

## SECTION 1 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Planning Commission on \_\_\_\_\_, 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 Baseline Road
2. **Lead Agency Name:** City of Rialto  
Planning Division  
150 South Palm Avenue  
Rialto, CA 92376
3. **Contact Person:** Daniel Casey, Associate Planner  
**Phone Number:** (909) 820-2525 ext. 2075
4. **Project Location:** North side of Baseline Road between Palmetto and Tamarind Avenues in the City of Rialto.
5. **Geographic Coordinates of Project Site:** 34° 07' 20.16" N, 117° 25' 32.36" W
6. **USGS Topographic Map:** Fontana 7.5-Minute USGS Topographic Quadrangle
7. **Public Land Survey System:** Township 1 North, Range 5 West, Section 32 - SE 1/4
8. **Thomas Guide Location:** Page 575, Grid A6, 2013 San Bernardino & Riverside Counties
9. **Assessor Parcel Number:** 0240-181-32, and 33
10. **General Plan and Zoning Designations:** Renaissance Specific Plan – Employment (EMP)
11. **Description of Project:** CDRE Holdings 11 LLC is proposing the construction of a 99,999 square-foot industrial warehouse/distribution/manufacturing facility on an approximate 5.01-acre site of which development will occur on 4.63 acres. Proposed on-site improvements include paved parking, landscaping, drainage/water quality, and two points of access along Baseline Road. Proposed off-site improvements along the project frontage of Baseline Road includes street widening, curb, gutter, sidewalk, and parkway

improvements. The Proposed Project also includes the approval of a lot merger that would consolidate APN 0240-181-32 and APN 0240-181-33 into one parcel.

The proposed Floor Area Ratio (FAR) for the building is approximately 0.497. The Renaissance Specific Plan currently allows a maximum Floor Area Ratio of 0.40 for projects of this size, however, with incorporation of certain design features, the Renaissance Specific Plan allows for a FAR increase through a Conditional Development Permit. Therefore, the Proposed Project will include the following incentives, at the request of City Staff, to achieve a FAR bonus:

- Reciprocal driveway access (2%)
- Public Art (2%)
- Landmark feature (enhanced exterior architecture) (2%)
- Pedestrian Building Orientation (2%)
- Employee Break Area (2%)

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:

|                     | <b>ZONING</b>                                                 | <b>EXISTING</b>                             |
|---------------------|---------------------------------------------------------------|---------------------------------------------|
| <b>PROJECT SITE</b> | Renaissance Specific Plan – Employment                        | Vacant                                      |
| <b>NORTH</b>        | Rialto Airport Specific Plan – Planned Industrial Development | Warehouse/Distribution Facility             |
| <b>EAST</b>         | Renaissance Specific Plan – Employment                        | Church                                      |
| <b>SOUTH</b>        | City of Fontana – Single Family Residential                   | Residential                                 |
| <b>WEST</b>         | Renaissance Specific Plan – Employment                        | Single Family Residence and Outdoor Storage |

## 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 Lot Merger application to merge the two (2) existing parcels
  - Conditional Development Permit

## 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 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 type="checkbox"/> Transportation/Traffic             | <input checked="" 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 99,999 square-foot industrial warehouse/distribution/manufacturing facility on the north side of Baseline Road between Palmetto and Tamarind Avenues 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.

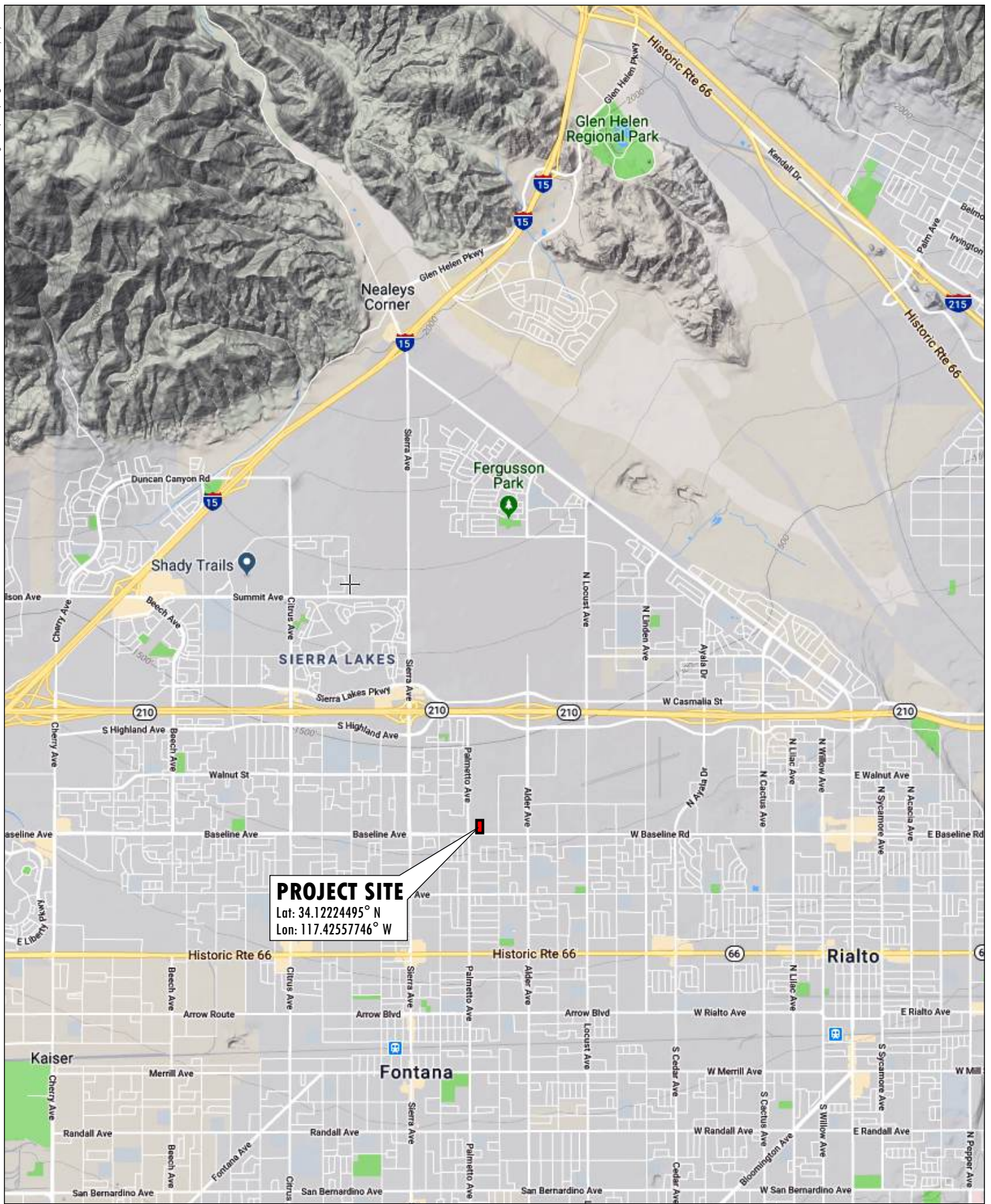
Pursuant to Section 15367 of the State CEQA Guidelines, the City of Rialto is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this project. The intended use of this Initial Study is to provide adequate environmental analysis related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

### **2.2 PROJECT LOCATION**

The Project Site is located in the western portion of the City of Rialto on the north side of Baseline Road and south of State Route-210 (SR-210). Figure 1, Regional Location, depicts the location of the Project Site in context to its regional setting and Figure 2 depicts the Project Vicinity. The Project Site consists of two San Bernardino County Assessor Parcels (APN 0240-181-32 and 0240-181-33) and is approximately 5.01 acres. The Project Site is located on the north side of Baseline Road between Palmetto and Tamarind Avenues. The Project Site is currently vacant but was previously developed with single-family residential and outdoor storage uses; fencing remains on-site. The Project Site is located in the SE ¼ of Section 32, Township 1 North, Range 5 West on the Fontana USGS 7.5-minute Quadrangle Map.

### **2.3 PROJECT DESCRIPTION**

CDRE Holdings 11 LLC is proposing the construction of a 99,999 square-foot industrial warehouse/distribution/manufacturing facility on an approximate 5.01-acre site of which development will occur on 4.63 acres. The proposed facility includes 92,999 square-feet designated for warehouse/distribution/manufacturing uses and 7,000 square-feet for ancillary office uses, including a 3,164 square-foot mezzanine. Proposed on-site improvements include paved parking, landscaping, drainage/water quality, and two points of access along Baseline Road. The Proposed Project will include approximately 20,328 square-feet of landscaping and approximately 83,909 square-feet of paving for access and parking. A proposed underground infiltration basin to be located at the southwest corner of the Project Site beneath the proposed parking lot, as shown on Figure 3, Site Plan. Proposed off-site improvements along the project frontage of Baseline Road includes street widening, curb, gutter, sidewalk, and parkway improvements.



## REGIONAL LOCATION

*Baseline Road Warehouse  
 City of Rialto, California*

**FIGURE 1**





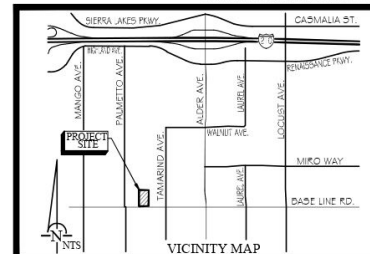
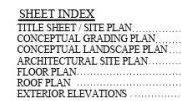
## PROJECT VICINITY

*Baseline Road Warehouse*  
*City of Rialto, California*

## FIGURE 2



PROPOSED INDUSTRIAL WAREHOUSE/ DISTRIBUTION/  
MANUFACTURING FACILITY  
APN 0240-181-32, AND 33  
NORTH SIDE OF BASELINE ROAD,  
CITY OF RIALTO



ATTN: MARK BACHLI  
523 MAIN STREET  
EL SEGUNDO, CA 90245  
(310) 428-3302

|           |             |      |         |         |
|-----------|-------------|------|---------|---------|
| LETTER    | DESCRIPTION | DATE | INITIAL | INITIAL |
| REVISIONS |             |      |         |         |

PROPOSED INDUSTRIAL WAREHOUSE /  
DISTRIBUTION / MANUFACTURING FACILITY  
APN 0240-181-32, AND 33  
NORTH SIDE OF BASELINE ROAD  
CITY OF RIALTO



|                       |                           |                 |                                |                      |
|-----------------------|---------------------------|-----------------|--------------------------------|----------------------|
| Job Number:<br>162005 | Date Prepared:<br>6/12/18 | Drawn By:<br>BK | Reference Number:<br>1620055P2 | Sheet Number:<br>S-1 |
|-----------------------|---------------------------|-----------------|--------------------------------|----------------------|

**Baseline Road Warehouse**  
City of Rialto, California



## General Plan Designation and Zoning

The Project Site is located in the southwest portion of the Renaissance Specific Plan planning area. The Project Site's designated zoning in the Renaissance Specific Plan is Employment (EMP). As stated in Table 3-1, Land Use Categories, of the Renaissance Specific Plan, the EMP zone accommodates a mixture of professional office, light industrial, research and development, business park, light manufacturing, assembly, and related storage and support service uses. Furthermore, Table 3-2, General Permitted Uses, of the Renaissance Specific Plan, demonstrates that all office and industrial uses are permitted within the EMP zone. As such, the Proposed Project includes uses which are permitted within the EMP zone.

## **2.4 EXISTING CONDITIONS AND SURROUNDING LAND USES**

The Project Site consists of two parcels. Parcel 0240-181-33 was previously developed with residential and outdoor storage uses. The improvements have been removed and the parcel is currently vacant with remaining fencing. Parcel 0240-181-32 comprises the southeastern portion of the Project Site; the parcel does not appear to have been previously developed. Both parcels currently contain unimproved frontage and therefore the Proposed Project includes off-site improvements along the project frontage of Baseline Road including street widening, curb, gutter, sidewalk, and parkway improvements. Approximately 0.02 acres of dedication is proposed. Under existing conditions, the property immediately to the east is developed with a church; single-family residences and outdoor storage land uses are to the west; a warehouse/distribution facility is located immediately to the north; and single-family residences are located south of the Project Site across Baseline Road.

## **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.

### SECTION 3

## ENVIRONMENTAL CHECKLIST FORM

#### I. AESTHETICS – Would the project:

|                                                                                                                                                         | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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. The San Bernardino Mountains are located to the northeast of the Project Site and the San Gabriel Mountains are located to the northwest. In accordance with City of Rialto General Plan Goal 2-14: Protect scenic vistas and scenic resources, the City recognizes the following policies:

Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.

Policy 2-14.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.

Policy 2-14.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.

The proposed industrial warehouse/distribution/manufacturing facility shall be developed in accordance with the maximum building height requirement identified by the Renaissance Specific Plan Table 3-5, Development Standards – Business and Commercial Uses. The Development Standards establish the maximum allowed building height in the EMP zone is 75 feet. Additionally, discretionary actions for the Proposed Project by the City of Rialto includes approval of a Precise Plan of Design application.

With adherence to the maximum building height requirement and City approval of the Precise Plan of Design, the Proposed Project is not anticipated to have a substantial adverse effect on a scenic vista. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **No Impact.** No known significant scenic resources including, trees, rock outcroppings, or historic buildings exist on or within the vicinity of the Project Site. The Project Site is not located adjacent to or within the vicinity of a state scenic highway as the nearest Officially Designated State Scenic Highway is State Route 38, located approximately 35 miles to the east of the Project Site, as identified by the California Scenic Highway Mapping System (March 2018). Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- c) **Less than Significant.** The Project Site is currently vacant and located within a predominantly developed area. The property immediately to the east is developed with a church; the properties located immediately to the west are developed with residential and outdoor storage land uses; a warehouse/distribution facility is located immediately to the north; and residential uses are located south of the Project Site across Baseline Road.

As stated in the Renaissance Specific Plan Table 3-1, Land Use Categories, the EMP zone accommodates a mixture of professional office, light industrial, research and development, business park, light manufacturing, assembly, and related storage and support service uses. Furthermore, the Renaissance Specific Plan Table 3-2, General Permitted Uses demonstrates that all office and industrial uses are permitted within the EMP zone. As such, the Proposed Project includes uses which are permitted within the EMP zone. Proposed on-site improvements include paved parking, landscaping, drainage/water quality, and two points of access along Baseline Road. Proposed off-site improvements along the project frontage of Baseline Road includes street widening, curb, gutter, sidewalk, and parkway improvements. No significant impacts are identified or are anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Operation of the proposed industrial warehouse/distribution/manufacturing facility would result in an increase in outdoor illumination when compared to the current use of the site, which is vacant. The lighting, however, would be designed in accordance with the lighting requirements listed within the General Business Development Standards section of the Renaissance Specific Plan. In addition, discretionary actions for the Proposed Project by the City of Rialto includes approval of a Precise Plan of Design which will include a lighting plan. With adherence to the General Business Development Standards requirement and City approval of the Precise Plan of Design, the Proposed Project is not anticipated to have a substantial adverse effect on a scenic vista. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.



## II. AGRICULTURE AND FORESTRY RESOURCES

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant | No<br>Impact                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|--------------------------|-------------------------------------|
| <p>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:</p>                                                                                                                                                               |                                      |                                             |                          |                                     |
| 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"/> |
| 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"/> |
| <p>a) <b>No Impact.</b> The Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Built-up 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 impacts are identified or are anticipated, and no mitigation measures are required.</p> |                                      |                                             |                          |                                     |

- b) **No Impact.** The Project Site is recognized as “Urban and Built-Up Land” as identified in the latest San Bernardino County Williamson Act Map (FY 2015/2016) prepared by the California Department of Conservation’s Division of Land Resource Protection. The City of Rialto General Plan and Renaissance Specific Plan do not designate any of the land on or within the vicinity of the Project Site for agricultural use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- c) **No Impact.** The Proposed Project is consistent with the Renaissance Specific Plan zoning designation of EMP. Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production because the Project Site is within a predominantly urbanized area and these designations do not occur in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** The Project Site does not support forest land and implementation of the Proposed Project would not convert forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are 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 are identified or are anticipated, and no mitigation measures are 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<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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 checked="" type="checkbox"/> | <input type="checkbox"/> |

- d) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐
- e) Create objectionable odors affecting a substantial number of people? ☐ ☐ ☒ ☐
- 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 transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, any updated emission inventory methodologies for various source categories.
- The Proposed Project is located within the EMP land use zone of the Renaissance Specific Plan area. Table 3-2, General Permitted Uses, of the Renaissance Specific Plan, demonstrates that all office and industrial uses are permitted within the EMP zone. As such, the Proposed Project includes uses which are permitted within the EMP zone. Therefore, the emissions associated with the Proposed Project have already been accounted for in the AQMP and approval of the Proposed Project would not conflict with the AQMP. No significant adverse impacts are identified or are 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 2016.3.2 prepared by the SCAQMD (available at the City offices for review). 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<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). In addition, reactive organic gas (ROG) emissions were analyzed. Two of the analyzed pollutants, ROG and NO<sub>x</sub>, 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: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in early 2019 and be completed in early 2020. 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.



**Table 1**  
**Summer Construction Emissions Summary**  
**(Pounds per Day)**

| Source/Phase                   | ROG         | NO <sub>x</sub> | CO          | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
|--------------------------------|-------------|-----------------|-------------|-----------------|------------------|-------------------|
| Site Preparation               | 4.4         | 45.6            | 23.0        | 0.00            | 10.7             | 6.7               |
| Grading                        | 2.8         | 35.0            | 18.0        | 0.05            | 5.0              | 3.0               |
| Building Construction          | 3.0         | 25.6            | 22.6        | 0.05            | 2.6              | 1.6               |
| Paving                         | 1.8         | 15.3            | 15.4        | 0.02            | 1.0              | 0.8               |
| Architectural Coating          | 48.3        | 1.7             | 2.6         | 0.01            | 0.3              | 0.2               |
| <b>Highest Value (lbs/day)</b> | <b>48.3</b> | <b>45.6</b>     | <b>23.0</b> | <b>0.05</b>     | <b>10.7</b>      | <b>6.7</b>        |
| SCAQMD Threshold               | 75          | 100             | 550         | 150             | 150              | 55                |
| <b>Significant</b>             | <b>No</b>   | <b>No</b>       | <b>No</b>   | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: CalEEMod.2016.3.2 Summer Emissions.

Phases do not overlap and represent the highest concentration.

**Table 2**  
**Winter Construction Emissions Summary**  
**(Pounds per Day)**

| Source/Phase                   | ROG         | NO <sub>x</sub> | CO          | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
|--------------------------------|-------------|-----------------|-------------|-----------------|------------------|-------------------|
| Site Preparation               | 4.4         | 45.6            | 22.8        | 0.04            | 10.7             | 6.7               |
| Grading                        | 2.8         | 35.1            | 18.0        | 0.05            | 5.0              | 3.0               |
| Building Construction          | 3.0         | 25.6            | 21.9        | 0.05            | 2.6              | 1.6               |
| Paving                         | 1.8         | 15.3            | 15.3        | 0.02            | 1.0              | 0.8               |
| Architectural Coating          | 48.3        | 1.8             | 2.5         | 0.00            | 0.3              | 0.2               |
| <b>Highest Value (lbs/day)</b> | <b>48.3</b> | <b>45.6</b>     | <b>22.8</b> | <b>0.05</b>     | <b>10.7</b>      | <b>6.7</b>        |
| SCAQMD Threshold               | 75          | 100             | 550         | 150             | 150              | 55                |
| <b>Significant</b>             | <b>No</b>   | <b>No</b>       | <b>No</b>   | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: CalEEMod.2016.3.2 Winter Emissions.

Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds. Impacts would be less than significant, and no mitigation measures would be required.

#### Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent 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 (PM<sub>10</sub> and PM<sub>2.5</sub>).

The Project Proponent 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<sub>x</sub> and PM<sub>10</sub> 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 Revised Traffic Impact Analysis (TIA) prepared by Kunzman Associates in August 2018. The TIA determined that the Proposed Project would generate approximately 357 total daily trips of which approximately 214 vehicle trips would be produced by passenger cars and approximately 143 vehicle trips would be produced by a combination of 2 axle, 3 axle, and 4+ axle trucks (refer to TIA for additional information). 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.

**Table 3**  
**Summer Operational Emissions Summary**  
**(Pounds per Day)**

| Source                  | ROG        | NO <sub>x</sub> | CO         | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
|-------------------------|------------|-----------------|------------|-----------------|------------------|-------------------|
| Area                    | 2.3        | 0.0             | 0.0        | 0.0             | 0.0              | 0.0               |
| Energy                  | 0.1        | 0.9             | 0.7        | 0.0             | 0.1              | 0.1               |
| Mobile                  | 0.7        | 10.4            | 9.1        | 0.1             | 3.9              | 1.2               |
| <b>Totals (lbs/day)</b> | <b>3.1</b> | <b>11.3</b>     | <b>9.8</b> | <b>0.1</b>      | <b>4.0</b>       | <b>1.3</b>        |
| SCAQMD Threshold        | 55         | 55              | 550        | 150             | 150              | 55                |
| <b>Significance</b>     | <b>No</b>  | <b>No</b>       | <b>No</b>  | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: CalEEMod.2016.3.2 Summer Emissions.

**Table 4**  
**Winter Operational Emissions Summary**  
**(Pounds per Day)**

| Source                  | ROG        | NO <sub>x</sub> | CO         | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
|-------------------------|------------|-----------------|------------|-----------------|------------------|-------------------|
| Area                    | 2.3        | 0.0             | 0.0        | 0.0             | 0.0              | 0.0               |
| Energy                  | 0.1        | 0.9             | 0.7        | 0.0             | 0.1              | 0.1               |
| Mobile                  | 0.7        | 10.7            | 8.3        | 0.1             | 3.8              | 1.2               |
| <b>Totals (lbs/day)</b> | <b>3.1</b> | <b>11.6</b>     | <b>9.0</b> | <b>0.1</b>      | <b>3.9</b>       | <b>1.3</b>        |
| SCAQMD Threshold        | 55         | 55              | 550        | 150             | 150              | 55                |
| <b>Significance</b>     | <b>No</b>  | <b>No</b>       | <b>No</b>  | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: CalEEMod.2016.3.2 Winter Emissions.

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.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The Proposed Project would not exceed any SCAQMD thresholds for criteria pollutants during construction (see Tables 1 and 2). Operational emissions are less than significant and would not result in a cumulatively considerable net increase of any criteria pollutant (see Tables 3 and 4). Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less than Significant.** SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) 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 apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.2 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 provide 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 a 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 Project Site is approximately 5.01 acres; therefore, the LST five-acre scenario thresholds were utilized for LST analysis. The nearest sensitive receptor land use is residential development located immediately to the west of the Project Site and therefore LSTs are based on an 82-foot (25-meter) distance. The resulting Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 5.



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

| Source                                                                      | NO <sub>x</sub> | CO          | PM <sub>10</sub> |            | PM <sub>2.5</sub> |            |
|-----------------------------------------------------------------------------|-----------------|-------------|------------------|------------|-------------------|------------|
| Construction Emissions<br>(Max. from Table 1 and Table 2)                   | 45.6            | 23.0        | 10.7             |            | 6.7               |            |
| Operational Emissions<br>(Max. Total from Table 3 and Table 4) <sup>1</sup> | 1.9             | 1.7         | 0.5              |            | 0.2               |            |
| <b>Highest Value (lbs/day)</b>                                              | <b>45.6</b>     | <b>23.0</b> | <b>10.7</b>      | <b>0.5</b> | <b>6.7</b>        | <b>0.2</b> |
| LST Thresholds                                                              | 270             | 1,746       | 14*              | 4†         | 8*                | 2†         |
| <b>Greater Than Threshold?</b>                                              | <b>No</b>       | <b>No</b>   | <b>No</b>        | <b>No</b>  | <b>No</b>         | <b>No</b>  |

Note: PM<sub>10</sub> and PM<sub>2.5</sub> 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

<sup>1</sup> 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 percent of mobile emissions will occur on the Project Site.

Source: CalEEMod.2016.3.2 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 significant adverse impacts are identified or are anticipated, and no mitigation measures are 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 Proposed Project's (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, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

#### IV. BIOLOGICAL RESOURCES

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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 type="checkbox"/>                    | <input checked="" 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"/> |
| 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) <b>Less than Significant.</b> In February 2018, Natural Resources Assessment, Inc. (NRAI) prepared a general Biological Assessment for the Proposed Project (available at the City offices for review). As part of the Biological Assessment, NRAI conducted a data search for information on plant and wildlife species with known occurrences within the vicinity of the Project Site. The data reviewed included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local governmental agencies and interest groups. Additionally, NRAI |                                      |                                             |                                     |                                     |

conducted a biological assessment of the development area on December 1, 2017. The field survey included habitat assessment surveys for resources covered under local, state, and federal laws and regulations.

The Project Site is dominated by ruderal (weedy) species such as annual bursage (*Ambrosia acanthicarpa*), white tumbleweed (*Amaranthus albus*) and Mediterranean grass (*Schismus barabatus*). There was also scattered native weedy plants such as telegraph weed (*Heterotheca grandiflora*), graceful buckwheat (*Eriogonum gracile*), rattlesnake sandmat (*Chamaesyce albomarginata*), and milk lettuce (*Lactuca serriola*). Birds were the most common group of species on the Project Site. Bird species observed included Eurasian collared dove (*Streptopelia deaecto*), common crow (*Corvus corax*), and house finch (*Carpodacus neomexicana*). Bottae's pocket gopher (*Thomomys bottae*) burrows were observed. No Beechey ground squirrel (*Spermophilus beecheyi*) or kangaroo rat burrows were observed. The side-blotched lizard (*Uta Stansburiana*) was the only reptile species observed. No amphibian species were observed, likely due to the lack of on-site or nearby surface water and similar moist habitats.

Sensitive species potentially present include but are not limited to those listed, or candidates for listing by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), and California Native Plant Society (CNPS). The USFWS identified 33 federal resources of concern near the Project Site, and the CNDDDB and CNPS website collectively identified 57 resources for the Fontana 7.5 United States Geological Survey (USGS) topographic map, with several of the same resources occurring on all three lists.

Of the resources identified, nine species which may be and/or may have been present on the Project Site. The nine species include the following: slender-horned spineflower (*Dodecahema leptoceras*), Santa Ana River woolly star (*Eriastrum densifolium* var. *sanctorum*), California gnatcatcher (*Polioptila californica*), burrowing owl (*Athene cunicularia hypogea*), San Bernardino Kangaroo Rat (*Dipodomys merriami parvus*), northwestern San Diego Pocket Mouse (*Chaetodippus fallax fallax*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), San Diego Desert Woodrat (*Neotoma lepida*), and Delhi sands flower-loving fly (*Rhaphiomidas terminates abdominalis*). Following the field survey, NRAI concluded that none of the nine species are expected to be present on the Project Site due to lack of adequate native habitat as a result of intensive grading and apparent recent disking. Therefore, the Proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **No Impact.** The Biological Assessment concludes that there are no drainages or riparian habitat on the Project Site and there is no indications of direct flow or flooding areas. Additionally, the Project Site is within a highly disturbed and impacted area in which native habitat does not exist. Therefore, the Proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community

identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. No impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** As stated in the Biological Assessment, the Army Corps of Engineers (Corps) regulates discharges of dredged or fill material into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The Biological Assessment concludes that there are no jurisdictional waters on-site and the Project Site does not contain any drainages, indication of flow, or evidence of flooding. Therefore, the Proposed Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or by other means. No impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of individuals (plants and animals) along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented habitat areas.

The Project Site is in an area fragmented by existing development including paved roads, residential development, and industrial development. The Biological Assessment concludes that the Proposed Project will not add to the ongoing fragmentation of habitat or substantially affect wildlife movement. The only available nesting habitat on-site is marginal and impacts to nesting birds are not considered to be significant. Therefore, the Proposed Project would not 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. No impacts are identified or 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 approximately three miles northeast of the Project Site. In accordance with City of Rialto General Plan Goal 2-39: Conserve and enhance Rialto's biological resources, the City recognizes the following policies:

Policy 2-14.1: Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservations Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Policy 2-14.2: Pursue open space, wildlife corridors, or conservation easements to protect sensitive species and their habitats.

Policy 2-14.3: Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands Flowing-loving Fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

As stated in the Biological Assessment, the Proposed Project would result in the loss of ruderal habitat; an impact that is not considered to be significant. Additionally, the Project Site is located outside of the Delhi Sand Soils Colton Recovery Unit Area as shown by the USFWS's Final Recovery Plan for the Delhi Sands Flower-loving Fly. Furthermore, the City of Rialto Code of Ordinances does not currently contain ordinances which specifically protect biological resources. Therefore, implementation of the Proposed Project would not conflict with any local policies or ordinances protecting biological resources. No impacts are identified or anticipated, and no mitigation measures are required.

- f) **No Impact.** The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (October 2017), in the City of Rialto General Plan, or in the Renaissance Specific Plan. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

## V. CULTURAL RECOURES

| Would the project:                                                                                            | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant | No<br>Impact             |
|---------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|--------------------------|--------------------------|
| 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 checked="" type="checkbox"/>         | <input type="checkbox"/> | <input type="checkbox"/> |



- a, b) **Less than Significant with Mitigation.** In December 2017, McKenna et al. prepared a Cultural Resources Investigation of the Proposed Project (available at the City offices for review). An 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 twenty-five (25) surveys have been completed within one-mile of the project area. A number of resources were recorded. The majority of the identified resources are historic building sites, although there are records of historic roadways (e.g. Baseline Road and historic refuse scatters). Baseline Road is located along the southern boundary of the Project Site and remains relatively unimproved (no curbing or pavement other than the existing asphalt surface). None of the remaining identified resources are within or adjacent to the current Project Site and none will be impacted by any proposed redevelopments within the Project Site.

At the time of the field survey, McKenna et al. found the Project Site to be relatively flat, although rising slightly to the north. The soils, where exposed, were identified as predominantly sandy loams with granitic gobbles and sparse grass. No standing structures were found of the Project Site, but tree stumps and some concrete work remain. The two parcels were surveyed with systematic north/south transects (long axis) averaging 15 meters apart and via subjective surveying.

Based on the historical research, field investigations, and documentation, McKenna et al. found no evidence of prehistoric or historical archaeological resources. The only cultural resources identified within the Project Site were identified as late history and modern remnants of a residential and commercial property. These were determined to be insignificant and not eligible for recognition as a historical resource. The Project Site is not culturally significant or sensitive and the proposed development would not result in any adverse environmental impacts; however, the possibility of discovering a significant unanticipated find remains. Therefore, 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:

**Mitigation Measure CR-1:**

*If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the City.*

## Mitigation Measure CR-2:

*Should human remains and/or cremations be encountered during any earthmoving activities, all work shall stop immediately in the area in which the find(s) are present (suggested 100-ft radius area around the remains and project personnel will be excluded from the area and no photographs will be permitted), and the County of San Bernardino Coroner will be notified. The City of Rialto and the Project Proponent shall also be called and informed of the discovery. The Coroner will determine if the bones are historic/archaeological or a modern legal case. The Coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section 5097.98.*

*All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.*

- c) **Less Than Significant with Mitigation.** The paleontological overview prepared for the Proposed Project identified the Project Site 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 alluvium may yield evidence of these non-renewable natural resources. Monitoring of excavations impacting the older alluvial deposits was recommended by McLeod (2017). McLeod identified the Project Site 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 and, therefore, should be monitored. If monitoring is deemed necessary, the protocols and policies of the San Bernardino County Museum should be followed.

Based on the historical research, field investigations, and documentation, McKenna et al. concluded that the Project Site yielded no evidence of paleontological resources. The Project Site is not culturally significant, and the proposed development would not result in any adverse environmental impacts, however, the possibility of discovering a significant unanticipated paleontological find remains. Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

**Mitigation Measure CR-3:**

*In the event fossil specimens are unearthed, the Project Proponent shall have a paleontological consultant assess the specimens and report to the City of Rialto. If the consultant and City concur, a paleontological monitoring program shall be implemented for the remainder of earth moving activities.*

- d) **Less than Significant with Mitigation.** 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 associated with the Proposed Project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds as detailed under Mitigation Measure CR-2, listed in Section V(a, b), above. Less than significant impacts are anticipated with implementation of Mitigation Measure CR-2. No additional mitigation measures are required.

**VI. GEOLOGY AND SOILS**

|                                      |                                             |                          |              |
|--------------------------------------|---------------------------------------------|--------------------------|--------------|
| Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant | No<br>Impact |
|--------------------------------------|---------------------------------------------|--------------------------|--------------|

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

|                                                                                                                                                                                                                                   | Potentially<br>Significant<br>Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iv. Landslides?                                                                                                                                                                                                                   | <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>                    | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                     | <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| a)                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                             |                                     |                                     |
| i)                                                                                                                                                                                                                                | <b>Less than Significant.</b> The Project Site is located in seismically active southern California with numerous fault systems in the region. The San Jacinto fault zone is located approximately 4.5 miles northeast of the Project Site, while the San Andreas fault zone is located approximately eight miles northeast of the Project Site. The Project Site, however, 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 remote. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required. |                                             |                                     |                                     |
| ii)                                                                                                                                                                                                                               | <b>Less than Significant.</b> As is the case for most areas of southern California, strong seismic ground shaking resulting from earthquakes associated with nearby faults may occur at the Project Site. Strong seismic ground shaking can be expected to induce lower horizontal accelerations due to smaller anticipated earthquakes during the lifetime of the proposed structure. Development of the Project Site would take place in accordance with the applicable requirements listed in the International Building Code (IBC), the California Building Standards                                                                                                                               |                                             |                                     |                                     |

Code, and the Buildings and Construction requirements of the City of Rialto Municipal Code. In addition, discretionary actions for the Proposed Project by the City of Rialto includes approval of a Precise Plan of Design application. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- iii) **No Impact.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils loose shear strength due to ground shaking. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. 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. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- iv) **No Impact.** The Project Site is relatively level with a very slight slope downward to the southeast. The Project Site is 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 Geologic Hazard Overlay Map FH29C Fontana, the Project Site is not located in an area likely to become unstable as a result of on- or off-site landslide. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- b) **Less than Significant.** During the development of the Project Site, which would include disturbance of approximately 5.01 acres, project-related dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- c) **Less than Significant.** A site visit performed by Lilburn Corporation in March 2018 found the Project Site to be relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. Additionally, review of County of San Bernardino General Plan Geologic Hazard Overlay Map FH29C Fontana showed that the Project Site is not located in an area likely to become unstable as a result of on- or off-site landslide. Accordingly, the Project Site is located within an area with no potential for

landslides, and development on the subject property would not be exposed to risk of landslide.

Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking. As identified in Exhibit 5.1, Seismic and Geologic Hazards, of the City of Rialto General Plan, the Project Site is not located in an area identified to have liquefaction susceptibility. Therefore, the Proposed Project is anticipated to result in less than significant risks related to liquefaction.

Ground subsidence is a process characterized by downward displacement of surface material caused by natural phenomena such as a removal of underground fluids, natural consolidation, or dissolution of underground minerals, or by man-made phenomena such as underground mining. Currently, there is no determination on the Project Site's possible location on a geologic unit or soil that is potentially unstable, or that would become unstable as a result of the project and potentially result in on- or off-site subsidence.

Seismically induced lateral spreading involves primary lateral movement of earth materials over underlying materials which are liquefied due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Review of available database and geologic map resources did not reveal a determination regarding the Project Site's possible location on a geologic unit or soil that is potentially unstable, or that would become unstable as a result of the project and potentially result in on- or off-site lateral spreading.

Although the Project Site is located in an area in which impacts related to ground subsidence and lateral spreading have not been determined, as a mandatory condition of project approval, the Proposed Project will be developed in conformance with the IBC, the California Building Standards Code, the Buildings and Construction requirements of the City of Rialto Municipal Code. Additionally, discretionary actions for the Proposed Project by the City of Rialto includes approval of a Precise Plan of Design application. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Expansive soils, sometimes referred to as shrink-swell 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 United States Department of Agriculture (USDA) Natural Resources Conservation Service's (NRCS) Web Soil Survey identified the presence of Tujunga gravelly loamy sand (TvC) on the Project Site. The USDA Soil Conservation Service's Soil Survey of San Bernardino County: Southwestern Part, California, describes TvC as having a low shrink-swell potential. Therefore, the Project Site is not anticipated to be located on expansive soil creating substantial risks to life or property. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.



- e) **Less than Significant.** Sewer service is not currently available at the Project Site. The closest sewer line is located at the intersection of Baseline Road and Tamarind Avenue, approximately 680 linear feet (LF) east of the Project Site. Based on the Renaissance Specific Plan Figure 3-23, Conceptual Sewer Plan there are no sewer lines planned for the portion of Baseline Road which the Project Site is located. In accordance with City Engineering requirements, as a condition of project approval, the Proposed Project shall include extension and connection to the nearby sewer main with implementation of a Reimbursement Agreement for the Project Proponent. Therefore, the Proposed Project does not include the use of septic tanks or alternative waste water disposal systems. With adherence to the City's engineering and development requirements, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

## VII. GREENHOUSE GAS EMISSIONS

|                                                                                                                                    | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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"/> |

- a) **Less than Significant.** Emissions were estimated using the CalEEMod version 2016.3.2. Construction is anticipated to begin in early 2019 and be completed in early 2020. 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 TIA prepared by Kunzman Associates, Inc in August 2018. The TIA determined that the Proposed Project would generate approximately 357 total daily trips of which approximately 214 vehicle trips would be produced by passenger cars and approximately 143 vehicle trips would be produced by a combination of 2 axle, 3 axle, and 4+ axle trucks (refer to TIA for additional information).

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 (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous oxide (N<sub>2</sub>O). 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 MTCO<sub>2</sub>E per year has been adopted by SCAQMD for industrial facilities. 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 <sub>2</sub> | CH <sub>4</sub> | N <sub>2</sub> O |
|--------------------------------|-----------------|-----------------|------------------|
| Site Preparation               | 18.0            | 0.01            | 0.0              |
| Grading                        | 47.0            | 0.01            | 0.0              |
| Building Construction          | 479.4           | 0.08            | 0.0              |
| Paving                         | 20.4            | 0.01            | 0.0              |
| Architectural Coating          | 4.2             | 0.00            | 0.0              |
| <b>Total MTCO<sub>2</sub>e</b> | <b>571.4</b>    |                 |                  |
| SCAQMD Threshold               | 10,000          |                 |                  |
| <b>Significant</b>             | <b>No</b>       |                 |                  |

Source: CalEEMod.2016.3.2 Annual Emissions.

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

| Source/Phase             | CO <sub>2</sub> | CH <sub>4</sub> | N <sub>2</sub> O |
|--------------------------|-----------------|-----------------|------------------|
| Area                     | 0.0             | 0.00            | 0.0              |
| Energy                   | 506.1           | 0.02            | 0.0              |
| Mobile                   | 969.3           | 0.01            | 0.0              |
| Waste                    | 25.2            | 1.49            | 0.0              |
| Water                    | 103.3           | 0.76            | 0.0              |
| <b>MTCO<sub>2</sub>e</b> | <b>1,668.2</b>  |                 |                  |
| SCAQMD Threshold         | 10,000          |                 |                  |
| <b>Significant</b>       | <b>No</b>       |                 |                  |

Source: CalEEMod.2016.3.2 Annual Emissions.

As shown in Table 6 and Table 7, the Proposed Project's emissions would not exceed the SCAQMD's 10,000 MTCO<sub>2</sub>e threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and 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. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

|                                                                                                                                                                                                                                                                  | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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 type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" 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<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant | No<br>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) <b>Less than Significant.</b> The specific business or tenant that will occupy the proposed industrial warehouse/distribution/manufacturing facility is not known at this time. Potential 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 cooperation with the Certified Unified Program Agency (CUPA) with Hazardous Materials Division of the San Bernardino County Fire Department. 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. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required. |                                      |                                             |                          |                                     |
| c) <b>No Impact.</b> No existing or known proposed schools occur within one-quarter mile of the Project Site. The nearest school is Mango Elementary School, located approximately 0.35-mile southwest of the Project Site. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or known proposed school. No impacts are identified or are anticipated, and no mitigation measures are required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                      |                                             |                          |                                     |
| d) <b>No Impact.</b> The Project Site is not a known hazardous material site as identified in Exhibit 5.4 of the City of Rialto General Plan. As reviewed on March 12, 2018, the Project Site was not found on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system. Therefore, the Proposed Project would not create a significant hazard to the public or the environment. No impacts are identified or anticipated, and no mitigation measures are required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                      |                                             |                          |                                     |
| e) <b>No Impact.</b> The Project Site is located approximately one-mile southwest 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. The nearest airport is the Flabob Airport, located approximately nine miles south of the Project Site. The next nearest airport is the Ontario International Airport, located                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                      |                                             |                          |                                     |

approximately 10 miles southwest of the Project Site. 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 are identified or are anticipated, and no mitigation measures are required.

- f) **No Impact.** The Project Site is not located in the vicinity of a known private airstrip; therefore, the Proposed Project is not anticipated to result in a safety hazard for people residing or working in the project area. The nearest airport is the Flabob Airport, located approximately nine miles south of the Project Site. The next nearest airport is the Ontario International Airport, located approximately 10 miles southwest of the Project Site. Therefore, no impacts are identified or are anticipated, 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 are identified or are anticipated, 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 associated with risk of wildland fire. The Project Site is located in predominantly 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 are identified or are anticipated, and no mitigation measures are required.

## IX. HYDROLOGY AND WATER QUALITY

|                                                                                                                                                                                                                                                                                                                                                                                                | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                             |                                      |                                             |                                     |                          |
| a) Violate any water quality standards or waste discharge requirements?                                                                                                                                                                                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 checked="" type="checkbox"/> | <input 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                                                                                                                                                                                                                | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|                                                                                                                                                                                                                                                                          | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------|-------------------------------------|
| substantial erosion or siltation on- or off-site?                                                                                                                                                                                                                        |                                      |                                             |                                     |                                     |
| 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 checked="" type="checkbox"/> | <input 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). In February 2018 a WQMP for the Proposed Project was prepared by Thatcher Engineering & Associates,

Inc. (available at the City offices for review) to comply with the requirements of the City of Rialto and the NPDES Area Wide Stormwater Program. Mandatory compliance with the Proposed Project's 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. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The Project Site is located in an area of the Renaissance Specific Plan which is served by the San Gabriel Valley Water Company's Fontana Water Company (FWC) Division. FWC currently utilizes water from local groundwater basins (Chino Basin, Rialto-Colton Basin, Lytle Basin and No Man's Land Basin), local surface water (Lytle Creek), and imported surface water (State Water Project water from Inland Empire Utilities Agency and San Bernardino Valley Municipal Water District). As stated in the Renaissance Specific Plan Amendment Draft Subsequent EIR, at buildout, demand within the FWC's service area is projected to be approximately 2,342 acre-feet annually (AFA). At build-out of the Renaissance Specific Plan, water demand district-wide is projected to be 50,959 AFA. With build-out of the Renaissance Specific Plan, and during a multiple dry year period, FWC's water supply is projected to be 50,959 AFA in 2035. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would result in the requirement of groundwater resources that is already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. Therefore, the Proposed Project would not 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. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- c) **Less than Significant.** In February 2018, a Preliminary Drainage Study for the Proposed Project was completed by Thatcher Engineering & Associates, Inc. (available at the City offices for review). As described in the Preliminary Drainage Study, post-development flows will continue as they have historically from north to south along proposed curb and ribbon gutters to proposed drop inlets around the Project Site. From these drop inlets, flows will enter an on-site storm drain system and will drain into a proposed Stormtech infiltration basin. This Stormtech system has been sized for water quality purposes and will have a total volume of 25,207 cubic feet, which is more than the 100-year storm event on-site. Minor flows will leave the Project Site from frontage landscaping along the north side of Baseline Road. Flows from the back to back 100-year storms will be allowed to leave the Project Site by backing up in the proposed southeast drop inlet and flowing out a proposed under sidewalk drain to Baseline Road. There will be no increase in flows or intensity from historic storm events. Additionally, the Biological Assessment states that there are no natural drainages and no indications of direct flow or flooding areas present on the Project Site. Therefore, implementation of the Proposed Project would not substantially alter the existing drainage pattern of the site or area. No



significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- d) **Less than Significant.** See response to c) above.
- e) **Less than Significant.** As stated in the Rialto Specific Plan, the area south of SR-210 drains to Baseline Avenue. Baseline Avenue drains easterly toward Cactus Avenue, but currently there are no storm drains in Baseline Avenue to intercept site runoff. As shown in Renaissance Specific Plan Figure 3-22, Conceptual Drainage Plan, development of the Renaissance Specific Plan area will require construction of four major east-west storm drain systems. Figure 3-15, RSP Storm Drainage Plan of the Renaissance Specific Plan EIR, identifies the Project Site as being in an area which is proposed to drain to Basin 3, which is proposed to be located on the north side of Baseline Road, east of North Fitzgerald Avenue.

Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in the Renaissance Specific Plan Storm Drainage Plan. The developers or their designees shall provide evidence of approval to the City Public Works Department. 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.

As stated in the Preliminary Drainage Study, any potential increase in post-development volume from pre-development conditions on-site has been mitigated through the use of an underground Stormtech infiltration basin which will have a total capacity of 25,207 cubic feet. This system has been sized for water quality purposes. Flows from back to back 100-year storms will be allowed to leave the Project Site by backing up in the proposed southeast drop inlet and flowing out a proposed under sidewalk drain to Baseline Road. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would not create or contribute a significant amount of water runoff that was not already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. Therefore, the Proposed Project would not 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. No significant adverse impacts are identified or are 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 impacts are identified or anticipated, and no mitigation measures are required.
- g) **No Impact.** The Proposed Project does not include housing. The Project Site is not identified to be inside a 100-year floodplain as shown in Exhibit 5.2 of the City of Rialto General Plan. Additionally, as identified in the County of San Bernardino General Plan Hazard Overlay Map FH29B Fontana, the Project Site is not located in a Flood Plain

Safety (FP) Overlay District. Therefore, the Proposed Project will not 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. No impacts are identified or are anticipated, and no mitigation measures are required.

- h) **No Impact.** The Project Site is not inside a 100-year floodplain as shown in Exhibit 5.2 of the City of Rialto General Plan. Additionally, as identified in the County of San Bernardino General Plan Hazard Overlay Map FH29B Fontana, the Project Site is not located in a FP Overlay District. Therefore, the Proposed Project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows. No impacts are identified or are anticipated, and no mitigation measures are required.
- i) **No Impact.** The Project Site is not located in a Dam Inundation area as identified by San Bernardino County's General Plan – Hazard Overlay Map FH29B Fontana. Therefore, the Proposed Project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including as a result of the failure of a levee or dam. No impacts are identified or are anticipated, and no mitigation measures are required.
- j) **Less than Significant.** Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The Project Site is not located in the immediate vicinity of a known large body of water or water storage facility and therefore impacts from potential seiches are not anticipated. Tsunamis are large waves generated in open bodies of water by fault displacement of major ground movement. Due to the inland location of the Project Site, tsunamis are not considered to be a risk. Dams or other water-retaining structures may fail as a result of large earthquakes, resulting in flooding and mudflow production. The Project Site is not located within a designated Dam Inundation area as identified by San Bernardino County's General Plan – Hazard Overlay Map FH29B Fontana. Therefore, the risk of inundation by seiche, tsunami, or mudflow is considered low. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

## X. LAND USE AND PLANNING

|                                                                                                                                                                                                                                                                                                             | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                                                                                                                                          |                                      |                                             |                                     |                          |
| a) Physically divide an established community?                                                                                                                                                                                                                                                              | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

- a, b) **Less than Significant.** The Project Site is located in the City of Rialto on the north side of Baseline Road between Palmetto and Tamarind Avenues. The Proposed Project is located within an area of the Renaissance Specific Plan zoned for EMP land uses. As stated in the Renaissance Specific Plan Table 3-1, Land Use Categories, the EMP zone accommodates a mixture of professional office, light industrial, research and development, business park, light manufacturing, assembly, and related storage and support service uses. Furthermore, Table 3-2, General Permitted Uses, demonstrates that all office and industrial uses are permitted within the EMP zone. As such, the Proposed Project includes uses which are permitted within the EMP zone.

The proposed Floor Area Ratio (FAR) for the building is approximately 0.497. The Renaissance Specific Plan currently allows a maximum Floor Area Ratio of 0.40 for projects of this size, however, with incorporation of certain design features, the Renaissance Specific Plan allows for a FAR increase through a Conditional Development Permit. Therefore, the Proposed Project will include the following incentives, at the request of City Staff, to achieve a FAR bonus:

- Reciprocal driveway access (2%)
- Public Art (2%)
- Landmark feature (enhanced exterior architecture) (2%)
- Pedestrian Building Orientation (2%)
- Employee Break Area (2%)

The Proposed Project is an acceptable use within the EMP land use zone and therefore the Proposed Project would not physically divide an established community. Furthermore, with implementation of design incentives and acquisition of a FAR bonus, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (October 2017). Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

## XI. MINERAL RESOURCES

Potentially Significant Impact      Less than Significant with Mitigation      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?

- 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? ☐ ☐ ☒ ☐

- a, b) **Less than Significant.** As identified in Exhibit 2.7, Mineral Resource Zones, 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, Aggregate Resources, of the General Plan identifies aggregate resource areas designated by the City and the Project Site is located within an area referred to as “designated areas lost to land uses incompatible with mining since 1987”. Furthermore, heavy industrial uses such as mining are not permitted land uses within the Renaissance 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 and therefore the Proposed Project would not result in the loss of a known mineral resource or locally important mineral resource recovery site.

The Proposed Project would require concrete for construction. Resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The Proposed Project’s demand for mineral resources is not significant due to the abundance of available local aggregate resources. Therefore, no significant adverse impacts have been identified or anticipated, and no mitigation measures are required.

## XII. NOISE

|                                                                                                                                                                                     | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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"/> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------|-------------------------------------|
| 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) <b>Less than Significant with Mitigation.</b> Urban Crossroads prepared a Noise Impact Analysis (NIA) for the Proposed Project in August 2018 (available at the City offices for review). As stated in the NIA, peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The City of Rialto's General Plan Safety &amp; Noise Element establishes policies to guard against the creation of any new noise and land use conflicts, and to minimize the impact of existing noise sources on the community. The Noise Element does not contain specific transportation-related noise standards; however, it does provide land use compatibility guidelines for future development and the future noise contour boundaries for major roadways in the City of Rialto.</p> |                                      |                                             |                                     |                                     |

The compatibility criteria, presented by the Rialto Noise Guidelines for Land Use Planning, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Rialto Noise Guidelines for Land Use Planning matrix indicates that industrial land uses, such as the Proposed Project, are considered normally acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. Noise-sensitive residential land uses are considered normally acceptable with exterior noise levels below 60 dBA CNEL, and conditionally acceptable with noise levels below 65 dBA CNEL.

Furthermore, the City of Rialto Municipal Code, Section 9.50.070, states that construction activities are permitted between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1<sup>st</sup> to April 30<sup>th</sup>, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1<sup>st</sup> to September 30<sup>th</sup>, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays. While the City establishes limits to the hours during which construction activity may take place, neither the City, or the County of San Bernardino, General Plans or Municipal Codes establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase.

### Existing Noise Levels

To describe the existing noise environment, the hourly noise levels were measured by Urban Crossroads during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using a sound meter positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project Site. The 24-hour existing noise level measurements shown in Table 8, below, present the existing ambient noise conditions.

**Table 8: 24-hour Ambient Noise Level Measurements**

| Location | Distance to Project Boundary (Feet) | Description                                                                                                               | Energy Average Noise Level (dBA Leq) |           | CNEL |
|----------|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------|------|
|          |                                     |                                                                                                                           | Daytime                              | Nighttime |      |
| L1       | 300                                 | Located west of the Project Site on Palmetto Avenue near an existing industrial warehouse building and residential homes. | 57.5                                 | 54.5      | 61.7 |
| L2       | 0                                   | Located near the southwestern Project Site boundary on Baseline Road adjacent to an existing residential home.            | 67.2                                 | 65.6      | 72.5 |
| L3       | 75                                  | Located southeast of the Project Site on Baseline Road near existing residential homes.                                   | 71.8                                 | 68.9      | 76.2 |
| L4       | 340                                 | Located east of the Project Site on Baseline Road adjacent to a vacant lot and an existing church use.                    | 68.7                                 | 66.1      | 73.3 |
| L5       | 645                                 | Located east of the Project Site on Tamarind Avenue near an existing industrial use and a residential home.               | 57.4                                 | 56.9      | 63.5 |

Source: Urban Crossroad's Noise Impact Analysis (2018)

Note: "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

### Off-site Transportation Noise Impacts

To assess the off-site transportation CNEL noise level impacts associated with development of the Proposed Project, noise contours were developed based on the TIA prepared by Kunzman Associates, Inc (2018). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

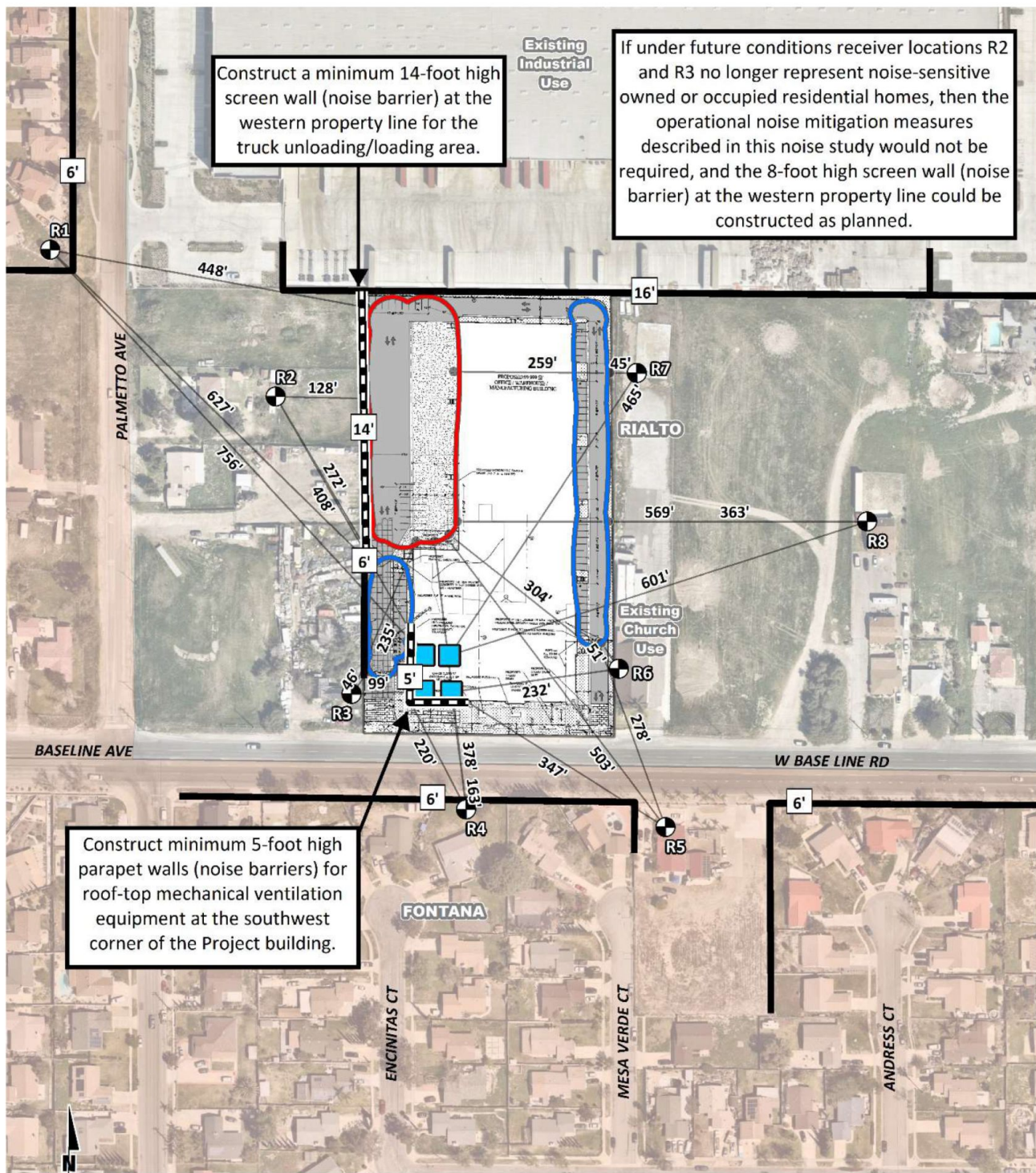
- Existing Conditions Without / With Project: This scenario refers to the existing present-day noise conditions without and with the Proposed Project.
- Existing plus Ambient Growth (EA) Without / With the Project: This scenario refers to Existing noise conditions with ambient growth, without and with the Proposed Project.
- EA plus Cumulative Development (EAC) Without / With the Project: This scenario refers to Existing noise conditions, with ambient growth, without and with the Proposed Project. This scenario also includes all cumulative projects identified in the TIA.

Noise contours were used to assess the Proposed Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. As concluded by the NIA, project-related noise level increase is considered less than significant under Existing, EA, and EAC conditions at the land uses adjacent to roadways conveying project-related traffic.

### Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, eight receiver locations were identified as representative locations for focused analysis. Noise-sensitive receivers near the Project Site include existing residential homes and an existing church use, as shown on Figure 4. Other sensitive land uses in the vicinity of the Project Site that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in the NIA due to the additional attenuation from distance and the shielding of intervening structures.





11324-05 Noise Study



## OPERATIONAL NOISE SOURCE and RECEIVER LOCATIONS

Baseline Road Warehouse  
City of Rialto, California

FIGURE 4



### Construction Impacts

Noise generated by the Proposed Project's construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The construction noise analysis shows that the highest construction noise levels will occur when construction activities take place at the closest point from the edge of primary construction activity to each of the nearby receiver locations. For the purposes of this analysis, the lowest, more conservative construction noise level threshold of 85 dBA  $L_{eq}$  is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as  $L_{eq}$  noise levels. Therefore, the noise level threshold of 85 dBA  $L_{eq}$  over a period of eight hours or more is used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

The unmitigated construction noise levels are expected to range from 49.3 to 82.8 dBA  $L_{eq}$  at the nearby receiver locations. The highest construction noise levels at the potentially impacted receiver locations are expected to approach 82.8 dBA  $L_{eq}$  and, therefore, will satisfy the construction noise level threshold of 85 dBA  $L_{eq}$  at all receiver locations. As such, the noise impact due to unmitigated project-related construction noise levels is, therefore, considered a less than significant impact at all receiver locations.

### Operational Impacts

To analyze noise impacts originating from the Proposed Project, stationary-source (operational) noise such as the expected idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements are typically evaluated against standards established under a jurisdiction's Municipal Code. However, the City of Rialto Municipal Code does not identify specific exterior noise level standards and therefore the NIA utilizes County of San Bernardino Development Code noise level standards to evaluate potential impacts at adjacent sensitive receiver locations per CEQA Guidelines. Furthermore, the NIA utilizes applicable City of Fontana noise level standards as some of the nearby receiver locations are located within the City of Fontana's jurisdiction.

To demonstrate compliance with local noise regulations, the NIA evaluated the 24-hour Project-only operational noise levels against exterior noise level thresholds based on the County of San Bernardino and City of Fontana exterior noise level standards at nearby noise-sensitive receiver locations. The NIA found that the operational noise levels associated with the Proposed Project would exceed the County of San Bernardino exterior noise level standards at two of the eight noise-sensitive receiver locations, R2 and R3, during the nighttime hours. All the other receiver locations (R1, and R4 to R8) would experience less than significant unmitigated noise impacts during the daytime and nighttime hours.

The project-related operational noise level impacts are considered a potentially significant impact at adjacent residential uses represented by receiver locations R2 and R3. Receiver locations R2 and R3 represent existing noise-sensitive uses which are designated as non-noise-sensitive Employment use based on Figure 2-2 of the Renaissance Specific Plan. Therefore, under future project-operational conditions, if receiver locations R2 and R3 no longer represent noise-sensitive owned or occupied residential homes, then the following operational noise mitigation measure would not be required, and the eight-foot high screen wall (noise barrier) at the western property line could be constructed as planned. However, if receiver locations R2 and R3 represent owned or occupied noise-sensitive residential homes at the time of project operation, the following noise barriers, as described by Mitigation Measure NOI-1 and shown in Figure 4, are required to reduce the operational noise level impacts at the nearby sensitive receiver locations:

#### **Mitigation Measure NOI-1**

- *A minimum 14-foot high noise barrier at the Project Site's western property line adjacent to the truck loading dock area is required;*
- *A minimum five-foot high parapet wall (noise barrier) is required at the southwest corner of the Project building for roof-top air conditioning units;*
- *The barriers shall provide a weight of at least four pounds per square foot of face area with no minimum transmission loss of 20 dBA. The barriers shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise barriers shall be constructed using the following materials:*
  - *Masonry block;*
  - *Earthen berm;*
  - *Or any combination of construction materials capable of the minimum weight of four pounds per square foot and a minimum transmission loss of 20 dBA.*

With implementation of Mitigation Measure NOI-1, the Proposed Project's operational noise levels will range from 35.3 to 42.7 dBA  $L_{eq}$  at the nearby sensitive receiver locations; therefore, the operational noise levels would satisfy the County of San Bernardino exterior noise level standards at all receiver locations, and the operational noise impacts would be less than significant with mitigation.

- b) **Less than Significant.** There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

To analyze vibration impacts originating from the operation and construction of the Proposed Project, vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code. Since the City of Rialto and City of Fontana Municipal Codes do not identify specific vibration level standards, the County Development Code vibration level standards are used in this analysis to assess potential impacts at nearby sensitive receiver locations. The County Development Code, Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line. Therefore, to determine if the vibration levels due to the operation and construction of the Project, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

Ground-borne vibration levels resulting from construction activities occurring within the Project Site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project Site include grading. At distances ranging from 17 to 443 feet from project-related construction activity, construction vibration velocity

levels are expected to approach 0.16 in/sec PPV. Based on the County of San Bernardino vibration standards, the unmitigated project-related construction vibration levels will satisfy the 0.2 in/sec PPV threshold at all of the nearby sensitive receiver locations. Therefore, the vibration impacts due to construction of the Proposed Project are considered less than significant. Further, vibration levels at the location of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project Site perimeter.

To assess the potential vibration impacts from truck haul trips associated with operational activities, the NIA utilized the vibration threshold of 0.2 in/sec PPV. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the Proposed Project's heavy truck activity at normal traffic speeds will approach 0.004 in/sec PPV at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Trucks transiting on-site will be travelling at very low speeds, so it is expected that delivery truck vibration impacts at nearby homes will satisfy the vibration threshold, and therefore, will be less than significant.

As concluded in the NIA, less than significant impacts are anticipated and the Proposed Project would not expose persons to, or result in the generation of, excessive groundborne vibration or groundborne noise levels. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- c, d) **Less than Significant.** To describe the Proposed Project's operational noise level contributions at nearby noise-sensitive receiver locations, the Proposed Project's operational noise levels were combined with the existing ambient noise level measurements for the off-site noise-sensitive receiver locations potentially impacted by operational noise sources. As indicated by the NIA, the Proposed Project will contribute an operational noise level increase during the daytime hours of up to 0.7 dBA  $L_{eq}$  and during the nighttime hours of up to 1.3 dBA  $L_{eq}$ . Therefore, the increases at the sensitive receiver locations will be less than significant as the Proposed Project's operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the vicinity above levels existing without the Proposed Project. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is not within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public land use airport, as identified in the San Bernardino County General Plan – Hazard Overlay Map FH29B Fontana. The Project Site is located approximately one-mile southwest of the former Rialto Municipal Airport runway, however, 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. The nearest airport is the Flabob Airport, located approximately nine miles south of the Project Site in Jurupa Valley. The next nearest airport is the Ontario International

Airport, located approximately 10 miles southwest of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- f) **No Impact.** The Project Site is not located in the vicinity of a known private airstrip. The nearest airport is the Flabob Airport, located approximately nine miles south of the Project Site in Jurupa Valley. The next nearest airport is the Ontario International Airport, located approximately 10 miles southwest of the Project Site. Therefore, the Proposed Project is not anticipated to expose people residing or working in the project area to excessive noise levels. No impacts are identified or are anticipated, and no mitigation measures are required.

### XIII. POPULATION AND HOUSING

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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 checked="" type="checkbox"/> | <input 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) <b>Less than Significant.</b> 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 EMP zoning designation of the Renaissance Specific Plan. According to the U.S. Bureau of Labor Statistics, the unemployment rate in the Riverside/San Bernardino/Ontario region as of May 2018 was 3.7 percent. Based on the availability of a local work force, it is expected that the employment generated by the future tenant of the facility would be filled from the local area and would result in substantial growth that is already anticipated by the Renaissance Specific Plan and the City's General Plan. 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. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required. |                                      |                                             |                                     |                                     |

- b) **No Impact.** Project Site consists of two vacant parcels. The Proposed Project would not reduce the number of existing housing units, displace people, or necessitate the construction of replacement housing elsewhere. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- c) **No Impact.** See response to (b), above.

#### XIV. PUBLIC SERVICES

|                                                                                                                                                                                                                                                                                                                                                                                                                             | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------|--------------------------|
| 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 Project Site 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 City of Rialto Fire Station to the Project Site is Fire Station 203 located at 1550 North Ayala Drive, approximately two miles east of the Project Site. 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. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would not result in the requirement of fire protection services that is not already anticipated by the Renaissance

Specific Plan and evaluated in the Renaissance Specific Plan EIR. In addition, the Project Applicant would be required to pay the applicable development impact fees, property tax, and utility user tax. As such, the Proposed Project would receive adequate fire protection services and would not result in the need for new or physically altered fire protection facilities. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

#### Police Protection

**Less than Significant.** The Project Site is located in the service area of the Rialto Police Department. The Rialto Police Department Station is located at 128 Willow Avenue, approximately 3.25-miles southeast of the Project Site. The Rialto Police Department provides a full range of law enforcement and community programs. The Proposed Project is anticipated to require minimal police protection services and would not result in the need for new or physically altered police protection facilities. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would not result in the need for additional police protection services that is not already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. In addition, the Project Applicant would be required to pay the applicable development impact fees, property tax, and utility user tax. Therefore, no significant adverse impacts are identified or 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 with an industrial warehouse/distribution/manufacturing facility. It is expected that the employment generated by the future tenant of the facility would be filled from the local area and would not result in substantial growth. As such, the development would not generate any new school-aged children requiring public education. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would not result in the requirement of public schools that is not already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. In addition, the Project Applicant would be required to pay the applicable school impact fees. Therefore, no significant adverse impacts are identified or 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. In addition, the Project Applicant would be required to pay the applicable development impact fees, property tax, and utility user tax. Accordingly, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, no significant adverse impacts are identified or 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. Additionally, the Project Applicant would be required to pay the applicable development impact fees, property tax, and utility user tax. As such, implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

## XV. RECREATION

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) <b>Less than Significant.</b> 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 significant adverse impacts are identified or are anticipated, and no mitigation measures are required. |                                      |                                             |                                     |                          |
| b) <b>Less than Significant.</b> 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 significant adverse impacts are identified or are anticipated, and no mitigation measures are required.                                                                                                                                                                                      |                                      |                                             |                                     |                          |

## XVI. TRANSPORTATION/TRAFFIC

|                                                                                                     | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|-----------------------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                  |                                      |                                                |                                     |                          |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation | Less than<br>Significant            | No<br>Impact                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------------|-------------------------------------|-------------------------------------|
| 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                      |                                                |                                     |                                     |
| 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 type="checkbox"/>                       | <input checked="" 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"/> |
| 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| a, b) <b>Less than Significant.</b> A TIA was prepared for the Proposed Project by Kunzman Associates, Inc. in August 2018 (available at the City offices for review). The purpose of the TIA is to provide an assessment of potential traffic impacts resulting from development of the Proposed Project and to identify the traffic mitigation measures necessary to maintain the established Level of Service (LOS) standard for the elements (intersection and roadway segments) of the impacted roadway system. Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of LOS (which is defined using the letter grades A through F). Study intersections and roadway segments analyzed in this report are under the jurisdiction of the City of Rialto. In accordance with the LOS thresholds established by the City of Rialto General Plan, signalized study intersections and roadway segments operating at LOS E or F are considered deficient. Unsignalized study intersections operating at LOS F with greater than 120 seconds of delay are considered deficient. |                                      |                                                |                                     |                                     |

The TIA analyzes traffic impacts for the anticipated opening date with occupancy of the development in Opening Year 2020, at which time the Proposed Project will be generating trips at its full potential. Rates for daily trips were forecasted by multiplying the trip generation rates by the land use quantity. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips. The TIA determined that the Proposed Project is forecast to generate approximately 599 daily passenger car equivalent (PCE) trips, 53 PCEs of which will occur during the morning peak hour and 54 PCEs of which will occur during the evening peak hour.

The following scenarios were analyzed by the TIA in accordance with the City of Rialto *Traffic Impact Analysis Report Guideline and Requirements* (December 2013):

- (1) Existing Conditions;
- (2) Existing Plus Project Conditions;
- (3) Project Completion (Existing Plus Ambient Growth Plus Project);
- (4) Cumulative Conditions (Existing Plus Ambient Growth Plus Project Plus Cumulative).

As demonstrated by the TIA, the study roadway segments and intersections operate at an acceptable LOS for Existing Conditions. Additionally, the study roadway segments and intersections are anticipated to operate at an acceptable LOS for Existing Plus Project traffic conditions as well as Project Completion traffic conditions. Regarding Cumulative traffic conditions, however, the following study roadway segments are forecast to operate at deficient LOS (E or F) during the peak hours:

Roadway Segments

- Baseline Road, Tamarind Avenue to Alder Avenue
- Alder Avenue, North of Baseline Road

Additionally, the following study intersections require improvements that will eliminate all anticipated roadway operational deficiencies which have been identified for Cumulative traffic conditions:

Intersections

- Palmetto Avenue (NS) at:  
Baseline Road (EW) - #3
- Tamarind Avenue (NS) at:  
Baseline Road (EW) - #4

As such, the TIA includes the following off-site roadway segment and intersection improvements as summarized in Table 8, below.

**Table 8**  
**Summary of Off-Site Improvements**

| <b>Roadway Segment</b>                              | <b>Improvement</b>                                                         |
|-----------------------------------------------------|----------------------------------------------------------------------------|
| Baseline Road, Tamarind Avenue to Alder Avenue      | Widen from a two-lane secondary arterial to a four-lane modified.          |
| Alder Avenue, North of Baseline Road                | Widen from a two-lane secondary arterial to a four-lane modified arterial. |
| <b>Intersection</b>                                 | <b>Improvement</b>                                                         |
| Palmetto Avenue (NS) at:<br>Baseline Road (EW) - #3 | Install traffic signal.                                                    |
| Tamarind Avenue (NS) at:<br>Baseline Road (EW) - #4 | Install traffic signal.                                                    |

With implementation of the off-site roadway segment and intersection improvements listed in Table 8, the Proposed Project's Cumulative traffic conditions are forecast to operate within acceptable LOS and would result in no significant traffic impacts. Off-site roadway segment and intersection improvements will occur through participation with project fair share contributions which are based on the proportion of project peak hour trips contributed to the improvement location relative to the total new peak hour Cumulative traffic volume. Therefore, as a condition of project approval, the Project Proponent shall contribute on a fair share basis through an adopted development impact fee program, or in dollar equivalent in lieu mitigation contributions, in the implementation of improvements identified in the August 15, 2018 Revised TIA and as conditioned by the City of Rialto. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Project Site is not within an Airport Safety Review area as identified in the San Bernardino County General Plan – Hazard Overlay Map FH29B Fontana. The nearest airport is the Flabob Airport, located approximately nine miles south of the Project Site in Jurupa Valley. The next nearest airport is the Ontario International Airport, located approximately 10 miles southwest of the Project Site. Development of the Proposed Project would not 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. No impacts are identified or are anticipated, and no mitigation measures are required.
- d, e) **No Impact.** The Proposed Project would not create substantial hazards due to a design feature or incompatible uses. Access to the Project Site will be available at two points via Baseline Road. Discretionary actions for the Proposed Project by the City of Rialto includes approval of a Precise Plan of Design application. With City approval of the Precise Plan of Design, the Proposed Project would not substantially increase hazards due to a design feature or incompatible uses and would not result in inadequate emergency access. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- f) **Less than Significant.** The Project Site is located within the Renaissance Specific Plan area within the EMP zoning designation. As shown on Figure 10, Renaissance Specific Plan Bicycle and Pedestrian Circulation Plan, of the TIA, Baseline Road does not support bike trails; the nearest bike lane is located 0.5-mile east of the Project Site at Alder Avenue. Furthermore, the Proposed Project includes off-site improvements along the project frontage of Baseline Road including street widening, curb, gutter, sidewalk, and parkway improvements. Development of the Proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, no significant adverse impacts have been identified or anticipated, 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<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/>         | <input 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) <b>Less than Significant with Mitigation.</b> California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that |                                      |                                             |                                     |                          |

geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

McKenna et al. prepared a Cultural Resources Investigation in December 2017 and concluded that the Project Site is not culturally significant, and the proposed development would not result in any adverse environmental impacts, however, the possibility of discovering a significant unanticipated tribal cultural resource remains. As such, possible significant adverse impacts have been identified or anticipated, and therefore Mitigation Measure CR-1 and Mitigation Measure CR-2, listed in Section V(a, b), above, shall be implemented to ensure that less than significant impacts occur. No additional mitigation measures are required.

- b) **Less than Significant.** McKenna et al. contacted the Native American Heritage Commission (NAHC) and inquired into the present/absence of Native American sacred or religious sites in or near the Project Site. The Commission responded with negative findings, confirming no record of sacred or religious sites has been filed with the Commission. McKenna et al. sent letters to the identified Native American representatives, describing the Project Site and research findings. These letters were designed to provide preliminary AB-52 consultation and directed the tribal representatives to contact the City of Rialto, serving as the Lead Agency, should additional consultation in accordance with AB 52 be requested.

As of December 6, 2017, McKenna et al. has received three responses to the nine letters sent to tribes: Anthony Morales of the Gabrielino/Tongva; Jessica Mauck of the San Manuel (Serrano); and Andrew Salas of the Kizh Nation (Gabrielino).

Mr. Morales reported that he had no specific information on the Project Site, but requested that he be kept informed, should evidence of Native American resources be identified.

The Serrano, representing the San Manuel Band of Mission Indians, asserted the Project Site is within the ancestral territory of the Serrano. Ms. Mauck reiterated the general sensitivity for the area to yield potentially significant cultural resources and requested the Serrano be kept apprised of the Proposed Project's progression and, if necessary, contact her should resources be identified.

Mr. Salas responded with a standard letter noting the general sensitivity of the area to yield evidence of Native American resources and requested additional consultation via appointment through his office. The Kizh Nation has requested that a tribal monitor be on-site during site disturbance.

Tribes requests for additional project information, coordination, or consultation with the Lead Agency, and/or Native American monitoring, shall be acknowledged through implementation of appropriate Conditions of Approval, at the City of Rialto's discretion. Therefore, as a condition of project approval, tribal monitoring of grading activities will

be allowed on-site and the Project Applicant will be required to notify the City when grading is scheduled to allow the City time to notify the tribes. As such, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

## XVIII. UTILITIES AND SERVICE SYSTEMS

|                                                                                                                                                                                                                                    | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>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"/>            |
| 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |

- a) **No Impact.** The Project Site will be served by the City of Rialto Municipal Wastewater Treatment Plant (WWTP) for wastewater treatment. 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. The

Proposed Project is an acceptable use within the EMP land use zone and therefore would result in the generation of wastewater considered domestic and acceptable for treatment at the City's WWTP. 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. No impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The San Gabriel Valley Water Company's Fontana Water Company (FWC) Division is the public water utility that would provide water service to the Project Site as shown on Figure 3-1 of the San Gabriel Valley Water Company FWC Division's 2015 Urban Water Management Plan. The San Gabriel Valley Water Company is responsible for design, engineering, and construction of water service facilities necessary for the Proposed Project. Only San Gabriel Valley Water Company and its authorized contractors are authorized to perform work on San Gabriel Valley Water Company's existing public water system including, but not limited to, connections to existing mains, installation of water main extensions, service laterals, public fire hydrants, and all other pumping, storage, and distribution facilities. The Project Proponent shall adhere to San Gabriel Valley Water Company's requirements for ensuring that the appropriate connections are made to the existing mains to provide the Proposed Project with sufficient water supply. The Proposed Project's water demands would be minimal (office use and landscaping) and therefore would not result in the requirement for new or expanded water facilities. Therefore, the Proposed Project is not anticipated to cause significant environmental effects and no mitigation measures are required.

Sewer service is not currently available at the Project Site. The closest sewer line is located at the intersection of Baseline Road and Tamarind Avenue, approximately 680 LF east of the Project Site. Based on Figure 3-23 of the Renaissance Specific Plan document, there are no sewer lines planned for the portion of Baseline Road near the Project Site. However, in accordance with City Engineering requirements, as a condition of project approval, the Proposed Project shall include extension and connection to the nearby sewer main with implementation of a Reimbursement Agreement for the Project Proponent. Once extension and connection to the nearby existing sewer main is made, the Project Site will be served by the City of Rialto Municipal Wastewater Treatment Plant (WWTP) for wastewater treatment. The Proposed Project is an acceptable use within the EMP land use zone and would not result in the requirement of wastewater facilities. Therefore, less than significant environmental effects are anticipated, and no mitigation measures are required.

- c) **Less than Significant.** As stated in the Preliminary Drainage Study, any potential increase in post-development storm water volume from pre-development storm water conditions on-site will be mitigated through the use of an underground Stormtech infiltration basin which will have a total capacity of 25,207 cubic feet. This system has been sized for water quality purposes. Flows from back to back 100-year storms will be allowed to leave the Project Site by backing up in the proposed southeast drop inlet and flowing out a proposed under sidewalk drain to Baseline Road. Furthermore, the



Proposed Project is an acceptable use within the EMP land use zone and therefore would not result in the requirement of storm water drainage facilities that is not already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. Therefore, the Proposed Project would not 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. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- d) **Less than Significant.** The San Gabriel Valley Water Company FWC Division currently utilizes water from local groundwater basins (Chino Basin, Rialto-Colton Basin, Lytle Basin and No Man's Land Basin), local surface water (Lytle Creek), and imported surface water (State Water Project water from Inland Empire Utilities Agency and San Bernardino Valley Municipal Water District). As stated in the Renaissance Specific Plan Amendment Draft Subsequent EIR, at buildout, demand within the FWC's service area is projected to be approximately 2,342 AFA. At build-out of the Renaissance Specific Plan, water demand district-wide is projected to be 50,959 AFA. With build-out of the Renaissance Specific Plan, and during a multiple dry year period, FWC's water supply is projected to be 50,959 AFA in 2035. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would not result in the requirement of water facilities that is not already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant.** See response to (b), above. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- f) **Less than Significant.** Solid waste from the City of Rialto is transported to and disposed of at the Mid-Valley Sanitary Landfill located in the northern portion of the City. The landfill has a maximum throughput of 7,500 tons per day and has an expected operational life through 2033. According to CalRecycle's Estimated Solid Waste Generation Rates, "Manufacturing/Warehouse" land uses are estimated to generate approximately 1.42 pounds of solid waste per 100 square-feet per day. Therefore, the proposed 99,999 square-foot industrial warehouse/distribution/manufacturing facility would generate approximately 0.71 tons of solid waste per day; approximately .01 percent of the maximum permitted throughput of 7,500 tons per day. Furthermore, the Proposed Project is an acceptable use within the EMP land use zone and therefore would not result in the requirement of landfill capacity that is not already anticipated by the Renaissance Specific Plan and evaluated in the Renaissance Specific Plan EIR. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- g) **Less than Significant.** The Proposed Project will 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 of and recycle any demolition from the landfills. Therefore, the Project Applicant will be required to work with the local refuse hauler 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. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

## XVIX. MANDATORY FINDINGS OF SIGNIFICANCE:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with Mitigation | Less than<br>Significant            | No<br>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"/>            |
| 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 type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| a) <b>Less than Significant.</b> In February 2018, NRAI prepared a Biological Assessment for the Proposed Project. As part of the Biological Assessment, NRAI conducted a data search for information on plant and wildlife species with known occurrences within the vicinity of the Project Site. The data reviewed included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. Additionally, NRAI conducted a biological assessment of the development area on December 1, 2017. The field survey included habitat assessment surveys for resources covered under local, state, and federal laws and regulations. |                                      |                                             |                                     |                                     |

NRAI concluded that of the nine species of concern identified by USFWS, CDFW, CNDDDB, and CNPS databases as having the potential to occur on or within the vicinity of the Project Site, none are expected to be present on the Project Site due to a lack of adequate native habitat as a result of intensive grading and apparent recent disking. Furthermore, no drainages or riparian habitat occur on the Project Site and there is no indications of direct flow or flooding areas on the Project Site. Therefore, the Proposed Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, and reduce the number or restrict the range of a rare or endangered plant or animal.

McKenna et al. prepared a Cultural Resources Investigation for the Proposed Project in December of 2017. Based on historical research, field investigations, and documentation, McKenna et al. concluded that the Project Site yielded no evidence of prehistoric archaeological resources, and no significant historical resources. The only cultural resources identified within the Project Site were identified as late history and modern remnants of a residential and commercial property. These were determined to be insignificant and not eligible for recognition as a historical resource. The Project Site is not culturally significant, and the proposed development would not result in any adverse environmental impacts, however, the possibility of discovering significant examples of the major periods of California history or prehistory remains. Therefore, possible significant adverse impacts have been identified or anticipated and the Mitigation Measure CR-1 and Mitigation Measure CR-2, listed in Section V(a, b), above, are required as a condition of project approval to reduce these impacts to a level below significant; no additional mitigation is warranted.

- b) **No Impact.** 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. No cumulative impacts are identified or are anticipated, and no mitigation measures are required.

- c) **No Impact.** 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. No impacts are identified or anticipated, and no mitigation measures are required.

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