of the above conditions, then no disturbance shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. For the burrowing owl, the recommended distance is a minimum of 160 feet.**
- **All relocations shall be approved by the CDFW. The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFW within 30 days following completion of the relocation and monitoring of the burrowing owl.**

With incorporation of the above mitigation measure, implementation of the Project is anticipated to have a less than significant impact on sensitive species that could potentially occur on the Project Site.

- b) **No impact.** The Project Site does not support riparian habitat or a sensitive natural community. The Project Site is not identified in local plans, policies, and regulations of the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. No impacts are identified and no mitigation measures are required.
- c) **No impact.** NRAI conducted a biological assessment of the Project Site on July 21, 2017. The biological assessment survey included an evaluation of potentially jurisdictional waters. It was concluded in NRAI's report that the Project Site does not support waters or wetlands habitat that would come under the jurisdiction of the U.S. Army Corps of Engineers, does not support waters or riparian habitat that would come under the jurisdiction of the Santa Ana Regional Water Quality Control Board, and does not support streams, creeks, washes, or similar waterway, or any riparian habitat what would come under the jurisdiction of the California Department of Fish and Wildlife. No impact is identified and no mitigation measures are required.
- d) **No impact.** The Project Site is in an area fragmented by existing development including paved roads, rural residential development, and commercial development. There are few native habitats left in the nearby surrounding areas, and impacts to wildlife movement

and habitat fragmentation have already occurred. Development of the Proposed Project would not result in additional significant fragmentation to habitat. No impact is anticipated and no mitigation measures are required.

- e) **No impact.** As identified in the City of Rialto General Plan, the City is mostly developed and the majority of local biological resources are associated with Lytle Creek Wash, located north of the Project Site. Additionally, some pockets of open space exist east of the former Rialto Municipal Airport. The General Plan does not identify any policy for the protection of trees. Similarly, no policies protecting biological resources are identified in the Rialto Airport Specific Plan. A row of red gum eucalyptus (*Eucalyptus terrestris*) trees exist on the southern border and a single holly-leaved cherry tree (*Prunus ilicifoliia*) exists within the Project Site; all would be removed for project implementation. Removal of the trees and ruderal vegetation on-site would not conflict with any local policies or ordinances protecting biological resources, no impacts are anticipated and no mitigation are required.
- f) **No impact.** The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (August 2015), in the City of Rialto General Plan, or in the Airplane Specific Plan. No conflict with such plans are anticipated therefore no mitigation measures are required.

V. CULTURAL RECOURES

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a,b) **Less than Significant with Mitigation.** In August 2017, McKenna et al. performed a Cultural Resources Investigation of the Project Site. To adequately address the site, the following tasks were completed: 1) Archaeological Resources check; 2) Historic Land Use Research; and 3) Native American consultation¹; 4) Paleontological Overview; 5) Intensive Field Survey; 6) Analysis of the Data Compiled; 7) Preparation of a Technical Report. The archaeological records check was completed at the California State University, Fullerton, South Central Coastal Information Center. The records check confirmed the current project area has not been previously surveyed for cultural resources, but a minimum of seventy (70) surveys have been completed within one-mile of the project area.

As a result of these studies, a number of resources were identified in the immediate area surrounding the current project but not within the project area. The majority of the identified resources are historic building sites and historic rock, although there are records of historic roadways (e.g. Baseline Road) and historic refuse scatters. None of these resources is within or adjacent to the current project area and none will be impacted by any proposed developments within the project area.

A review of historic maps showed the project areas to be vacant until at least the 1950s. Prior to this time, there were no structural improvements. At the time of the site survey in August 2017, APN 1133-201-01 had remains of a residential commercial use which have been found to be abandoned. APN 1133-201-02 had a single standing structure that has since then been demolished; and the easternmost parcel (APN 1133-201-03) was never improved and never cultivated. The structures on-site are to be removed to allow for the Proposed Project in accordance with applicable regulations and permits from the City of Rialto.

Based on the recent historical research, field investigations, and documentation, the cultural resources investigation concluded that the Project Site, consisting of three parcels, yielded no evidence of prehistoric archaeological resources, and no significant historical resources. The project area is not culturally significant and the proposed development would not result in any adverse environmental impacts. However, in the event of an unanticipated find, the following avoidance and minimization measures are recommended as mitigation to avoid potential impacts to archeological resources.

CR-1: The Project Proponent shall have an archaeological consultant on-call to assess any prehistoric or historic archaeological resources that may be uncovered during earth-moving activities.

- c) **Less Than Significant Impact with Mitigation.** The paleontological overview prepared for the Project identified the project area as consisting of surficial deposits of younger alluvium overlying relatively shallow older Quaternary alluvial deposits. The younger alluvium is not considered to be fossil bearing. The older alluvium, in contrast, is fossil bearing and, therefore, excavations that exceed the relative depths of the younger

¹ Native American Consultation was conducted through consultation with the Native American Heritage Commission. The level of consultation is preliminary; and AB52 consultation to be completed by the City of Rialto.

alluvium may yield evidence of these non-renewable natural resources. Monitoring of excavations impacting the older alluvial deposits was recommended by McLeod (2016). McLeod (2016) identified the project area as being within an area dominated by younger alluvium derived from the San Gabriel Mountains and the Lytle Creek drainage. These deposits are relatively deep and not known to be associated with fossil specimens. Nonetheless, the erosion of the mountains and the excessive debris flows from the creek may carry fossil remains into the general area and, therefore, there is a slight possibility for fossils to be present. The nearest fossils have been identified in the Jurupa Valley area, near Norco and Mira Loma, suggesting the potential in Rialto is very low.

Excavations that exceed the relative depth of the younger alluvium and impact the older Quaternary alluvium may yield evidence of fossil specimens. To ensure unanticipated finds are not impacted, the following mitigation measure shall be implemented:

CR-2: The Project Proponent shall have a paleontological consultant on-call to assess any fossil specimens that may be uncovered during earth moving activities.

- d) **Less than Significant.** Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during grading and excavation activities associated with project construction. In the event that human remains are discovered during grading or other ground disturbing activities, the Project Proponent would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097, et. seq. which requires that if the Coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission whom will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated and ensure that potential impacts are less than significant.

VI. GEOLOGY AND SOILS

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Less than Significant				
i) The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as identified in Exhibit 5.1 of the City of Rialto General Plan. Potential for damage due to direct fault rupture is considered very remote. Less than significant impact is anticipated and no mitigation measures are required.				
ii) The Project Site is located in a seismically active region with the San Jacinto Fault located less than two miles northeast of the Project Site, the Lytle Creek Fault located approximately three and a half miles northwest, and the Fontana seismic trend one miles to the south. Severe seismic shaking can be expected to				

induce lower horizontal accelerations due to smaller anticipated earthquakes during the lifetime of the proposed structure. Construction of the warehouse in accordance with applicable requirements for construction as listed in the Uniform Building Code would ensure that potential impacts are reduced to the maximum extent possible. Less than significant impact is anticipated and no mitigation measures are required.

- iii) The Project Site is not located in an area identified to have liquefaction susceptibility as identified in Exhibit 5.1 of the City of Rialto General Plan. Additionally, the Geotechnical Engineering Investigation completed by NorCal Engineering determined that the potential for liquefaction at the Project Site is considered to be very low due to the depth of groundwater in excess of 450 feet within the vicinity area based on review of groundwater maps of the Upper Santa Ana River Basin (2016) no significant impacts are anticipated and no mitigation measures are required.
- iv) The Project Site is relatively level descending gradually from north to south on the order of a few feet. The Project Site is no not located in an area with identified seismic and geologic hazards as shown on Exhibit 5.1 of the City of Rialto General Plan. Additionally, as identified in the County of San Bernardino General Plan Map FH21C the Project Site is not located in an area likely to become unstable as a result of on- or off-site landslide. No impacts related to landslides are anticipated and no mitigation measures are required.
- b) **No Impact.** As described in the General Plan, the City of Rialto is subject to extensive windstorms related to Santa Ana winds that push through the Cajon Pass. Winds affecting Rialto can create dust storms where the soil type is susceptible to wind erosion. The majority of the Project Site's surface area is vacant and undeveloped. Development of the site will reduce the amount of exposed soil that may be subject to wind erosion. The Proposed Project includes a landscaping plan design in accordance with the Rialto Airport Specific Plan design guidelines. Landscaping will be provided over approximately 37,389 square feet and will be designed to reduce the potential for wind and water erosion of topsoil. No impacts related to erosion or loss of top soil are anticipated and no mitigation measures are required.
- c) **Less than Significant.** A Geotechnical Engineering Investigation of the Project Site was completed by NorCal Engineering (2017). The scope of work for the geotechnical investigation included: 1) site reconnaissance; 2) subsurface geotechnical exploration and sampling; 3) laboratory testing; 4) engineering analysis of field and laboratory data; and 5) preparation of a geotechnical engineering report. Based on a site exploration that included subsurface exploratory trenches existing soils consist of a fill and natural soil. Surface soils were described as surficial fill and disturbed top soils consisting of fine to coarse grained, silty sand with gravel and some cobbles to a depth of one to two feet. Natural undisturbed alluvium soils consisting of fine to coarse grained gravelly sand was encountered directly beneath the fill; these soils were noted to be slightly silty with cobbles. The report sets forth a series of recommendations and guidelines to ensure that

the proposed improvements would be safe from excessive settlements under the anticipated design loadings and existing conditions. Overall the report indicates that the proposed development of a proposed improvements is feasible from a geotechnical standpoint provided that the recommendations presented in the report are followed in the design and construction of the project. Recommendations from the geotechnical report will be incorporated into the Proposed Project design and reflected in the engineering plans to be submitted to the City during the Plan Review process. No major risks related to on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse were identified, and less than significant impacts are anticipated and no mitigation measures are required.

- d) **Less than Significant.** Expansive soils are fine-grained silts and clays which are subject to swelling and contracting. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. The geotechnical report prepared by NorCal Engineers identified the presence of fine-medium grained sand with some silt and small gravel occurring on the Project Site. The soil identified has an expansion level of 0 and according to the “Classification of Expansive Soils” the soil’s potential to expand is Very Low. The findings of the geotechnical report were incorporated into the project design and will be reflected in the final engineering plans. Less than significant impacts related to expansive soils are anticipated and no mitigation measures are required.
- e) **No Impact.** Sewer service is available to the Project Site and the facilities would be connected to the existing system. No septic tanks or alternative wastewater disposal systems would be installed at the Project Site. Therefore, no impact would occur related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems and no mitigation measures are required.

VII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

According to CEQA Guidelines Section 15064.4, when making a determination of the significance of greenhouse gas emissions, the “lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which

model or methodology to use.” In addition, CEQA Guidelines section 15064.7(c) provides that “a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts” on the condition that “the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The Proposed Project is located within the City of Rialto Airport Specific Plan area. The City of Rialto General Plan and Rialto Airport Specific Plan have not adopted their own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.

- a) **Less than Significant.** Emissions were estimated using the CalEEMod version 2016.3.1. The analysis prepared for the Proposed Project assumed the construction of 120,600 square-foot of warehouse space. Construction was anticipated to begin approximately mid-2018 and be completed in mid-2019. Other parameters which are used to estimate construction emissions such as the worker and vendor trips and trip lengths utilized the CalEEMod defaults. The operational mobile source emissions were calculated using a Traffic Impact Analysis (TIA) prepared by Kunzman Associates. The TIA determined that the Proposed Project would generate approximately 429 total daily trips (719 passenger car equivalent).

Many gases make up the group of pollutants that are believed to contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project’s emissions in relation to the thresholds. A threshold of 10,000 MTCO₂E per year has been adopted by SCAQMD for industrial type projects as potentially significant or global warming (Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, SCAQMD, October 2008). The modeled emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 6 and Table 7.

Table 6
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO ₂	CH ₄	N ₂ O
Demolition	47.9	0.01	0.0
Site Preparation	18.3	0.01	0.0
Grading	28.6	0.01	0.0
Building Construction	374.1	0.06	0.0
Paving	21.9	0.01	0.0
Architectural Coating	4.6	0.00	0.0
Total MTCO₂e	640.7		
SCAQMD Threshold	10,000		
Significant	NO		

Source: CalEEMod.2016.3.1 Annual Emissions.

Table 7
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO ₂	CH ₄	N ₂ O
Area	0.0	0.00	0.0
Energy	105.8	0.00	0.0
Mobile	1,865.8	0.12	0.0
Waste	23.0	1.36	0.0
Water	124.6	0.91	0.0
MTCO₂e	2,186.1		
SCAQMD Threshold	10,000		
Significant	NO		

Source: CalEEMod.2016.3.1 Annual Emissions.

As shown in Table 6 and Table 7, the Proposed Project's emissions would not exceed the SCAQMD's 10,000 MTCO₂e threshold of significance and therefore would have less than significant impact for greenhouse gas emissions; no mitigation measures are required.

- b) **Less than Significant.** There are no existing GHG plans, policies, or regulations that have been adopted by CARB or SCAQMD that would apply to this type of emissions source. However, the operator shall comply with CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

It is possible that CARB may develop performance standards for Project-related activities prior to construction of the Proposed Project. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulations. The Proposed Project is consistent with CARB

scoping measures and therefore does not conflict with local or regional greenhouse gas plans. Less than significant impacts related to greenhouse gas emissions would occur so no mitigation measures are required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a/b) Less than Significant. The specific business or tenant that will occupy the proposed warehouse/distribution/manufacturing facility is not known at this time. Based on the list of land uses permitted in the Employment zoning of the Rialto Airport Specific Plan, it is possible that hazardous materials could be used during the course of daily operations. Examples of types of business that could occupy the proposed building include warehouse/distribution, assembly and light manufacturing, and repair facilities.				
<p>Hazardous materials used by the future tenant of the Project Site could include chemical reagents, solvents, fuels, paints, and cleansers. Potential on-site uses also could generate hazardous byproducts that eventually must be handled and disposed of as hazardous materials. If businesses that use or store hazardous materials occupy the Project Site, the business owner and operator would be required to comply with all applicable federal, state, and local regulations including all CUPA regulations, and maintain a Business Emergency Contingency Plan. With mandatory regulatory compliance, the Proposed Project would not pose a significant hazard to the public and any impacts would be less than significant and no mitigation measures are required.</p> <p>Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction will be kept in compliance with State and local regulations. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials during construction is considered to be less than significant and no mitigation measures are required.</p>				
c) Less than Significant. Wilmer Amina Carter High School is located approximately .9-miles northeast of the Project Site; Kolb Middle School is located approximately 1.5-mile south of the Project Site, and Kucera Middle School is located approximately 0.85-mile north of the Project Site. As described in VIII (a) above, the specific business or tenant that will occupy the building is not known at this time. However, with implementation of Best Management Practices and compliance with applicable regulations less than significant impacts are anticipated. No mitigation measures are required.				
d) Less than Significant. The Project Site is not a known hazardous material site as identified in Exhibit 5.4 of the City of Rialto General Plan. A Phase I/II Environmental Site Assessment was conducted by California Development Associates (CDA) on April 12, 2017. CDA ran a Regulatory Records Search and found no contamination issues on or				

adjacent to the Target Site. No spills or significant staining were observed on the site, partly due to the low development of the parcels. An EnviroStor hazardous material search was also ran and the Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 as reported in the Department of Toxic Substances Control EnviroStor database (September 20, 2017). In the event that hazardous materials are identified on the Project Site during construction, standard reporting and remediation regulations would apply. Therefore, the Proposed Project's impacts would be less than significant and no mitigation measures are required.

- e) **No Impact.** The Project Site is located approximately 2.1-mile northwest of the former Rialto Municipal Airport runway. The airport was officially closed in September 2014. At the time of this writing some of the airport infrastructure, including portions of the runway remain on the ground; however, airport operations are no longer supported. Implementation of the Proposed Project would not result in a safety hazard related to airport land uses for people residing or working in the area; therefore, no impacts would occur and no mitigation measures are required.
- f) **No Impact.** There are no private airfields or airstrips in the vicinity of the Project Site; therefore, no impacts would occur and no mitigation measures are required.
- g) **No Impact.** The Project Site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. The Proposed Project would not interfere with an adopted emergency response or evacuation plan; therefore, no impacts would occur and no mitigation measures are required.
- h) **No Impact.** As shown in Exhibit 5.3 of the City of Rialto General Plan, the Project Site is not identified in an area of wildland fire risks. The Project Site is located in developed area and no wildlands are located on or adjacent to the Project Site. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires therefore, no impacts will occur and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incomp.	Less than Significant	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Less than Significant. The Proposed Project would be subject to the National Pollution Discharge Elimination System (NPDES) permit requirements. Construction activities				

covered under the State of California's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of the SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct, and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction.

The NPDES also requires a Water Quality Management Plan (WQMP). A WQMP for the Proposed Project has been prepared by Thatcher Engineering & Associates, Inc. to comply with the requirements of the City of Rialto and the NPDES Area Wide Stormwater Program. Mandatory compliance with the Proposed Projects' WQMP, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, implementation of the Proposed Project would not violate any water quality standards or waste discharge requirements; impacts would be less than significant and no mitigation measures would be required.

- b) **No Impact.** The Proposed Project is not anticipated to substantially impact groundwater supplies or to substantially interfere with groundwater recharge. There are no groundwater recharge facilities near the Project Site. The Proposed Project is serviced by West Valley Water District which draws water from five groundwater basins: Lytle Creek, Rialto/Colton, Bunker Hill, North Riverside, and Chino. The average daily demand is nearly 19 Million Gallons (MGD). A water supply assessment was prepared for the Rialto General Plan and found that there is adequate water supply to accommodate full buildout of the Rialto Airport Specific Plan area. Development of the Proposed Project would not reduce groundwater levels or groundwater recharge therefore no impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant.** A Preliminary Drainage Study and Water Quality Management Plan for the Proposed Project were completed by Thatcher Engineering & Associates, Inc. (July 2017).; the findings from these reports are summarized herein As described in the Preliminary Drainage Study the site drains from the northwest corner to the southeast corner as sheet flow at an approximate grade of 1.9%; sheet flows continue onto the existing property to the south (APN 1133-221-02) and then west to east along Vineyard. All flows from the site ultimately enter the Rialto Channel that runs along the north side of the 210 Freeway which then outlets at the Santa Ana River.

Under proposed conditions post-development flows would be directed from the northwest corner through the site along proposed curb and gutter and ribbon gutters to three proposed catch basins. From the catch basins, flows would enter a proposed Stormtech Underground chamber system ground infiltration basin with a 32,010 cubic-foot (CF). In addition to the above and below ground basins, pervious pavement installed in the proposed parking stalls along the east portion of the site would provide an infiltration

capacity of approximately 4,036 CF. Overall proposed infiltration capacity is 32,010 CF. Emergency flows and flows that are transmitted from the north would be allowed to flow out of the basin via a proposed broad crested weir that would connect to a proposed under sidewalk drain along Alder Avenue.

Existing condition flows at the Project Site were calculated using the Rational Method per the San Bernardino County Hydrology Manual. Calculations for existing pre-development flows yielded 14,411 cubic feet (CF) for a Q_{10} event, 17,992 CF for a Q_{25} event, and 27,082 CF for a Q_{100} event.

Proposed on-site water quality features would mitigate a total volume of approximately 32,010 CF. All post-development flows and volumes from on-site flows would be decreased by the proposed infiltration basins and emergency flow weir. In the event of back to back storm events or off site tributary flow, flows in excess of the proposed infiltration capacity would be directed southeast along the proposed catch basin and outlet to Vineyard Avenue as surface flow consistent with existing conditions. The proposed drainage pattern would not result in substantial erosion or siltation on- or off-site therefore, less than significant impacts are anticipated and no mitigation measures are required.

- d) **Less than Significant.** See response to c) above.
- e) **Less than Significant.** Mitigation in the Rialto General Plan requires that prior to issuance of grading permits, the Applicant or his designee, must coordinate the design and obtain approval of all flood control and storm drain structures associated with development of the project. Flood control and storm drain improvements must be consistent with any master planning efforts of the County to the satisfaction of the City Engineer. Consistency with these requirements would be ensured by the City's project review, approval, and permitting process. The review and approval process ensures that projects do not contribute runoff water that exceeds the capacity of existing or planned storm water drainage systems. The Proposed Project includes an underground *Stormtech* system with a capacity of 32,010 CF. Pervious pavement proposed in the parking stalls along the eastern project boundary would provide additional infiltration capacity of approximately 4,036 CF. Less than significant impact is anticipated and no mitigation measures are required.
- f) **No Impact.** The Proposed Project does not present any other conditions that could result in the substantial degradation of water quality. Therefore, no impact is anticipated and no mitigation measures are required.
- g) **No Impact.** The Project Site is identified to be outside of the 500-year floodplain in Exhibit 5.2 of the General Plan. Within the Rialto Airport Specific Plan, the area is not located within a 100-year FEMA Flood Zone Area. In addition, there are no dams, reservoirs or large water bodies near the planning area. Implementation of the Proposed Project is not anticipated to be impacted by any type of flood hazards or other impacts

related to flooding. Therefore, no impact is anticipated and no mitigation measures are required.

- h) **No Impact.** See response to IX(g) above.
- i) **No Impact.** According to the City’s General Plan Exhibit 5.2, the Project Site is located outside of the 500-year floodplain area and is not located within a potential dam inundation area. No impact related to flooding resulting from the failure of a levee or dam is anticipated and therefore no mitigation measures are required.
- j) **No Impact.** Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards; therefore, impacts from seiche and tsunami are not anticipated and no mitigation measures are required.

X. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The Project Site is located in the City of Rialto on Locust Avenue just north of the SR-210. The Proposed Project is located within the Rialto Airport Specific Plan area. The Proposed Project is located in an area zoned for “Planned Industrial Development” development within the specific plan area. The Proposed Project would not physically divide an established community; therefore, no impacts are anticipated and no mitigation measures are required.

a) **No Impact.** The Airport planning area is proposed to be developed into an integrated community that would include various housing types and be closely linked to employment, retail, recreation, services, and schools. The Proposed Project is the development of a warehouse on a site zoned Planned Industrial Development in the Rialto Airport Specific Plan. The Proposed Project is consistent with the zoning and development guidelines of the Rialto Airport Specific Plan.

As of October 3, 2006, the “Development Regulations” of Section 5 Table 8 of the Rialto Airport Specific Plan was amended to require approval of a conditional development permit by the Planning Commission and the City Council for all uses within the I-AR (Industrial Airport Related) and the I-PID (Planned Industrial Development) zones. The Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project area, therefore no impacts will occur and no mitigation measures would be required.

- c) **No Impact.** The Project Site is not located within the planning area of a habitat conservation plan or natural community conservation plan. No conflicts related to this type of land use plan would occur and therefore no mitigation measures are required.

XI. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a/b) **Less than Significant Impact.** As identified in Exhibit 2.7 of the City of Rialto General Plan, the Project Site is located in an area designated as MRZ-2 by the State Geologist. MRZ-2 designations apply to areas where geologic data indicate that significant PCC-Grade aggregate resources are present. Exhibit 2.6 of the General Plan identifies aggregate resource areas designated by the City; the Project Site is not located within an Aggregate Sector as designated by the City therefore no impacts are anticipated and no mitigation measures are required.

Heavy industrial uses such as mining are not permitted land uses within the Rialto Airport Specific Plan area. As shown Exhibit 2.7 of the General Plan the majority of designated aggregate resources occur in the northern part of the City. These areas have a land use designation of Open Space to protect aggregate resources as long as mining activity is feasible. The Project Site is not located within an area protected by the City for mining development; therefore, the Proposed Project would not result in the loss of availability of a locally important mineral; a less than significant impact is identified and no mitigation measures are required.

XII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a) Less than Significant with Mitigation. Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The L_{eq} is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and L_{dn} rating scales. The purpose</p>				

of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

A Noise Impact Analysis done by Kunzman Associates, Inc. on September 7, 2017 found that in Rialto, street and freeway traffic represent the primary source of noise. Other significant sources of noise include the Union Pacific Railroad lines running adjacent to Interstate 10 and Metrolink, which runs directly through the City’s downtown. Exhibit 5.5: Rialto Noise Guidelines for Land Use Planning list acceptable noise ranges by land use category. Normally acceptable noise ranges at Business Park and Light Industrial land uses range from 55 dBA CNEL to 70 dBA CNEL. Conditionally acceptable noise levels, for new development and only after detailed analysis of noise reduction requirements are made, may be as high as 75 dBA CNEL. Noise control associated with the Proposed Project is required to comply with Chapter 9.50 of the Rialto Municipal Code.

The dominant noise source within the Project area is from vehicles traveling along Bohnert Avenue, Maple Avenue, and Vineyard Avenue, which have posted speed limits ranging between 45-55 miles per hour. Construction activities would generate noise associated with the transport of workers and movement of construction materials to and from the area, from ground clearing/excavation, grading, and building activities. Sensitive receptors include single-family detached residential dwelling units approximately 140 feet north of the Project Site’s northern boundary. Construction activities would be short-term and would occur within the daytime hours permitted by the City per Chapter 9.50 of the Municipal Code. Permitted construction hours in the City are identified in Subsection 9.50.070(B) of the Municipal Code and summarized below:

Permitted Construction Hours

<i>October 1st through April 30th</i>	
Monday – Friday	7:00 a.m. to 5:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday	No permissible hours
State Holidays	No permissible hours
<i>May 1st through September 30th</i>	
Monday – Friday	6:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday	No permissible hours
State Holidays	No permissible hours

In addition to adherence to the City of Rialto’s policies found in the Noise Element and Municipal Code limiting the construction hours of operation, the following measures are recommended to reduce construction noise and vibrations, emanating from the proposed project:

- N-1: During all Project Site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with**

properly operating and maintained mufflers, consistent with manufacturer standards.

- N-2: The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.**
- N-3: Equipment shall be shut off and not left to idle when not in use.**
- N-4: The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. At least a distance of 200 feet or greater.**
- N-5: Jackhammer, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.**
- N-6: Limit the use of heavy equipment or vibratory rollers and soil compressors along the northern project boundary to the greatest degree possible. It is acknowledged that some soil compression may be necessary along the project boundaries.**

Construction-related impacts would be less than significant with the implementation of the above mitigation measures.

Post-construction noise associated with the Proposed Project would be project-generated traffic. As depicted on the City's General Plan, Exhibit 5.6 – Baseline Noise Contours, noise contours at the Project Site boundary are 60 CNEL. Exhibit 5.7 – Future Noise Contours (2014) as substantial change in the noise contour at the Project Site is not anticipated. Existing and future traffic noise along the Proposed Project streets was calculated using the project trip generation rate of 429 daily vehicle trips and 38 peak hour trips. At a modeled existing plus project noise level of 62.5 CNEL, the segments as found in the Noise Impact Analysis would not exceed the acceptable noise/land use compatibility criteria of 70 CNEL for light industrial uses and the increase is not considered to be a significant impact, thus less than significant impacts are anticipated for post-construction noise levels in the vicinity of the Proposed Project and no mitigation measures are recommended.

- b) **Less than Significant.** Construction of the Proposed Project occurs at least 140 feet to the north of the existing sensitive receptor. Temporary vibration levels associated with project construction would be less than significant. Annoyance related impacts would be short-term and would only occur during site grading and construction activities, a large bulldozer would yield the worst-case scenario which is well below any risk of architectural damage. However, since the nearest sensitive receptors are located approximately 140 feet north of the Project Site, no significant impacts are anticipated to

occur. Additionally, per the City's Municipal Code, construction hours are limited. Adhering to the Municipal Code would ensure impacts from construction would be less than significant and no additional mitigation measures are recommended.

- c) **Less than Significant.** The ultimate tenant of the Proposed Project's warehouse building is not yet known, and may include any of those uses permitted by the Rialto Airport Specific Plan Designation of "Planned Industrial Development." The primary noise-generating activity associated with the Proposed Project would be traffic. Locust Avenue is designated as a Secondary Arterial within the Rialto Airport Specific Plan area and the posted speed limit is 50 miles per hour. The nearest receptors to the Project Site are single family residential structures located approximately 140 north of the northern project boundary.

As depicted in the Conceptual Site Plan, all truck loading docks are proposed to be located on the east side of the warehouse/distribution/manufacturing facility; therefore, operation of the facility may result in a permanent increase in ambient noise levels in the project vicinity especially near the eastern boundary where the loading docks and main project access are proposed to be located. The lot to the east of the Project Site is vacant and within Rialto's Sphere of Influence and no major disturbance would occur. Potential future development to the east may include a mixture of professional office, light industrial, research and development, business park, light manufacturing, assembly, and related storage and support service uses. A timeline for redevelopment of the adjacent properties is not known. The impact related to the subject project is considered less than significant and no mitigation measures are recommended.

- d) **Less than Significant.** A temporary increase in ambient noise above levels existing without the Proposed Project would occur during construction. Adherence to the City's noise ordinance as discussed in XII(b) above would reduce any construction-related noise impacts to less than significant levels and no additional mitigation measures are recommended.
- e) **No Impact.** The Project Site is located within the Rialto Airport Specific Plan however, the Rialto Municipal Airport was closed in September 2014. Therefore, no impacts related to excessive noise levels from airport operations are anticipated.
- f) **No Impact.** The Project Site is not located near a private airfield and there are no private airfields or airstrips in the vicinity of the Project Site. Therefore, the Proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip and no impacts will occur.

XIII. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. Based on the trip generation rates using the Institute of Transportation Engineers Trip Generation Manual, it is estimated that a 120,600 square-foot warehouse/distribution/manufacturing facility would generate approximately 113 employees. Although the specific business or tenant that will occupy the proposed facility is not known at this time, future use of the building would be consistent with the allowed uses of the “Planned Industrial Development” land use category of the Rialto Airport Specific Plan. According to the U.S. Bureau of Labor Statistics latest data (at the time of writing) the unemployment rate in the Riverside/San Bernardino/Ontario region as of October 2016 was 6.0%; the reported national unemployment rate for October 2016 was 4.9%. Based on the availability of a local work force, it is expected that the approximately 113 potential jobs generated by the future tenant of the facility would be filled from the local area and would not result in substantial growth that was not already anticipated by the City’s General Plan and evaluated in the City’s General Plan EIR. The Project Site is served by existing public roadways and utility infrastructure exists to serve the property. As such, implementation of the Proposed Project would not result in significant direct or indirect growth in the area; no impacts are anticipated and no mitigation measures are required.				
b) No Impact. Project Site consists of three vacant parcels. The Proposed Project would not reduce the number of existing housing units, displace people, or necessitate the construction of replacement housing elsewhere. No impacts related to the construction of replacement housing would result and no mitigation measures would be required.				
c) No Impact. See response to XII(b) above.				

XIV. PUBLIC SERVICES

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)

Fire Protection

Less than Significant. Fire emergency response at the Proposed Project would be provided by the City of Rialto Fire Department. The Rialto Fire Department is an all-risk fire agency; services include: fire suppression, emergency medical, technical rescue, hazardous material, and other related emergency services. Firefighting resources in Rialto include four fire stations; emergency response personnel, firefighters/paramedics, and a Hazardous Materials Response Team. The closest station to the Project Site is Fire Station 204 located off of North Alder Avenue and West Sunrise Drive approximately two miles from the Project Site. Emergency response time to the Specific Plan area is less than six minutes. The Proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type and building construction, fire sprinklers, and paved fire access. Based on the foregoing, the Proposed Project would receive adequate fire protection service, and would not result in the need for new or physically altered fire protection facilities. Therefore, less than significant impacts are anticipated and no mitigation measures are required.

Police Protection

Less than Significant. Police protection emergency response at the Proposed Project would be provided by the Rialto Police Department. The Rialto Police Department provides a full range of law enforcement and community programs. The Proposed Project

land use type is anticipated to require minimal police protection services. Adding an estimated 113 employees that are likely to come from the local labor pool, would not result in the need for new or physically altered police protection facilities. Therefore, less than significant impacts are anticipated and no mitigation measures are required.

Schools

Less than Significant. The Proposed Project would not create a direct demand for public school services, as the subject property would be developed as a warehouse with an approximate employment level of approximately 113. Employees are likely to come from the local area. As such the development, itself would not generate any new school-aged children requiring public education. The Proposed Project is not expected to draw significant new residents to the region or indirectly generate additional school-aged children; thus, the Proposed Project would not result in the need to construct new or physically public-school facilities. Therefore, less than significant impacts are anticipated and no mitigation measures are required.

Parks

Less than Significant. The Proposed Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Accordingly, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of an existing neighborhood or regional park, less than significant impacts are anticipated and no mitigation measures are required.

Other Public Facilities

Less than Significant. The Proposed Project is not expected to result in a demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelter. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities, therefore less than significant impacts are anticipated and no mitigation measures are required.

XV. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** No residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity is proposed. Accordingly, implementation of the Proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park; therefore, no impacts are proposed and no mitigation measures are required.
- b) **No impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment; therefore, no impacts would occur and no mitigation measures are required.

XVI. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

a) **Less than Significant with Mitigation.** A Traffic Impact Analysis study was prepared by Kunzman Associates, Inc. (2017) to provide an assessment of potential traffic impacts resulting from the proposed warehouse/distribution/manufacturing facility and to identify the traffic mitigation measures necessary to maintain the established Level of Service (LOS) standard for the elements of the impacted roadway system. The Traffic Impact Analysis forecasted rates for daily trips by multiplying the trip generation rates by the land use quality. The project trip generation was determined to be 429 daily trip generations in vehicles. It has been converted into passenger car equivalent (PCE) trips to accommodate for the different types of vehicles that will be visiting the site. The trip generation in PCEs therefore comes out to 719 daily trips.

The City of Rialto is the lead agency responsible for preparation of the traffic impact analysis. For purposes of the analysis, the project is planned to be fully operational by year 2019.

Based on a City of Rialto-approved scoping agreement, the following study area intersections were analyzed in the traffic impact study:

North-South Street

1. Alder Avenue
2. Alder Avenue
3. Alder Avenue
4. Locust Avenue
5. Locust Avenue
6. Locust Avenue
7. Locust Avenue
8. Locust Avenue
9. Locust Avenue
10. Cedar Avenue

East-West Street

- Sierra Lakes Parkway/ Casmalia Street
- SR-210 Westbound Ramps
- SR-210 Eastbound Ramps
- Bohnert Avenue Parkway
- North Project Parkway
- South Project Parkway
- Vineyard Avenue
- Casmalia Street
- Renaissance Parkway
- Casmalia Street

Study area roadway segments included:

1. Locust Avenue Between Bohnert Avenue and Vineyard Avenue
2. Locust Avenue between Vineyard Avenue and Casmalia Street
3. Casmalia Street between Locust Avenue and Linden Avenue

Based on the analysis of project operations, off-site improvements would be required to minimize potentially significant traffic impacts associated with development of the project and projected ambient growth, cumulative conditions, and General Plan build-out conditions. The Project applicant would be required to make fair share contribution toward the cost of the improvements listed in Table 8 based on the proportion of the traffic that would be contributed to the study area relative to the total new traffic volume for General Plan build-out conditions.

The following mitigation measures as well as a contribution in terms of the project's fair share of improvement costs shall be implemented to minimize potential on-site/access impacts to a level below significant.

- TT-1:** The Proposed Project driveways shall be constructed in conformance with City of Rialto standards, including provisions for sight distance and truck turning path requirements.
- TT-2:** Locust Avenue along the project boundary shall be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as necessary.
- TT-3:** Vineyard Avenue along the project boundary shall be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as necessary.
- TT-4:** On-site traffic signing, and striping shall be submitted for City of Rialto approval in conjunction with detailed construction plans for the project.
- TT-5:** Off-street parking shall be provided to meet City of Rialto parking code requirements.

The TIA prepared by Kunzman Associates, Inc. did not identify a conflict with the San Bernardino Associated Governments (SANBAG) Congestion Management Plan. The TIA identified available funding for several of the improvements listed in Table 8 through project share of costs and from the Renaissance Specific Plan Fee Program. Implementation of the Mitigation Measures above would ensure that level of service standards do not conflict with standards established by the SANBAG Congestion Management Plan.

- b) **Less than Significant with Mitigation.** The City of Rialto Level of Service Standards as defined in the General Plan include:

Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours, and require new development to mitigate traffic impacts that degrade LOS below that level. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to City's southern border, which can operate at LOS E.

Policy 4-1.21: Design City streets so that un-signalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours, and require new development to mitigate traffic impacts that increase delay above that level.

The TIA determined that the following study area cumulative conditions roadway segments appear to be currently operating at a deficient LOS. These segments would no longer operate at deficient levels of service with the implemented improvements detailed by Kunzman

- Locust Avenue from Bohnert Avenue to Vineyard Avenue
- Locust Avenue from Vineyard Avenue to Casmalia Street

The Proposed Project is forecast to result in a significant traffic impact at the following study intersections during morning and evening peak hours based on the net change in delay for cumulative traffic conditions.

North-South Street

1. Alder Avenue
2. Alder Avenue

East-West Street

- Sierra Lakes Parkway/Casmalia St
- SR-210 Westbound Ramps

The Proposed Project is forecast to operate at a deficient LOS during the peak hours for baseline General Plan Buildout (with project) traffic conditions. The LOS deficiency requires additional road improvements beyond buildout improvements identified in the Renaissance Specific Plan Amendment (2015) at the following intersections.

North-South Street

1. Alder Avenue
2. Alder Avenue
3. Alder Avenue
4. Locust Avenue
5. Locust Avenue
6. Locust Avenue
7. Locust Avenue

East-West Street

- Sierra Lakes Parkway/Casmalia St
- SR-210 Westbound Ramps
- SR-210 Eastbound Ramps
- SR-210 Eastbound Ramps
- Bohnert Avenue
- Vineyard Avenue
- Casmalia Street
- Renaissance Parkway

The following off-site improvements have been used as a calculation of the Proposed Project's Fair Share contributions. Off-site improvements to reduce impacts to less than significant for up to General Plan buildout (with project) conditions are summarized in Table 8 below.

Table 8
Summary of Off-Site Improvements

Location	Improvement
Locust Avenue From Bohnert Avenue To Vineyard Avenue	Widen From 2-Lane Secondary Arterial to 4-Lane Modified Arterial
Locust Avenue from Vineyard Avenue To Casmalia Street	Widen From 2-Lane Secondary Arterial to 4-Lane Modified Arterial
Alder Avenue at; Sierra Lakes Parkway/Casmalia Street	<ul style="list-style-type: none"> - Restripe to Provide Additional WB Left Turn Lane and WB Through/Right Turn Lane - Construct NB Right Turn Lane w/ Overlap Phasing - Construct EB Right Turn Lane w/ Overlap Phasing
Alder Avenue at; SR-210 Freeway WB Ramps	<ul style="list-style-type: none"> - Restripe to Provide Additional NB Left Turn Lane - Restripe to Provide Additional WB Left Turn Lane and WB Through/Right Turn Lane - Widen SB Approach OC to Provide Channelized, Dedicated Right Turn Lane
Locust Avenue at; Bohnert Avenue	- Install Traffic Signal
Locust Avenue at; Casmalia Street	<ul style="list-style-type: none"> - Construct Additional WB Left Turn Lane - Construct Additional EB Left Turn Lane - Construct Additional SB Right Turn Lane - Restripe to Provide One SB Right Turn Lane and One SB Through/Right Turn Lane
Alder Avenue at; Renaissance Parkway	<ul style="list-style-type: none"> - Restripe SB Right Turn Lane to Shared Through/Right Turn Lane - Restripe to Provide One NB Through Land and One Shared NB Through/Right Turn Lane - Install Protected-Permitted Phasing at the East and West Approaches

Source: Kunzman Associates, Inc. 2017

All potentially significant impacts within the study area intersections and roadway segments may be reduced to a level below significant with roadway improvements. Therefore, no significant impacts are anticipated with Project Share measures incorporated.

- c) **No Impact.** The Project Site is located north of the former Rialto Municipal Airport runway. The airport was officially closed in September 2014. Development of the Proposed Project would not affect air traffic patterns of other regional airports; thus no impacts will occur and no mitigations required.
- d) **No Impact.** The Proposed Project would not create substantial hazards due to a site design feature or incompatible uses. The Site Plan includes perimeter access to the site

with one driveway proposed at the Project Site’s northwest corner, a second driveway proposed near the southwest corner, and a third driveway proposed at the southeast corner. The Site Plan will be reviewed by the City of Rialto during the Plan Review process to ensure that adequate access occurs. No impact is anticipated.

- e) **No Impact.** The Proposed Project would not create substantial hazards due to a site design feature or incompatible uses. The Site Plan includes perimeter access to the site with one driveway proposed at the Project Site’s northwest corner, a second driveway proposed near the southwest corner, and a third driveway proposed at the southeast corner. The Site Plan will be reviewed by the City of Rialto during the Plan Review process to ensure that adequate access occurs. No impact is anticipated.
- f) **No Impact.** The Project Site is located within the Rialto Airport Specific Plan area. The Proposed Project has direct access to Locust Avenue which is classified as a Secondary Arterial and has direct access to SR-210 to the south. The development of the Proposed Project will be consistent with the City’s circulation plan regarding pedestrian and bike pathways. No impacts would occur and no mitigation measures are required.

XVII. TRIBAL CULTURAL RESOURCES

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:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a) **Less than Significant.** In August 2017, McKenna et al. performed a Cultural Resources Investigations for the proposed Rialto Warehouse Project. Research for the study included an Archaeological Records Check, a Historic Land Use Research, a Native American Consultation, a Paleontological Overview, and an Intensive Field Study with analysis of all the data compiled in accordance with the Archaeological Resources Management Report (ARMR) guidelines and in compliance with the requirements of CEQA. According to Public Resource Code section 5020.1(k) the Project Site was not on the list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. Based on the recent historical research, field investigations, and documentation, the cultural resources investigation concluded that the Project Site is not culturally significant and the proposed development would not result in any adverse environmental impacts and therefore less than significant impact is anticipated.
- b) **Less than Significant.** In accordance with AB 52, McKenna et al. contacted the Native American Heritage Commission and inquired into the present/absence of Native American sacred or religious sites in or near the project area. The Commission responded with negative findings, confirming no record of sacred or religious sites has been filed with the Commission.

The project occurs within an incorporated city and, therefore, government to government consultation with local Native Americans for AB-52 compliance is the responsibility of the City of Rialto. The City of Rialto received notices from six (6) tribes requesting notification for all non-exempt projects. The City submitted the results of the Cultural Records Search in February 2018 to tribes that have requested project consultation for AB 52 compliance. Results of the records search and any correspondence received from the tribes will be presented to the Planning Commission at the time of the public hearing. In the event, tribes request additional project information, coordination, or consultation with the Lead Agency, and/or Native American monitoring, appropriate Conditions of Approval shall be made a part of the Project. Implementation of a requesting tribe's conditions and/or consultation with the City would ensure potential impacts to tribal resources are less than significant; no additional mitigation is warranted.

XVIII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. The project area is served by the Rialto Wastewater Treatment Plant located on South Rancho Avenue for wastewater treatment. The WWTP has a design capacity of approximately 12 MGD. The WWTP is permitted by the State of California under NPDES Permit CA0105295 which allows up to 11.7 MGD discharge of tertiary treated and disinfected water to the Santa Ana River at three points. Therefore, implementation of the Proposed Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region and no mitigation measures are required.				
b) Less than Significant. Wastewater requirements within the City were analyzed in a 2006 update to the Waste Water Collection System Analysis prepared by TRC. According to the TRC analysis sufficient capacity is available at the Rialto Wastewater Treatment Plan to serve the area. In 2013 the City of Rialto entered into a 30-year concession agreement with Veolia Water North America for the management of the City's water and waste water system. The agreement includes \$41 million in needed city wide capital improvements to the water and wastewater treatment system including repairs and renovations at the City's water and wastewater treatment system including repairs and renovations at the City's Wastewater Treatment Plan. The WWTP has a design capacity of approximately 12 MGD. The treatment facility currently treats less than 7 MGD of its 11.7 MGD capacity. The Project's Site's prior development was served by the City's water and wastewater collection and treatment systems. Development of the Proposed				

Project would not require construction of new water or waste water facilities; less than significant impact is anticipated and no mitigation measures are required.

- c) **Less than Significant.** Flood control and storm drain improvements must be consistent with any master planning efforts of the County to the satisfaction of the City Engineer. Consistency with these requirements would be ensured by the City's project review, approval, and permitting process. The WQMD for the Proposed Project suggests Best Management Practices (BMP) that follows the regulations put in place by the Rialto Airport Specific Plan for the underground Stormtech system which will have a total capacity of 32,010 cubic feet with catch basins to prevent surface flows:

- BMP 1: the isolator row of the underground basin shall be inspected at the beginning of the wet and dry seasons or more frequently as needed and shall be cleaned out when the average depth of sediment exceeds 3" throughout the length of the isolator row using the Jetvac process per manufacturer's recommendations.
- BMP 2: the catch basins are to be inspected after the first storm event of the rainy season and two times per month thereafter until the end of the rainy season. They are to be cleaned out as necessary or when filled to 25% capacity.

All flows will be mitigated by an underground Stormtech system. The system will have a total capacity of 32,010 cubic feet which has been sized for water quality purposes. All flow intensities and volumes have been decreased from their predevelopment conditions that occur on the site due to the underground Stormtech system. Flows from back to back 100-year storms and flows that are transmitted from the north will be allowed to leave the site by backing up in the proposed southeast catch basin and will flow as surface flows to Vineyard Avenue. Less than significant impacts are anticipated and no mitigation measures would be required.

- d) **Less than Significant.** The Project Site is within the water service area of the West Valley Water District. The West Valley Water District produces water from wells in the Lytle Basin, Rialto/Colton Basin, Bunker Hill, North Riverside, and Chino and from local surface water flow. The West Valley Water District also purchases untreated State Water Project water from the San Bernardino Valley Municipal Water District. Emergency interconnections are maintained with the Cucamonga Valley Water District water distribution system to purchase water for limited emergency purposes, if a supply is available.

Additionally, adequate regional supply has been determined to exist during multiple dry year conditions for the years 2020-2040 according to the San Bernardino Valley Municipal Water District, Regional Urban Water Management Plan (June 2016) Less than significant impacts related to water supply are anticipated and no mitigation measures are required.

- e) **Less than Significant.** Wastewater collected in the City of Rialto is treated at the Rialto Waste Water Treatment Plant (WWTP). The WWTP has a design capacity of

approximately 12 MGD. The WWTP is permitted by the State of California under NPDES Permit CA 0105295 which allows up to 11.7 MGD discharge of tertiary treated and disinfected water to the Santa Ana River at three points. The 2013 Sewer Master Plan shows that the treatment system has capacity for the projected additional future flows associated with buildout of the City. The City of Rialto WWTP has sufficient capacity to accept sewage flows from the Proposed Project. Less than significant impacts are anticipated, and no mitigation measures would be required.

- f) **Less than Significant.** Solid waste from the City of Rialto is transported to and disposed of at the Mid-Valley Sanitary Landfill. The landfill has a maximum throughput of 7,500 tons per day and has an expected operational life through 2033. Based on the Mid-Valley Sanitary Landfill remaining capacity (67,520,000 cubic yards, reported September 2009) and the landfill's potential for vertical expansion, the Proposed Project is anticipated to have less than significant impacts related to landfill capacity and no mitigation measures are required.
- g) **No Impact.** The Proposed Project would be required to comply with the City of Rialto waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed in landfills. As such, the Project Applicant or Developer would be required to work with refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (CA Pub Res. Code § 42911), the Proposed Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Implementation of these programs would reduce the amount of solid waste generated by the Proposed Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Proposed Project would comply with all applicable solid waste statues and regulations; as such, no impacts would occur, and no mitigation measures are required.

XVIX. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | Potentially
Significant
Impact | Less than
Significant
with Mitigation
Incorp. | Less than
Significant | No
Impact |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant.** A general biological assessment of the Project Site was completed by Natural Resources Assessment, Inc. (NRAI, July 21, 2017). As part of the biological assessment NRAI conducted a background data search for information on plant and wildlife species known occurrences within the vicinity of the project, as well as information on jurisdictional waters.

NRAI determined that implementation of the Proposed Project would result in the loss of ruderal habitat and that the impact is not considered to be significant. The disturbed/ruderal plant community is typically associated with a predominance of exotic species as a result of natural opportunistic invasions. Ruderal areas have generally been severely disturbed or are subject to recurring disturbance.

NRAI determined that of the sensitive species identified in the Rialto Airport Specific Plan only burrowing owl has the potential to occur on the Project Site.

NRAI found that at the time of the survey the Project Site did not have suitable habitat for the burrowing owl. However, burrowing owl are known to occur on the former Rialto Municipal Airport lands located to the south of the Project Site. In addition to the known occurrence of burrowing owl within the vicinity, there are a few mature trees within the area that may provide habitat for nesting birds. Implementation of mitigation measure BIO-1 would ensure potential impacts to the burrowing owl and nesting birds are reduced to a less than significant level. No additional mitigation is warranted.

Based on the recent historical research, field investigations, and documentation, the cultural resources investigation concluded that the project area yielded no evidence of prehistoric archaeological resources, and no significant historical resources. The project area is not culturally significant, and the proposed development would not result in any adverse environmental impacts. However, in the event of an unanticipated find, implementation of mitigation measures contained within this Initial Study would ensure potential impacts are reduced to a less than significant level. No additional mitigation is necessary.

b) **Less than Significant.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Impacts associated with the Proposed Project would not be considered individually adverse or unfavorable. Potential Cumulative impacts related to traffic were identified in the Traffic Impact Analysis. Implementation of Mitigation Measure TT-1 through TT-5 would ensure that cumulative impacts are reduced to a level less than significant.

c) **Less the Significant.** The incorporation of design measures, City of Rialto policies, standards, and guidelines and proposed mitigation measures would ensure that the Proposed Project would have no substantial adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

SECTION 4 REFERENCES

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