

DRAFT

BASELINE AND TAMARIND WAREHOUSE PROJECT

Initial Study/Mitigated Negative Declaration

PREPARED FOR:

CITY OF RIALTO

Development Services Department, Planning Division

150 South Palm Avenue

Rialto, California 92376

Contact: Daniel Casey, Associate Planner

PREPARED BY:

DUDEK

35544 University Avenue

Riverside, California 92501

Contact: Collin Ramsey, Project Manager

NOVEMBER 2018

TABLE OF CONTENTS

SECTION	PAGE
ACRONYMS AND ABBREVIATIONS	V
1 INTRODUCTION.....	1
1.1 Project Overview.....	1
1.2 California Environmental Quality Act Compliance	1
1.3 Project Planning Setting	2
1.4 Public Review Process	2
1.6 Initial Study Checklist	3
2 PROJECT DESCRIPTION	5
2.1 Project Location	5
2.2 Environmental Setting.....	5
2.3 Proposed Project	6
2.4 Project Construction and Phasing	7
2.5 Project Approvals.....	8
3 INITIAL STUDY CHECKLIST	9
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	11
DETERMINATION:.....	12
EVALUATION OF ENVIRONMENTAL IMPACTS:.....	13
3.1 Aesthetics.....	22
3.2 Agriculture and Forestry Resources.....	24
3.3 Air Quality	25
3.4 Biological Resources	51
3.5 Cultural Resources.....	54
3.6 Geology and Soils.....	58
3.7 Greenhouse Gas Emissions.....	61
3.8 Hazards and Hazardous Materials	70
3.9 Hydrology and Water Quality.....	74
3.10 Land Use and Planning.....	78
3.11 Mineral Resources	81
3.12 Noise	81
3.13 Population and Housing.....	102
3.14 Public Services	104
3.15 Recreation	106
3.16 Transportation and Traffic.....	106
3.17 Tribal Cultural Resources	140
3.18 Utilities and Service Systems.....	143

3.19	Mandatory Findings of Significance	146
4	REFERENCES AND PREPARERS.....	149
4.1	References Cited	149
4.2	List of Preparers	154

APPENDICES

A	Air Quality, Greenhouse Gas Analysis, and Health Risk Assessment
B	Biological Resources
B-1	PTO Plant
B-2	PTO Wildlife
C	Cultural Resources Report
D	Noise
E	Transportation

FIGURES

1	Project Location	155
2	Site Plan	157
3	General Plan Land Use	159
4	Zoning	161
5	Renaissance Specific Plan Land Use	163
6	Construction Activity and Receiver Locations	165
7	Operational Noise Source and Receiver Locations	167
8	Intersection Location Map	169
9	Existing Number of Through Lanes and Intersection Control	171
10	Existing (2018) Traffic Volumes (In PCE)	173
11	Existing (2018) Summary of LOS	175
12	Project (Truck) Distribution.....	177
13	Project (Passenger Car) Trip Distribution.....	179
14	Project Only Traffic Volumes (In PCE).....	181
15	Cumulative Development Location Map	183
16	Cumulative Only Traffic Volumes (In PCE)	185
17	E+P Traffic Volumes (In PCE).....	187
18	E+P Summary of LOS.....	189
19	EAP (2020) Traffic Volumes (In PCE)	191
20	EAP (2020) Summary of LOS	193
21	EAPC (2020) Traffic Volumes (In PCE)	195
22	EAPC (2020) Summary of LOS	197
23	Truck Access at Project Driveways	199
24	Truck Access at Alder Avenue and Walnut Street.....	201

TABLES

1.	Tentative Project Construction Schedule	7
2.	South Coast Air Basin Attainment Status	26
3.	Project Area Air Quality Monitoring Summary 2015–2017	27
4.	Maximum Daily Emissions Thresholds.....	30
5.	Construction Equipment Assumptions	32
6.	Maximum Daily Peak Construction Emissions Summary (without Mitigation)	33
7.	Summary of Peak Operational Emissions (without Mitigation)	37
8.	Summary of Peak Operational Emissions (with Mitigation Option A).....	38
9.	Summary of Peak Operational Emissions (with Mitigation Option B)	38
10.	Maximum Daily Disturbed Acreage.....	43
11.	Localized Significance Summary Construction (without Mitigation).....	44
12.	Localized Significance Summary Construction (with Mitigation).....	44
13.	Localized Significance Summary Operations.....	46
14.	Carbon Monoxide Model Results	47
15.	Traffic Volumes for Intersections Evaluated in the 2003 Air Quality Management Plan	48
16.	Project Peak Hour Traffic Volumes.....	49
17.	Summary of Cancer and Non-Cancer Risks	50
18.	Project Greenhouse Gas Emissions Summary (Annual)	65
19.	Scoping Plan Consistency Summary	67
20.	Construction Noise Standards	83
21.	Construction Reference Noise Levels.....	84
22.	Construction Equipment Noise Level Summary (dBA L _{eq})	85
23.	Construction Equipment Noise Level Compliance.....	86
24.	Existing Off-Site Project-Related Traffic Noise Impacts.....	88
25.	Existing Plus Ambient Growth Off-Site Project-Related Traffic Noise Impacts.....	89
26.	Existing Plus Ambient Growth Plus Cumulative Development Project-Related Traffic Noise Impacts	90
27.	Operational Noise Standards	91
28.	Reference Noise Level Measurements	93
29.	Unmitigated Project Operational Noise Levels	93
30.	Operational Noise Level Compliance.....	95
31.	Mitigated Project Operational Noise Levels	96
32.	Mitigated Operational Noise Level Compliance	97
33.	Unmitigated Daytime Operational Noise Level Contributions	99
34.	Unmitigated Nighttime Operational Noise Level Contributions	99
35.	Mitigated Daytime Operational Noise Level Contributions.....	100
36.	Unmitigated Construction Equipment Vibration Levels	101
37.	Intersection Analysis Locations	107
38.	Intersection Analysis for Existing (2018) Conditions with Improvements	111

39.	Traffic Signal Warrant Analysis Locations	112
40.	Project Trip Generation Summary	116
41.	Cumulative Development Land Use Summary	119
42.	Intersection Analysis for E+P Conditions	121
43.	Intersection Analysis for E+P Conditions With Improvements.....	123
44.	Intersection Analysis for EAP (2020) Conditions	125
45.	Intersection Analysis for EAP (2020) Conditions With Improvements.....	126
46.	Intersection Analysis for EAPC (2020) Conditions.....	128
47.	Intersection Analysis for EAPC (2020) Conditions With Improvements.....	131
48.	Summary of Improvements and Rough Order of Magnitude Costs for EAPC (2020) Conditions.	135

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ACM	asbestos-containing material
ADT	average daily traffic
APN	Assessor's Parcel Number
AQMP	air quality management plan
BMP	best management practice
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal Recycle	California Department of Resources Recycling and Recovery
CalEEMod	California Emissions Estimator Model
CALGAPS	California GHG Analysis of Policies Spreadsheet
CALGREEN	California Green Building Standards
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	methane
City	City of Rialto
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
County	County of San Bernardino
CRHR	California Register of Historical Places
CSC	California Species of Special Concern
dB	decibel
dBA	A-weighted decibel
DIF	development impact fee
DPM	diesel particulate matter
EIR	environmental impact report
EO	Executive Order

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Acronym/Abbreviation	Definition
EPA	U.S. Environmental Protection Agency
FAR	floor area ratio
FTA	Federal Transit Administration
FWC	Fontana Water Company
GHG	greenhouse gas
gpd	gallons of per day
GPM	gallons per minute
GWP	global warming potential
HAZWOPER	Hazardous Waste Operations and Emergency Response
I	Interstate
IEUA	Inland Empire Utilities Agency
IS	initial study
ITE	Institute of Transportation Engineers
L ₂	sound level that is exceeded during 2% of the measurement interval
L ₂₅	sound level that is exceeded during 25% of the measurement interval
L ₅₀	sound level that is exceeded during 50% of the measurement interval
L ₈	sound level that is exceeded during 8% of the measurement interval
L _{eq}	equivalent continuous sound level (time-average sound level)
LID	Low Impact Development
L _{max}	maximum sound level recorded during the measurement interval
LOS	level of service
LST	localized significance threshold
mgd	million gallons per day
MICR	maximum individual cancer risk
MM	mitigation measure
MND	mitigated negative declaration
MS4	Municipal Separate Storm Sewer System
MSR	Million Solar Roofs
MT CO _{2e}	metric tons of carbon dioxide equivalent
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NIOSH	National Institute for Occupational Safety and Health
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
PCE	passenger-car-equivalent

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Acronym/Abbreviation	Definition
PM ₁₀	particulate matter less than or equal to 10 microns in diameter
PM _{2.5}	particulate matter less than or equal to 2.5 microns in diameter
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
project	Baseline and Tamarind Warehouse project
project applicant	Oakmont Industrial Group
RFD	Rialto Fire Department
RP	Regional Plant
RPD	Rialto Police Department
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR	State Route
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
URBEMIS	URBAn EMISsions
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compound
vph	vehicles per hour

INTENTIONALLY LEFT BLANK

1 INTRODUCTION

1.1 Project Overview

The City of Rialto (City) received an application from Oakmont Industrial Group (project applicant) requesting the following approvals for development of the Baseline and Tamarind Warehouse project (project):

- Conditional Development Permit No. 2018-0031
- Tentative Parcel Map No. 2018-0007
- Precise Plan of Design No. 2018-0078
- Master Case No. 2018-0075

The project includes construction of an approximately 156,500-square-foot, one-story warehouse building (inclusive of 5,000 square feet of office space) on an approximately 8.01-gross-acre property located in the northwest part of the City. The project site is composed of six adjoining parcels (Assessor's Parcel Number (APN) 0240-181-22, 26, 27, 30, 34, and 35) that will be merged into a single parcel as part of the project. In addition to the warehouse building, the project would include landscaping areas, loading docks, and surface parking spaces for passenger vehicles and truck trailers.

The project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15367, the City is the lead agency with principal responsibility to consider the project for approval.

1.2 California Environmental Quality Act Compliance

CEQA, a statewide environmental law described in California Public Resources Code (PRC), Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment (PRC Section 21000 et seq.). The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an environmental impact report (EIR) and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.3 Project Planning Setting

The City's Development Services Department, Planning Division, directed and supervised the preparation of this Initial Study (IS)/Mitigated Negative Declaration (MND). Although prepared with assistance from the consulting firm Dudek, the content contained within and the conclusions drawn by this IS/MND reflect the independent judgment of the City.

1.4 Public Review Process

Public participation is an essential part of the CEQA process. As required by CEQA, the City shall provide adequate time for other public agencies and members of the public to review and comment on a CEQA document that has been prepared. This MND has been made available to members of the public, agencies, and interested parties for a 20-day public review period in accordance with CEQA Guidelines Section 15105. Public review of the MND is intended to focus "on the proposed finding that the project will not have a significant effect on the environment. If persons and public agencies believe that the project may have a significant effect, they should: (1) identify the specific effect, (2) explain why they believe the effect would occur, and (3) explain why they believe the effect would be significant" (14 CCR 15204).

This MND is available for review during the 20-day public review period at the following locations:

In-Person

City of Rialto
Development Services Department, Planning Division,
150 South Palm Avenue
Rialto, California 92376

Online

<http://yourrialto.com/city-hall/departments/development-services-department/>

Once the 20-day public review period has concluded, any advisory body of a public agency shall consider the MND together with any comments received during the public review process. The decision-making body shall adopt the proposed MND if it finds there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the lead agency's independent judgment and analysis. After approval of the project, the City shall file a Notice of Determination at the San Bernardino County Recorder-Clerk's office within 5 working days after deciding to carry out or approve the project.

1.6 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., Initial Study) per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Section 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.19 include an explanation and discussion of each significance determination made in the checklist for the project.

For this IS/MND, the following four possible responses to each individual environmental issue area are included in the checklist:

1. Potentially Significant Impact
2. Less-Than-Significant Impact with Mitigation Incorporated
3. Less-Than-Significant Impact
4. No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

INTENTIONALLY LEFT BLANK

2 PROJECT DESCRIPTION

2.1 Project Location

The project site is located in the northwest part of the City in the southwestern portion of San Bernardino County. Regionally, the City is bordered by unincorporated Riverside County and the Cajon Pass to the north, the Cities of San Bernardino and Colton to the east, unincorporated Riverside County and the City of Riverside to the south, and the City of Fontana to the west. Locally, the project site is bounded by industrial/warehouse uses to the north; Tamarind Avenue, residential uses, vacant land, and future industrial/warehouse uses (currently planned) to the east; Baseline Road and residential uses to the south; and vacant land and residential uses to the west (Figure 1). The project site is composed of six parcels (APNs 0240-181-22, 0240-181-26, 0240-181-27, 0240-181-30, 0240-181-34, and 0240-181-35).

2.2 Environmental Setting

City of Rialto

The City's land use pattern is defined by nearly 100 years of historical growth. The historic downtown and surrounding older neighborhoods, with smaller residential lots and small central business district, provide a walkable urban core. Suburban tract homes from the 1950s and 1960s, away from downtown, have defined much of the City. Newer residential neighborhoods have filled in the northern areas.

Commercial uses are focused along Foothill Boulevard (Historic Route 66), Riverside Avenue, Valley Boulevard, and Baseline Road at Riverside Avenue. These corridors and intersections, along with downtown, constitute the City's major commercial areas.

Industrial and warehouse facilities are clustered along the City's rail lines, where access to shipping facilities was important through the mid-1900s, particularly for the citrus industry. Other industrial activities have clustered north of State Route (SR-) 210 and south of Interstate (I-) 10. Other industrial areas include land adjacent to the Rialto Airport in the north and near SR-210, and I-10 and the Union Pacific railroad line in the south. Many of the industrial businesses take advantage of the City's location and access to this distribution network (City of Rialto 2010a).

Renaissance Specific Plan

The project site is located within the boundaries of the City's Renaissance Specific Plan. The Renaissance Specific Plan is designed as a master-planned community on approximately 1,439 acres that, upon buildout, will contain a variety of logistics, employment, business, shopping, residential, and community facilities that are integrated by open spaces and amenities. The Renaissance Specific Plan serves as the long-range plan for the development of Renaissance and the guide to all future development proposals within the Specific Plan

area. This Specific Plan provides detailed text and exhibits describing the various land uses, amenities, and infrastructure improvements envisioned for the community. This document will guide the buildout of the property in a manner consistent with City and state policies and standards to ensure that the various community elements identified in the Renaissance Specific Plan will be developed in a coordinated manner (City of Rialto 2010b).

Project Site

The approximately 8.01-gross-acre project site is located on the northwest corner of Baseline Road and Tamarind Avenue (Figure 2). The project site is composed of six parcels containing scattered residential uses. APNs 0240-181-22 and 0240-181-35 are currently undeveloped, while APNs 0240-181-26, 0240-181-27, 0240-181-30, and 0240-181-34 contain existing residential properties. Other than this residence, small soil and debris stockpiles are found throughout the project site.

The geology of the project site and surrounding vicinity is characterized as silty sand with gravel, cobbles, and occasional boulders. The project site is located in the upper Santa Ana Valley, north of the San Gabriel Mountains. According to the Geologic Map of the Devore Quadrangle, the surficial sediments consist of alluvial gravel and sand of valley areas, composed of boulder gravel near mountains, grading outward into finer sand. The project site is located within the Santa Ana River Groundwater Basin, which underlies a portion of the upper Santa Ana Valley. The subbasin is bounded by the San Gabriel Mountains to the north, the Box Spring Mountains to the south, and the Rialto–Colton fault to the west.

Regional topography slopes south to southeast. The project site topography tends to descend very gently from northeast to southwest and drainage is via sheet flow in this direction. Elevations on the project site range between approximately 1,415 and 1,435 feet above mean sea level.

The City's General Plan Existing Land Use Map designates the project site as Specific Plan (Figure 3). The City's Zoning Map designates the project site as Renaissance Specific Plan (Figure 4). Specifically, the Renaissance Specific Plan Land Use designates the project site as Employment (Figure 5). Regional access to the project area is provided by SR-210 to the north of the project site, I-15 to the west, and I-215 to the east.

2.3 Proposed Project

The project would include construction of a 156,500-square-foot (gross area, inclusive of office spaces), one-story industrial/warehouse building on an approximately 8.01-gross-acre property. The industrial/warehouse building would be comprised of approximately 151,500 square feet of warehouse space and 5,000 square feet of office space. The project would also include approximately 49,649 square feet of landscaping, 88 passenger vehicle parking spaces, 18 loading docks, and 26 truck parking spaces. The project would not contain any cold storage space.

On-Site and Off-Site Adjacent Improvements

The project would also include improvements to Baseline Road and Tamarind Avenue along the project's street frontage, including landscape, sidewalk, and parkway improvements. A variety of trees, shrubs, plants, and land covers would be planted within the project frontage's landscape setback area, within the landscape areas found around the proposed industrial/warehouse building, and throughout the project site.

Site Access, Circulation, and Parking

Access to the project site would be provided by three driveways: one right-turn in/out at the southwest corner of the project site, on Baseline Road, for passenger cars and trucks; one right-turn in/out at the south-center part of the project site, on Baseline Road, for passenger cars only; and one full-movement on the northeast corner of the project site, on Tamarind Avenue, for passenger cars and trucks. Paved passenger vehicle parking areas would be provided along the southern parts of the project site, while truck parking would be located along the western side of the project site. Gated entry is proposed on both sides of the main truck parking and dock areas. The project site would include 88 passenger vehicle parking spaces, 18 loading docks, 26 trailer parking spaces, and a secure bicycle storage area.

Storm Drain and Other Utility Improvements

The project would include a detention/infiltration basin on the property to capture and infiltrate stormwater runoff. All proposed surface waters would flow into on-site catch basins and down drains/area drains. Stormwater flows will pass through the infiltration facilities and will then flow through to the public system via sub-surface piping. Preventive Low Impact Development (LID) site design practices have been incorporated into the project to maintain the historic drainage pattern by utilizing the same drainage paths and outlets, with the detention/infiltration basins limiting outlet of stormwater to the project site's pre-development condition (Section 3.9, Hydrology and Water Quality).

2.4 Project Construction and Phasing

The project applicant intends to construct the project in a single continuous phase, starting in or around 2018 and lasting through 2020. Table 1 provides the tentative project construction schedule, as used in the air quality, greenhouse gas (GHG) emissions, and health risk assessment impact analysis (refer to Section 3.3, Air Quality, and Section 3.7, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A).

Table 1. Tentative Project Construction Schedule

Phase Name	Phase Start Date	Phase End Date
Demolition	November 2018	November 2018
Site preparation	November 2018	December 2018
Grading	December 2018	January 2019
Building construction	January 2019	March 2020

Table 1. Tentative Project Construction Schedule

Phase Name	Phase Start Date	Phase End Date
Paving	March 2020	April 2020
Architectural coating	March 2020	May 2020

Source: Appendix A.

2.5 Project Approvals

Discretionary approvals would be required before implementing the project, including but not limited to the following:

- Conditional Development Permit No. 2018-0031
- Tentative Parcel Map No. 2018-0007
- Precise Plan of Design No. 2018-0078
- Master Case No. 2018-0075

3 INITIAL STUDY CHECKLIST

1. Project title:

Baseline and Tamarind Warehouse Project

2. Lead agency name and address:

City of Rialto
Development Services Department
150 South Palm Avenue
Rialto, California 92376

3. Contact person and phone number:

Daniel Casey, Associate Planner
909.820.2525

4. Project location:

The project site is located in the northwest part of the City in the southwestern portion of San Bernardino County. Locally, site is located on the northwest corner of Baseline Road and Tamarind Avenue. The project site is composed of six parcels (APNs 0240-181-22, 0240-181-26, 0240-181-27, 0240-181-30, 0240-181-34, and 0240-181-35).

5. Project sponsor's name and address:

Oakmont Industrial Group
3520 Piedmont Road, Suite 100
Atlanta, Georgia 30305

6. General plan designation:

Specific Plan

7. Zoning:

Renaissance Specific Plan – Employment

8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The project includes construction of an approximately 156,500-square-foot, one-story industrial/warehouse building on an approximately 8.01-gross-acre property. In addition to the industrial/warehouse building, the project would include landscaping areas, loading docks, and surface parking spaces for passenger vehicles and truck trailers.

Refer to Section 2.3, Proposed Project, for a detailed project description.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project site is located within a quickly developing part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area include the following:

- **North:** Industrial/warehouse uses
- **East:** Tamarind Avenue, residential uses, vacant land, and future industrial/warehouse uses (currently planned)
- **South:** Baseline Road and residential uses
- **West:** Vacant land and residential uses

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Rialto Fire Department: Site Plan Review
- Rialto Police Department: Site Plan Review
- County of San Bernardino (National Pollutant Discharge Elimination System (NPDES) General Construction Permit)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Yes. Refer to Section 3.17, Tribal Cultural Resources, for additional details.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the 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 project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
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 project 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"/>
II. AGRICULTURE AND FORESTRY RESOURCES – 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 the 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"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES – Would the project:				
a) 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 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, 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS – 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS – 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 purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS – 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 that 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 checked="" type="checkbox"/>	<input type="checkbox"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY – 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 project site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the project 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 which 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 stormwater 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 checked="" type="checkbox"/>	<input 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 structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. PUBLIC SERVICES				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill 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"/>
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.1 Aesthetics

a) *Would the project have a substantial adverse effect on a scenic vista?*

Less-Than-Significant Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, coastlines, and open space areas. The City of Rialto General Plan Open Space and Conservation Element states that, “the views of the San Gabriel and San Bernardino Mountains and the foothills provide the perfect backdrop for creating scenic vistas throughout the City,” and “the City should take great care in ensuring that building heights and scale of projects do not hinder or impede scenic view” (City of Rialto 2010a).

The San Gabriel Mountains and the San Bernardino Mountains are located approximately 4 miles to the north and east, and the Jurupa Mountains and foothills are found approximately 6 miles to the south. Based on these distances, as well as the presence of existing intervening natural topographical variations and man-made urban features, the project site is not located within the direct viewshed of these scenic vistas. In addition, the project would extend to heights similar to the heights of other industrial/warehouse buildings surrounding the project site. As such, the project is not expected to block views of or from these scenic resources; therefore, impacts associated with scenic vistas would be less than significant.

b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System (Caltrans 2016), the only officially designated state scenic highway in San Bernardino County is a 16-mile portion of SR-38 from South Fork Campground to State Lane. This roadway segment is located more than 14 miles southeast of the project site. Based on the distance between this officially designated state scenic highway, and because of the intervening natural topography and urban improvements between this roadway segment and the project site, the project would not be located within the viewshed of this officially designated state scenic highway. In addition, the Rialto General Plan does not identify any designated scenic corridors; therefore, no impact associated with scenic highways would occur.

c) *Would the project substantially degrade the existing visual character or quality of the project site and its surroundings?*

Short-Term Construction Impacts

Less-Than-Significant Impact. Consistent with standard construction practices, equipment, vehicles, and materials are expected to be staged within a designated area on the project site during project construction. Although equipment staging could potentially be viewed from adjacent

properties, this would be temporary and would cease upon completion of construction; therefore, short-term construction impacts associated with the existing visual character and quality would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. The project site is located in an urbanized, industrial portion of the City and is bound by existing and future development in all directions. The project site is currently comprised predominantly of undeveloped land, although portions of the project site contain existing single-family residences. Other than these residences, small soil and debris stockpiles are found on the project site. The project would alter the land use and development intensity on the project site, thus altering the existing visual character of the project site compared with the existing conditions.

However, as a warehouse building, the project would be visually consistent with the existing industrial development. The project would extend to heights similar to the heights of other industrial/warehouse buildings surrounding the project site. In addition, the 156,500-square-foot project would be of similar size and scale compared to the existing surrounding development in the project area. Thus, the development of the project would not represent an adverse or detrimental impact on existing on-site or off-site visual character.

Regarding visual quality, the project would incorporate similar architectural elements, including a complementary neutral color palette and a variety of building materials, to existing development located in the project area. The project was designed to include vertical and horizontal elements that would break up the overall massing of the buildings and provide visual interest. Setback landscape areas along the project frontages would also soften views of the project site and enhance the visual quality of the project.

The warehouse building and associated improvements were designed with a strong and appropriately scaled framework of architectural and landscape architecture elements. The building mass and landscaping throughout the project site were designed to create a sense of unity both on site and off site. High-quality development features would be provided through site design (e.g., building orientation, screening, and placement of service areas), architecture (e.g., mass, scale, form, style, material, and color), and streetscape elements (e.g., lighting and paving materials). Overall, the project would enhance and strengthen the existing quality of the project site through new landscaping, hardscape, and other improvements both on site and along the public right-of-way.

In addition, to ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Zoning Code includes design standards related to building height, parking, landscaping

requirements, and other visual considerations. The purpose is to regulate and restrict the uses of buildings and structures, and to encourage the most appropriate use of land. As a part of the City's development review process, project plans are reviewed with the intent of encouraging efficient, aesthetic, and desirable use of land by considering proposals; therefore, long-term operational impacts associated with the existing visual character and quality would be less than significant.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Short-Term Construction Impacts

No Impact. In compliance with the City's Noise Ordinance, between October 1 and April 30, construction activities of the project would be limited to between 7:00 a.m. to 5:30 p.m. on Monday through Friday and between 8:00 a.m. to 5:00 p.m. on Saturday. No construction work is permissible on Sunday or state holidays. Between May 1 through September 30, construction work is limited to between 6:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. No construction work is permissible on Sundays or state holidays (City of Rialto 2008). As such, project construction would be limited to the daytime hours, and nighttime lighting would not be required until the project is operational; therefore, no short-term construction impacts associated with light and glare would occur.

Long-Term Operational Impacts

Less-Than-Significant Impact. Consistent with Section 18.61.140 of the City's Zoning Code, exterior lighting shall be provided for security and safety purposes; however, the lighting shall be designed to avoid spillover glare beyond the project site boundaries (City of Rialto 2006). Thus, all exterior lighting has been designed to be shielded/hooded to prevent light trespass onto nearby properties. In addition, the project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows) would be introduced onto the project site, the project as a whole would not be considered a source of glare in the project area; therefore, long-term operational impacts associated with light and glare would be less than significant.

3.2 Agriculture and Forestry Resources

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

No Impact. According to the California Department of Conservation Important Farmland Finder (CDOC 2016a), the project site is identified as "Urban and Built-Up Land." The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively,

“Important Farmland”). The project would not occur within any farmland locations, and would not result in the conversion of Prime or Unique Farmland, or Farmland of Statewide Importance; therefore, no impacts associated with the conversion of Important Farmland would occur.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. According to the California Department of Conservation’s 2015/2016 San Bernardino County (South) Williamson Act Map, there are no Williamson Act lands on or within the project area (CDOC 2016b). In addition, the project site is zoned Renaissance Specific Plan—15, and none of the parcels surrounding the project site are zoned for agricultural use; therefore, no impacts associated with agricultural zoning or Williamson Act contracts would occur.

c) *Would the project 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))?*

No Impact. According to the California Department of Forestry and Fire Protection (CAL FIRE) Management Landscape map (CAL FIRE 2003), no public or private land managed for timber is located in the project area. The project site is not zoned as forest land or Timberland Production; therefore, no impacts associated with forest land or timberland would occur.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. Refer to previous response 3.2(c).

e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. Refer to previous responses 3.2(a) through 3.2(c).

3.3 Air Quality

The following analysis is based on the September 2018 Air Quality Impact Analysis and the Health Risk Assessment reports prepared by Urban Crossroads Inc. and included as Appendix A.

Regional Air Quality

The project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAB includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. Existing air quality is measured at established SCAQMD air

quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are used to determine whether a region's air quality is healthful or unhealthful. The determination is made by comparing contaminant levels in ambient air samples in a region to the state and federal standards. Table 2 provides the federal and state ambient air quality attainment designation (NAAQS and CAAQS, respectively) for applicable criteria pollutants within SCAB.

Table 2. South Coast Air Basin Attainment Status

Pollutant	State Designation (CAAQS)	Federal Designation (NAAQS)
O ₃ – 1-hour standard	Nonattainment	Nonattainment (“extreme”)
O ₃ – 8-hour standard	Nonattainment	Nonattainment (“extreme”)
PM _{2.5}	Nonattainment	Nonattainment (“serious”)
PM ₁₀	Nonattainment	Attainment (maintenance)
CO	Attainment	Attainment (maintenance)
NO ₂	Attainment	Attainment/Unclassifiable
SO ₂	Attainment	Attainment/Unclassifiable
Pb ¹	Attainment	Nonattainment (partial)

Source: CARB 2017 (see Appendix A for a detailed map of state/national area designations within the SCAB).

Notes: CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; O₃ = ozone; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; CO = carbon monoxide; NO₂ = nitrogen dioxide; SO₂ = sulfur dioxide; Pb = lead.

¹ The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the South Coast Air Basin.

As shown in Table 2, SCAB has been designated by the U.S. Environmental Protection Agency (EPA) as a federal nonattainment area for ozone (O₃) and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}), and partial nonattainment for lead. Currently, SCAB is in attainment with the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter less than or equal to 10 microns in diameter (PM₁₀). SCAB has been designated by the California Air Resources Board (CARB) as a nonattainment area for O₃, PM₁₀, and PM_{2.5}. SCAQMD is the agency responsible for air pollution control within SCAB. SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

Local Air Quality

Relative to the project site, the nearest long-term air quality monitoring site for O₃, CO, NO₂, and PM₁₀ is the SCAQMD Central San Bernardino Valley 1 (Source Receptor Area 34) monitoring station, located approximately 4 miles southwest of the project site.

Table 3 identifies the number of days ambient air quality standards were exceeded for the Air Quality Impact Analysis study area, which is considered representative of the local air quality at the project site.

Table 3. Project Area Air Quality Monitoring Summary 2015–2017

Pollutant	Standard	Year		
		2015	2016	2017
<i>O₃</i>				
Maximum 1-Hour Concentration (ppm)		0.133	0.139	0.137
Maximum 8-Hour Concentration (ppm)		0.111	0.105	0.119
Number of Days Exceeding State 1-Hour Standard	>0.09 ppm	36	34	33
Number of Days Exceeding State 8-Hour Standard	>0.07 ppm	59	52	51
Number of Days Exceeding Federal 1-Hour Standard	>0.12 ppm	3	3	2
Number of Days Exceeding Federal 8-Hour Standard	>0.075 ppm	57	49	49
Number of Days Exceeding Health Advisory	≥0.15 ppm	—	—	—
<i>CO</i>				
Maximum 1-Hour Concentration (ppm)		2.8	1.7	—
Maximum 8-Hour Concentration (ppm)		1.2	1.0	—
<i>NO₂</i>				
Maximum 1-Hour Concentration (ppm)		0.079	0.072	—
Annual Arithmetic Mean Concentration (ppm)		0.036	0.018	—
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	—
<i>PM₁₀</i>				
Maximum 24-Hour Concentration (µg/m ³)		96	94	—
Number of Samples		55	61	—
Number of Samples Exceeding State Standard	>50 µg/m ³	13	15	—
Number of Samples Exceeding Federal Standard	>150 µg/m ³	0	0	0
<i>PM_{2.5}</i>				
Maximum 24-Hour Concentration (µg/m ³)		47.3	30.5	39.2
Annual Arithmetic Mean (µg/m ³)		10.7	12.0	12.9
Number of Samples Exceeding Federal 24-Hour Standard	>35 µg/m ³	2	0	3

Source: Appendix A.

Notes: *O₃* = ozone; ppm = parts per million; — = data not available from SCAQMD or CARB; CO = carbon monoxide; NO₂ = nitrogen dioxide; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; µg/m³ = micrograms per cubic meter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less-Than-Significant Impact with Mitigation Incorporated. The project site is located within SCAB, which is characterized by relatively poor air quality. SCAQMD has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county SCAB, which includes portions

of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. In these areas, SCAQMD is principally responsible for air pollution control and works directly with SCAG, county transportation commissions, and local governments, as well as state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, the CAAQS and NAAQS are exceeded in most parts of SCAB. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the CAAQS and NAAQS. The AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, SCAQMD released the Final 2016 AQMP (SCAQMD 2017a). The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS and NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include using incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The project's consistency with the AQMP would be determined using the 2016 AQMP.

The SCAQMD CEQA Handbook identifies the following two key indicators of consistency (SCAQMD 1993):

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP or increments based on the year of project build out and phase.

Consistency Criterion No. 1: Increase in the Frequency or Severity of Violations?

Construction Impacts

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds are exceeded. With the incorporation of mitigation, the project would not exceed the applicable LST thresholds or regional significance thresholds for construction activity; therefore, following implementation of mitigation, the project would not conflict with the AQMP according to this criterion.

Operational Impacts

The project would not exceed the applicable LST thresholds or regional significance thresholds for operational activity; therefore, the project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the project is consistent with the first criterion.

Consistency Criterion No. 2: Exceedance of the assumptions in the AQMP?

Overview

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, and are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Rialto General Plan is considered consistent with the AQMP.

Construction Impacts

Peak day emissions generated by construction activities are largely independent of land use assignments and are a function of development scope and maximum area of disturbance. Irrespective of the project site's land use designation, development of the project site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

Operational Impacts

The project is located within the Renaissance Specific Plan. As per the Specific Plan, the land use designation for the project site is Employment (EMP). This land use designation accommodates a mixture of professional office, light industrial, research and development, business park, light manufacturing, assembly, and related storage and support services uses (City of Rialto 2010b). The project consists of the development of up to 156,500 square feet of industrial/warehouse use on an approximately 8.01-gross-acre site. The project land uses are generally consistent with the land uses allowed under the City land use designations for the project site. As such, the project would be consistent with the growth projections, and no changes are proposed to these existing designations.

On the basis of the preceding discussion, the project is consistent with the second criterion.

AQMP Consistency Conclusion

The project would not result in or cause NAAQS or CAAQS violations. The project's proposed land use designation for the subject site is permitted/conditionally permitted in the adopted City of Rialto General Plan; therefore, the project is consistent with the AQMP.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less-Than-Significant Impact with Mitigation Incorporated. An air quality modeling analysis was conducted for the project to calculate the potential air emissions associated with the construction and operation of the project compared to SCAQMD standards (Appendix A).

Standards of Significance

The SCAQMD has developed regional and LSTs based on the volume of pollution emitted rather than on actual ambient air quality, because the direct air quality impact of a particular project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in SCAB with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact (SCAQMD 2015). It should be noted that the SCAQMD provides a threshold for emissions of lead; however, for purposes of this analysis, no lead emissions are calculated, as there are no substantive sources of lead emissions. In addition, the air quality modeling program (discussed as follows) does not calculate any emissions of lead from typical construction or operational activities.

A regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds shown in Table 4.

Table 4. Maximum Daily Emissions Thresholds

Regional Thresholds		
<i>Pollutant</i>	<i>Construction (pounds per day)</i>	<i>Operations (pounds per day)</i>
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Pb	3	3

Table 4. Maximum Daily Emissions Thresholds

Localized Thresholds		
Pollutant	Construction (pounds per day)	Operations (pounds per day)
NO _x	118 (demolition)	270
	220 (site preparation)	
	237 (grading)	
CO	667 (demolition)	1,746
	1,359 (site preparation)	
	1,488 (grading)	
PM ₁₀	4 (demolition)	4
	11 (site preparation)	
	12 (grading)	
PM _{2.5}	3 (demolition)	2
	6 (site preparation)	
	7 (grading)	

Source: SCAQMD 2015.

Notes: NO_x = oxides of nitrogen; VOC = volatile organic compound; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; SO_x = sulfur oxides; CO = carbon monoxide; Pb = lead.

California Emissions Estimator Model Employed to Estimate Air Quality Emissions

On October 17, 2017, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (i.e., oxides of nitrogen (NO_x), volatile organic compound (VOC), PM₁₀, PM_{2.5}, sulfur oxides (SO_x), and CO) and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures (ENVIRON 2016). Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in the Air Quality Impact Analysis (Appendix A).

Construction Emissions

Construction activities associated with the project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Construction-related emissions are expected from the following construction activities:

- Demolition
- Site preparation
- Grading

- Building construction
- Paving
- Architectural coating

Construction is expected to commence in 2018 and will last through 2020. The construction schedule used in the analysis, shown in Table 1, represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.¹ The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per the CEQA Guidelines. The project site-specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity was based on a 2020 opening year. A detailed summary of construction equipment, shown in Table 5, was based on CalEEMod defaults. Please refer to specific detailed modeling inputs/outputs in Appendix A.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emission rates vary as a function of many parameters (e.g., soil silt, soil moisture, wind speed, area disturbed, number of vehicles, and depth of disturbance or excavation). CalEEMod was used to calculate fugitive dust emissions resulting from this phase of activity. It is anticipated the project site will require demolition of 10,000 square feet of existing structures. In addition, according to information provided by the applicant, the project site is expected to require 1,095 cubic yards of soil import.

Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (i.e., construction materials delivered to the project site), were estimated based on information from the applicant and CalEEMod.

Table 5. Construction Equipment Assumptions

Activity	Equipment	Number	Hours Per Day
Demolition	Concrete/industrial saws	1	8
	Excavators	3	8
	Rubber-tired dozers	2	8

¹ As shown in the CalEEMod User’s Guide, Version 2016.3.2 (ENVIRON 2016), Section 4.3, OFFROAD Equipment Emission Factors, as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer, less-polluting equipment and new regulatory requirements.

Table 5. Construction Equipment Assumptions

Activity	Equipment	Number	Hours Per Day
Site preparation	Crawler tractors	4	8
	Rubber-tired dozers	3	8
Grading	Crawl tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber-tired dozers	1	8
Building construction	Cranes	1	8
	Crawler tractors	3	8
	Forklifts	3	8
	Generator sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving equipment	2	8
	Rollers	2	8
Architectural coating	Air compressors	1	8

Source: Appendix A.

Construction Emissions Summary

The SCAQMD rules that are currently applicable during construction activities for the project include Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186/1186.1 (Street Sweepers). The SCAQMD rules include best available control measures to reduce construction-source air pollutant emissions. It should be noted that best available control measures are not mitigation as they are standard regulatory requirements. As such, Table 6 and 7 have taken Rule 1113 and Rule 403 into consideration.

The estimated maximum daily construction emissions without mitigation are summarized in Table 6. Under the assumed scenarios, emissions resulting from project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutants.

Table 6. Maximum Daily Peak Construction Emissions Summary (without Mitigation)

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2018	6.17	71.69	24.57	0.06	11.19	6.88
2019	20.43	47.13	23.50	0.06	5.47	3.19
2020	18.71	2.31	3.07	0.01	0.34	0.20
Maximum Daily Emissions	20.43	71.69	24.57	0.06	11.19	6.88

Table 6. Maximum Daily Peak Construction Emissions Summary (without Mitigation)

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A.

Notes: VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; SCAQMD = South Coast Air Quality Management District.

Operational Emissions

Operational activities associated with the project would result in emissions of VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources:

- Area-source emissions
- Energy-source emissions
- Mobile-source emissions

Area-Source Emissions

Architectural Coatings

Over time, the buildings that are part of the project would be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod.

Consumer Products

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which, when released in the atmosphere, can react to form O₃ and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided in CalEEMod.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy-Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project site are located outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within SCAB, criteria pollutant emissions from off-site generation of electricity are generally excluded from the evaluation of significance, and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

Mobile-Source Emissions

Vehicles

Project-related operational air quality impacts derive predominantly from mobile sources. In this regard, approximately 90% (by weight) of all project operational-source emissions would be generated by mobile sources (vehicles). The project-related operational air quality impacts derive primarily from vehicle trips generated by the project. Trip characteristics available from the Traffic Impact Analysis (TIA) prepared for the project, and included as Appendix E, was utilized in this analysis.

Per the TIA (Appendix E), the project is expected to generate a net total of 559 trip-ends per day (actual vehicles). The net project trip generation includes 224 truck trip-ends per day from the proposed buildings within the project site, including 2.04% 2-axle trucks, 28.02% 3-axle trucks, and 69.94% 4-or-more-axle trucks.

Trip Length

A technical deficiency inherent in calculating the projected vehicle emissions associated with any project is the estimation of trip length and vehicle miles traveled (VMT). VMT for a given project is calculated by the total number of vehicle trips to/from the project times average trip length. This method of estimating VMT for use in calculating vehicle emissions likely results in the overestimation and double-counting of emissions because, for a distribution warehouse center such as the project, the land use is likely to attract (divert) existing vehicle trips that are already on the circulation system as opposed to generating new trips. In this regard, the project would, to a large extent, redistribute existing mobile-source emissions rather than generate additional emissions within SCAB; therefore, the estimation of the project's vehicular-source emissions is likely overstated in that no credit for, or reduction in, emissions is assumed based on diversion of existing trips.

Provided herein is a summary of the VMT recommendations of the SCAQMD and SCAG, followed by a description of the methodology used to calculate the VMT rates used in the Air Quality Impact Analysis (Appendix A).

SCAQMD Recommendation

In the last 5 years, SCAQMD has provided numerous comments on the trip length for warehouse/distribution and industrial land use projects. SCAQMD asserts that the model-default trip length in CalEEMod and the URBEMIS 2007 model (version 9.2.4) would underestimate emissions. The SCAQMD asserts that for warehouse, distribution center, and industrial land use projects, most of the heavy-duty trucks would be hauling consumer goods, often from the Ports of Long Beach and Los Angeles and/or to destinations outside of California. SCAQMD states that, for this reason, the CalEEMod and the URBEMIS model default trip length (approximately 12.6 miles) would not be representative of activities at like facilities. SCAQMD generally recommends the use of a 40-mile one-way trip length.

SCAG Heavy-Duty Truck Model

SCAG is composed of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 190 cities in Southern California and is the organization charged with addressing and resolving short- and long-term regional policy issues. The SCAG region also consists of 14 subregional entities recognized by the Regional Council as partners in the regional policy planning process. The SCAG region has more than 19 million residents and encompasses more than 38,000 square miles, representing the largest and most diverse region in the country.

SCAG maintains a regional transportation model. In its most recent (2008) transportation validation for the regional model, SCAG indicates the average internal truck trip length for the SCAG region is 5.92 miles for light-duty trucks, 13.06 miles for medium-duty trucks, and 24.11 miles for heavy-duty trucks (SCAG 2012).

Selected Approach for this Analysis

The SCAQMD approach previously identified is deemed the most applicable for the project. This same methodology is employed in analyses for similar projects in the City and is considered by the lead agency to be appropriate and accurate.

Two separate model runs were utilized to more accurately model emissions resulting from vehicle operations. The first run analyzed passenger car emissions, which incorporated a default trip length of 16.6 miles for passenger cars within San Bernardino County and a fleet mix of 100% light-duty auto vehicles. The second run analyzed truck emissions, which incorporated an average truck trip length of 40 miles and a fleet mix of 2.04% light-duty, 28.02% medium-duty,

and 69.94% heavy-duty trucks for warehousing uses. The estimated emissions resulting from vehicle operations are shown in Table 7. Detailed emission calculations are provided in the Air Quality Impact Analysis (Appendix A).

Operational Emissions Summary

Impacts without Mitigation

Operational-source emissions without implementation of mitigation measures are summarized in Table 7. As indicated in the table, without the incorporation of mitigation, the project would exceed regional thresholds for significance established by SCAQMD for NO_x.

Table 7. Summary of Peak Operational Emissions (without Mitigation)

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area source	3.52	2.60E-04	0.03	0.00	1.00E-04	1.00E-04
Energy source	0.01	0.09	0.07	5.10E-04	6.49E-03	6.49E-03
Mobile (passenger cars)	0.52	0.75	10.79	0.04	4.24	1.14
Mobile (trucks)	2.13	70.44	13.81	0.28	8.51	2.72
Total Maximum Daily Emissions	6.17	71.28	24.70	0.32	12.76	3.87
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area source	3.52	2.60E-04	0.03	0.00	1.00E-04	1.00E-04
Energy source	0.01	0.09	0.07	5.10E-04	6.49E-03	6.49E-03
Mobile (passenger cars)	0.43	0.78	8.69	0.03	4.24	1.14
Mobile (trucks)	2.17	72.05	14.64	0.28	8.52	2.73
Total Maximum Daily Emissions	6.12	72.92	23.43	0.31	12.77	3.87
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source: Appendix A.

Notes: VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; E = (x 10⁴); SCAQMD = South Coast Air Quality Management District.

Impacts with Mitigation

Operational-source emissions with the implementation of mitigation measures are summarized in Table 8 and Table 9. Either mitigation Option A or Option B are required to reduce NO_x impacts to less-than-significant levels. Upon implementation of either Option A or Option B of Mitigation Measure (MM-)

AQ-1, project operational-source emissions would not exceed the applicable SCAQMD thresholds for any criteria pollutant.

Table 8. Summary of Peak Operational Emissions (with Mitigation Option A)

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area source	3.52	2.60E-04	0.03	0.00	1.00E-04	1.00E-04
Energy source	0.01	0.09	0.07	5.10E-04	6.49E-03	6.49E-03
Mobile (passenger cars)	0.52	0.75	10.79	0.04	4.24	1.14
Mobile (trucks)	1.58	52.38	10.27	0.21	6.33	2.02
Total Maximum Daily Emissions	5.63	53.22	21.16	0.25	10.58	3.17
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area source	3.52	2.60E-04	0.03	0.00	1.00E-04	1.00E-04
Energy source	0.01	0.09	0.07	5.10E-04	6.49E-03	6.49E-03
Mobile (passenger cars)	0.43	0.78	8.69	0.03	4.24	1.14
Mobile (trucks)	1.61	53.58	10.89	0.21	6.33	2.02
Total Maximum Daily Emissions	5.57	54.45	19.67	0.24	10.58	3.17
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A.

Notes: VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; E = (x 10^A); SCAQMD = South Coast Air Quality Management District.

Table 9. Summary of Peak Operational Emissions (with Mitigation Option B)

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area source	3.52	2.60E-04	0.03	0.00	1.00E-04	1.00E-04
Energy source	0.01	0.09	0.07	5.10E-04	6.49E-03	6.49E-03
Mobile (passenger cars)	0.52	0.75	10.79	0.04	4.24	1.14
Mobile (trucks)	2.01	52.85	13.06	0.27	8.05	2.57
Total Maximum Daily Emissions	6.06	53.69	23.95	0.30	12.29	3.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table 9. Summary of Peak Operational Emissions (with Mitigation Option B)

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area source	3.52	2.60E-04	0.03	0.00	1.00E-04	1.00E-04
Energy source	0.01	0.09	0.07	5.10E-04	6.49E-03	6.49E-03
Mobile (passenger cars)	0.43	0.78	8.69	0.03	4.24	1.14
Mobile (trucks)	2.05	23.57	13.85	0.26	8.05	2.57
Total Maximum Daily Emissions	6.00	54.44	22.63	0.30	12.30	3.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A.

Notes: VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; E = (x 10^A); SCAQMD = South Coast Air Quality Management District.

As shown in Table 7, emissions result from the project operations would exceed criteria pollutant thresholds established by the SCAQMD for emissions of NO_x without mitigation. With implementation of Option A or Option B of MM-AQ-1, as shown in Table 8 and Table 9, project operational-source emissions would not exceed the applicable SCAQMD thresholds for emissions of NO_x; therefore, upon implementation of MM-AQ-1, impacts associated with violation of air quality standards would be less than significant.

MM-AQ-1 To reduce the operational impacts associated with oxides of nitrogen (NO_x) emissions, the project shall implement one of the following mitigation options:

Mitigation Option A: The project's tenant(s) shall limit the number of heavy-duty diesel-fueled trucks accessing the project site to 165 trucks per day if the truck fleet is wholly or partially older than the 2010 U.S. Environmental Protection Agency (EPA)/California Air Resources Board (CARB) truck engine standards. The tenant shall keep a truck log tracking on-site trucking activities and shall make it available to the City of Rialto (City) and/or their designee at the City's request.

or

Mitigation Option B: The project's tenant(s) shall limit the number of heavy-duty diesel-fueled trucks accessing the project site to 210 trucks per day if the truck fleet is equal to or better than the 2010 EPA/CARB truck engine standards. The tenant shall keep a truck log tracking on-site trucking activities and make it available to the City and/or their designee at the City's request.

Pursuant to a phase-in schedule established by EPA/CARB, all heavy- and heavier-duty diesel-fueled trucks must have a 2010 model year engine or newer by 2023. Thus, MM-AQ-1 shall be in effect on the project until 2023. It is recommended that Mitigation Options A and B in MM-AQ-1 be included as a condition of project approval and that the tenant keep a truck log that would be available to the City or its designee upon request to verify compliance.

- c) *Would the project 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)?*

Less-Than-Significant Impact. Related projects could contribute to an existing or projected air quality exceedance because SCAB is currently in nonattainment for PM₁₀ and PM_{2.5}. SCAQMD published the *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* on how to address cumulative impacts from air pollution. In this document, the SCAQMD clearly states the following (SCAQMD 2003a, D-3):

The AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in nonattainment and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be

considered cumulatively considerable. The project will not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions; therefore, the project would not result in a cumulatively significant impact for construction or operational activity.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-Than-Significant Impact with Mitigation Incorporated. The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child-care centers, and athletic facilities can also be considered as sensitive receptors.

Localized Significance Thresholds

The analysis uses methodology in the SCAQMD *Final Localized Significance Threshold Methodology* (methodology) (SCAQMD 2008). SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as LSTs.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below state standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}, both of which are nonattainment pollutants.

SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4.² LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable CAAQS or NAAQS at the nearest residence or sensitive receptor. SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

² The purpose of SCAQMD's environmental justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines environmental justice as "equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution" (SCAQMD 2017b).

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD methodology (SCAQMD 2008).

Emissions Considered

SCAQMD's methodology clearly states, "Off-site mobile emissions from the project should NOT be included in the emissions compared to LSTs" (SCAQMD 2003b); therefore, for the purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

Applicability of LSTs for the Project

For the project, the appropriate source receptor area for the LST analysis is the central San Bernardino Valley air monitoring station (Source Receptor Area 34). LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

To determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- CalEEMod is used to determine the maximum daily on-site emissions that will occur during construction activity.
- SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (SCAQMD 2013) is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to 5 acres per day, then SCAQMD's screening look-up tables are used to determine if a project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, athletes, and others who engage in frequent exercise. Structures that house these persons or places where they gather or exercise are defined as "sensitive receptors;" they are also known to be locations where an individual can remain for 24 hours.

The nearest sensitive receptor is a residential community located 110 feet (33.53 meters) south of the project site. Other sensitive receptors near the project site include existing residential homes, industrial uses, and outdoor living area uses.

Maximum Daily Disturbed Acreage

Table 10 is used to determine the maximum daily disturbed acreage during site grading for modeling localized emissions. As indicated in Table 10, the project could actively disturb approximately 1.0 acre per day during the demolition phase, 3.5 acres during the project site preparation phase, and approximately 4.0 acres per day during the grading phase of construction.

Table 10. Maximum Daily Disturbed Acreage

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded Per Day
Demolition	Crawler tractors	0	0.5	8	0
	Graders	0	0.5	8	0
	Rubber-tired dozers	2	0.5	8	1.0
	Scrapers	0	1.0	8	0
Total Acres Graded per Day during Demolition					1.0
Site preparation	Crawler tractors	4	0.5	8	2.0
	Graders	0	0.5	8	0
	Rubber-tired dozers	3	0.5	8	1.5
	Scrapers	0	1.0	8	0
Total Acres Graded per Day during Site Preparation					3.5
Grading	Crawler tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Rubber-tired dozers	1	0.5	8	0.5
	Scrapers	0	1.0	8	0
Total Acres Graded per Day during Grading					2.5

Source: Appendix A.

Construction-Source Emissions LST Analysis

Since the total acreage disturbed is less than 5 acres per day for the demolition phase, site preparation phase, and grading phase, SCAQMD's screening look-up tables were used in determining impacts. An approximately 110-foot (33.53-meter) receptor distance is conservatively utilized as a screening threshold to determine the LSTs for emissions of CO, NO₂, PM₁₀, and PM_{2.5}.

As shown in Table 11, localized impacts at the nearest receptor location in the vicinity of the project site would occur during project construction. As shown, construction emissions would exceed SCAQMD's LSTs for PM_{2.5} during site preparation activities.

Table 11. Localized Significance Summary Construction (without Mitigation)

On-Site Demolition Emissions	Emissions (pounds per day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Emissions	38.32	22.30	2.13	1.83
SCAQMD Localized Threshold	118	667	4	3
Threshold Exceeded?	No	No	No	No
On-Site Site Preparation Emissions	Emissions (pounds per day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Emissions	71.60	23.73	10.99	6.83
SCAQMD Localized Threshold	220	1,359	11	6
Threshold Exceeded?	No	No	No	Yes
On-Site Grading Emissions	Emissions (pounds per day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Emissions	48.23	17.52	5.13	3.18
SCAQMD Localized Threshold	187	1,101	8	5
Threshold Exceeded?	No	No	No	No

Source: Appendix A.

Notes: NO_x = nitrogen oxides; CO = carbon monoxide; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter; SCAQMD = South Coast Air Quality Management District.

Table 12 identifies the localized impacts at the nearest receptor location in the vicinity of the project site with implementation of MM-AQ-2. After implementation of MM-AQ-2, construction emissions would not exceed the applicable SCAQMD LSTs for any criteria pollutant; therefore, with the incorporation of mitigation, short-term construction impacts associated with LSTs would be less than significant. Outputs from the model runs for mitigated construction LSTs are provided in Appendix A.

Table 12. Localized Significance Summary Construction (with Mitigation)

On-Site Demolition Emissions	Emissions (pounds per day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Emissions	29.81	22.46	1.67	1.42
SCAQMD Localized Threshold	118	667	4	3
Threshold Exceeded?	No	No	No	No

Table 12. Localized Significance Summary Construction (with Mitigation)

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Emissions	51.21	26.39	10.01	5.97
SCAQMD Localized Threshold	220	1,359	11	6
Threshold Exceeded?	No	No	No	No
On-Site Grading Emissions	Emissions (pounds per day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Emissions	38.25	19.42	4.69	2.79
SCAQMD Localized Threshold	187	1,101	8	5
Threshold Exceeded?	No	No	No	No

MM-AQ-2 During the site preparation phase of project construction, when using construction equipment greater than 150 horsepower, the construction contractor shall use off-road diesel construction equipment that complies with U.S. Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards and shall ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

Operational-Source Emissions LST Analysis

The Project is located on a 7.55-acre parcel. As noted previously, the LST methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required..

Table 13 shows the calculated emissions for the project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown in Table 13 represent all on-site

project-related stationary (area) sources and 5% of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 40 miles, 5% of this total would represent an on-site travel distance for each car and truck of approximately 2 miles or 10,560 feet; thus, the 5% assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, operational-source emissions for the project would not exceed applicable LSTs.

A 110-foot (i.e., 33.53-meter) receptor distance was utilized to determine the LSTs for emissions of NO_x , CO, PM_{10} , and $\text{PM}_{2.5}$.

LSTs for Operational Activity

Applicable LSTs from the SCAQMD's mass-rate LST lookup tables for a 5-acre project site are as follows:

- NO_x : 270 pounds per day
- CO: 1,746 pounds per day
- PM_{10} : 4 pounds per day
- $\text{PM}_{2.5}$: 2 pounds per day

If emissions exceed the applicable LSTs for operational activity, then additional dispersion modeling needs to be conducted to determine if there is an actual exceedance of the ambient air quality standards.

Table 13. Localized Significance Summary Operations

Operational Activity	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$\text{PM}_{2.5}$
Maximum Daily Emissions	3.65	1.33	0.64	0.20
SCAQMD Localized Threshold	270	1,746	4	2
Threshold Exceeded?	No	No	No	No

Source: Appendix A.

Notes: NO_x = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter less than or equal to 10 microns in diameter; $\text{PM}_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; SCAQMD = South Coast Air Quality Management District.

As shown in Table 13, operational emissions would not exceed the applicable SCAQMD LST thresholds for any criteria pollutant; therefore, long-term operational impacts associated with LSTs would be less than significant.

CO "Hotspot" Analysis

The project would not result in potentially adverse CO concentrations or "hotspots." Further, detailed modeling of project-specific CO hotspots is not needed to reach this conclusion.

A hotspot would occur if an exceedance of the state 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, SCAB was designated nonattainment under the CAAQS and NAAQS for CO.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in SCAB is now designated as attainment. Also, CO concentrations in the project vicinity have steadily declined.

To establish a more accurate record of baseline CO concentrations affecting SCAB, a CO hotspot analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon times. This hotspot analysis did not predict any violation of CO standards, as shown in Table 14.

Table 14. Carbon Monoxide Model Results

Intersection Location	Carbon Monoxide Concentrations (ppm)		
	<i>Morning 1-Hour</i>	<i>Afternoon 1-Hour</i>	<i>8-Hour</i>
Wilshire–Veteran	4.6	3.5	3.7
Sunset–Highland	4	4.5	3.5
La Cienega–Century	3.7	3.1	5.2
Long Beach–Imperial	3	3.1	8.4

Source: Appendix A.

Note: ppm = parts per million.

Based on the SCAQMD's 2003 AQMP (SCAQMD 2003b) and the 1992 Federal Attainment Plan for Carbon Monoxide (SCAQMD 1992), peak CO concentrations in SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4-ppm 8-hour CO concentration was measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO-generating intersection within the hotspot analysis), and only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection. The remaining 7.7 ppm of the 8.4-ppm 8-hour CO concentration was a result of the unusual ambient air measurements taken at the time the 2003 AQMP was prepared; therefore, even if the traffic volumes for the project were double or triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the ongoing improvements in ambient air quality, the project would not be capable of resulting in a CO hotspot at any study area intersections.

Similar considerations are employed by other air districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (BAAQMD 2010).

Traffic volumes generating the CO concentrations for the hotspot analysis are shown in Table 15. The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times, to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).³ At buildout of the project, the highest daily traffic volumes generated at the roadways within the vicinity of the project are expected to generate less than the highest daily traffic volumes generated at the busiest intersection in the CO hotspot analysis. As such, the project would not likely exceed the most stringent 1-hour CO standard. At buildout of the project, the highest average daily trips on a segment of road would be 55,800 daily trips on south Alder Avenue and I-210 Eastbound Ramps, which is lower than the highest daily traffic volumes generated at the busiest intersection in the CO hotspot analysis (Appendix E).

Table 15. Traffic Volumes for Intersections Evaluated in the 2003 Air Quality Management Plan

Intersection Location	Peak Traffic Volumes (vph)				
	<i>Eastbound (AM/PM)</i>	<i>Westbound (AM/PM)</i>	<i>Southbound (AM/PM)</i>	<i>Northbound (AM/PM)</i>	<i>Total (AM/PM)</i>
Wilshire–Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset–Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega–Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach–Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: Appendix A.

Notes: vph = vehicles per hour.

The project considered herein would not produce the volume of traffic required to generate a CO hotspot either in the context of the 2003 Los Angeles hotspots study, or based on representative Bay Area Air Quality Management District CO threshold considerations, as shown in Table 16. As such, CO hotspots are not an environmental impact of concern for the project; therefore, localized air quality impacts related to mobile-source emissions would be less than significant.

³ Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Table 16. Project Peak Hour Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Alder Avenue/I-210 Westbound Ramps	1,803/1,887	1,124/1,736	0/0	1,311/797	4,238/4,421
Alder Avenue/I-210 Eastbound Ramps	1,747/2,339	1,390/1,562	1,876/1,310	0/0	5,012/5,212
Alder Avenue/West Renaissance Parkway	1,431/2,037	2,416/1,958	1,095/1,124	880/1,094	5,822/6,214
Alder Avenue/Baseline Road	1,396/1,070	1,173/1,372	825/903	935/1,090	4,329/4,435

Source: Appendix E.

Notes: vph = vehicles per hour.

Health Risk Assessment

The health risk assessment prepared for the project (Appendix A) evaluated the potential mobile source health risk impacts to sensitive receptors (residents and schools) and adjacent workers associated with the development of the project. Specifically, the report analyzed health risk impacts from exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the project site. The results of the health risk assessment of lifetime cancer risk from project-generated DPM emissions are provided in Table 17.

Residential Exposure Scenario

The residential land use with the greatest potential exposure to project-related DPM-source emissions is located approximately 110 feet south of the project site. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to project DPM-source emissions is estimated at 1.25 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0005, which would not exceed the applicable threshold of 1.0. As such, the project will not cause a significant human health or cancer risk to adjacent residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to project-related DPM-source emissions is located immediately adjacent to the west of the project site and is an existing industrial use. At the maximally exposed individual worker, the maximum incremental cancer risk impact at this location is 0.27 in 1 million, which is less than the threshold of 10 in 1 million. Maximum non-cancer risks at this same location were estimated to be 0.0008, which would not exceed the

applicable threshold of 1.0. As such, the project will not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

There are no schools located within 0.25 miles of the project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the project.

Table 17. Summary of Cancer and Non-Cancer Risks

Cancer Risks				
<i>Time Period</i>	<i>Location</i>	<i>Maximum Lifetime Cancer Risk (Risk per Million)</i>	<i>Significance Threshold (Risk per Million)</i>	<i>Exceed Significance Threshold</i>
30-year exposure	Maximum exposed sensitive receptor	1.25	10	No
25-year exposure	Maximum exposed worker receptor	0.27	10	No
Non-Cancer Risks				
<i>Time Period</i>	<i>Location</i>	<i>Maximum Hazard Index</i>	<i>Significance Threshold</i>	<i>Exceed Significance Threshold</i>
30-year exposure	Maximum exposed sensitive receptor	0.0005	1.0	No
25-year exposure	Maximum exposed worker receptor	0.0008	1.0	No

Source: Appendix A.

Localized Air Emissions Impacts Summary

Results of the LST analysis indicate that the project would not exceed the SCAQMD LSTs during construction. Thus, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction.

Results of the LST analysis indicate that the project would not exceed the SCAQMD LSTs during operational activity. In addition, project traffic would not create or result in a CO hotspot. Further, the project would not result in significant human health or cancer risk to adjacent residences, workers, or schoolchildren. As such, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of project operations.

Therefore, impacts associated with potential impacts to sensitive receptors would be less than significant.

- e) *Would the project create objectionable odors affecting a substantial number of people?*

Construction-Source Emissions

Less-Than-Significant Impact. Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people; therefore, potential construction-source odor impacts are considered less than significant.

Operational-Source Emissions

Less-Than-Significant Impact. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or various heavy industrial uses. The project does not include any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the project would include disposal of miscellaneous commercial refuse. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances (SCAQMD 1976); therefore, potential operational-source odor impacts are considered less than significant.

3.4 Biological Resources

- a) *Would the project 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less-Than-Significant Impact. The study area includes the development footprint of the project on the approximately 8.01-gross-acre project site, plus a 100-foot buffer around the project site. Due to the highly disturbed, largely developed condition of both the project site and the study area, the potential for occurrence of candidate, sensitive, or special-status plant or wildlife species is low.

Plant Species

The project site is comprised of disturbed and developed non-native land cover types. Existing literature, documentation, and data were reviewed to evaluate the potential for special-status plant species to occur within the study area (Appendix B-1). A total of 23 special-status plant species were

identified as previously occurring within the project region; however, none of these species are expected to occur within the study area due to the lack of suitable habitat. In addition, there is no USFWS-designated critical habitat for listed plant species within the study area; therefore, direct or indirect impacts to special-status plant species would be less than significant.

Wildlife Species

The project site is entirely restricted to disturbed and developed areas. Existing literature, documentation, and data were reviewed to evaluate the potential for special-status wildlife species to occur within the study area (Appendix B-2). A total of 42 special-status wildlife species were identified as previously occurring within the project region; however, these species have either no or a low potential to occur within the study area due to the lack of suitable habitat.

Of the 42 special-status wildlife species listed in the CNDDDB and USFWS databases as occurring in the vicinity of the study area, one was determined to have a low potential to occur within the project site: burrowing owl (*Athene cunicularia*), a California Species of Special Concern (CSC). Although portions of the project site contain cleared/graded land covers, which under certain circumstances can provide suitable habit for burrowing owl, these areas are comprised of compacted rock and gravel fill material. Based on these conditions, it would be difficult for burrowing owl to nest on the project site, and thus, the project site generally lacks suitable habitat for burrowing owl.

Three other special-status wildlife species were determined to have a low potential of occurring on the project site, including the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*; CDFW CSC), San Diego desert woodrat (*Neotoma lepida intermedia*; CDFW CSC), and southern grasshopper mouse (*Onychomys torridus ramona*; CDFW CSC). These species were determined to have no potential to occur within the project site based on the highly disturbed conditions and lack of suitable habitat to support these special-status wildlife species; therefore, direct or indirect impacts to special-status wildlife species would be less than significant.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less-Than-Significant Impact. The project site is highly disturbed and largely developed and contains only non-natural land covers. As such, it is highly improbable that sensitive or special-status vegetation communities are present on the project site; therefore, no impacts associated with riparian or sensitive vegetation communities would occur.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. According to the federal Clean Water Act, Section 404, wetlands are defined as:

those areas that are inundated or saturated by surface or ground water (hydrology) at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation (hydrophytes) typically adapted for life in saturated soil conditions (hydric soils). Wetlands generally include swamps, marshes, bogs, and similar areas.

Based on its highly disturbed, largely developed nature, the project site does not contain any federal jurisdictional wetlands as previously defined. The project site currently contains residential uses, and no natural drainages or flow paths occur on site, nor do any swamps, marshes, bogs, or similar aquatic features. In addition, the project site does not support any aquatic resources regulated by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or the CDFW as jurisdictional “waters of the United States” or “waters of the state;” therefore, no impacts associated with federally protected wetlands would occur.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less-Than-Significant Impact. The project site is located on highly disturbed, largely developed parcels surrounded by existing industrial, commercial, and residential uses. Due to the matrix of development surrounding the project site, the project would not constrain natural wildlife movement in its vicinity; therefore, no impacts associated with wildlife movement and corridors would occur.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less-Than-Significant Impact. Chapter 11.08 of the Rialto Municipal Code sets forth various provisions related to the protection of street trees and trees within the public right-of-way. The requirements outlined in the Municipal Code do not apply to those trees found on private property. While the project is not anticipated to impact trees subject to these provisions, in the event that any project-adjacent, off-site improvements would affect street trees or trees within the public right-of-way, the project would be required to comply with all applicable requirements related to the encroachment, removal, and replacement of such trees; therefore, impacts associated with local policies or ordinances protecting biological resources would be less than significant.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The project site is not within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan; therefore, no impacts associated with any such plans would occur.

3.5 Cultural Resources

The following analysis is on the October 2018 *Cultural Resources Report for the Baseline and Tamarind Warehouse Project* prepared by Dudek and included as Appendix C.

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less-Than-Significant Impact. As part of preparing the Cultural Resources Report (Appendix C) for the project, a records search was conducted to identify previously documented historic resources. This search included mapped prehistoric and historic archaeological resources and historic built-environment resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Additional consulted sources included historical maps of the project site, the NRHP, the CRHR, the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility.

A pedestrian survey of the project area was conducted on August 9, 2018 to assess historic-age built-environment resources. During the survey, all buildings and structures constructed more than 45 years ago were surveyed and recorded. The project site encompasses six parcels (APNs 0240-181-22, 0240-181-26, 0240-181-27, 0240-181-30, 0240-181-34, and 0240-181-35) at the northwest intersection of Baseline Road and Tamarind Avenue. Built-environment resources were found on APN 0240-181-26, 0240-181-27, 0240-181-30, and 0240-181-34. California Department of Parks and Recreation Series 523 Forms were prepared for all built-environment resources and are provided in Appendix C.

The property significance evaluation was prepared by architectural historians meeting the Secretary of the Interior's Professional Qualification Standards for architectural history. The evaluation considers both NRHP and CRHR significance criteria and integrity requirements. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the NRHP or CRHR, has been identified as significant in a historical resource survey, or is listed on a local register of historical resources.

The criteria for listing resources in the CRHR were developed in accordance with previously established criteria developed for listing in the NRHP. Thus, the following criteria are expressed in

accordance with the NRHP criteria. According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad pattern of our history
- (2) Is associated with the lives of persons important in our past
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- (4) Has yielded, or may be likely to yield, information important in prehistory or history

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (PRC Section 21084.1; 14 CCR 15064.5(b)). If a site is listed or eligible for listing in the CRHR, included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1(q)), it is a “historical resource” and is presumed to be historically or culturally significant for the purposes of CEQA (PRC Section 21084.1; 14 CCR 15064.5(a)).

In compliance with CEQA, the properties containing built-environment resources were evaluated under the four CRHR criteria previously outlined, as well as local landmark criteria. As detailed in Appendix C, the existing on-site residential buildings do not meet the criteria for listing in the CRHR and do not qualify as historical resources under CEQA; therefore, impacts associated with historical resources would be less than significant.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less-Than-Significant Impact with Mitigation Incorporated. On August 2, 2018, a search was conducted of the California Historical Resources Information System at the South Central Coastal Information Center, located on the campus of California State University, Fullerton. This search included mapped prehistoric and historic archaeological resources and historic built-environment resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Additional consulted sources included historical maps of the project site, the NRHP, the CRHR, the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility.

The South Central Coastal Information Center records indicate that 10 previous technical investigations for cultural resources have been conducted within 0.5-miles of the project area

between 1990 and 2016. Of these, two previous studies overlap with the project area, while the remaining eight are within the records search buffer. The South Central Coastal Information Center records indicate that 5 resources have been recorded within 0.5-miles of the project area. These include a refuse scatter, a homestead and associated structural features and refuse deposit, two residences, a residential complex and church all relatively dated to between the 1910s and 1970s; however, none of the 5 resources are located within the project area.

Dudek archaeologists conducted an intensive pedestrian survey on August 9, 2018, using standard archaeological procedures and techniques. The survey was conducted using standard archaeological procedures and techniques. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory. Pedestrian transects were spaced at no more than 10-meter intervals. All areas of exposed soils including ground disturbances such as burrows, cut banks, and drainages as well as landscaped areas, were visually inspected for exposed subsurface materials and to record locational information. In addition to the archaeology survey, a pedestrian survey was conducted of the project area on August 9, 2018, for historic-age built-environment resources. During the survey, all buildings and structures constructed more than 45 years ago were surveyed and recorded.

Modern disturbances are visible throughout the project site, including modern trash, grading and tilling disturbances, and development. As discussed above, none of the existing on-site residential buildings meet the criteria for listing in the CRHR and do not qualify as historical resources under CEQA. Additionally, no cultural constituents were observed during the field survey. Because of the disturbed nature of the project area, the archaeological sensitivity is considered low; therefore, no additional cultural work is recommended for the project.

Based on this information, and because of the disturbed nature of the project area, the archaeological sensitivity of the project site is considered low; however, it is always possible that intact archaeological deposits could be present at subsurface levels. For this reason, the project site should be treated as potentially sensitive for archaeological resources. MM-CUL-1 and MM-CUL-2 are recommended to reduce potential impacts to unanticipated archaeological resources finds to less than significant; therefore, with the incorporation of mitigation, impacts associated with archaeological resources would be less than significant.

MM-CUL-1 In the event that pre-contact cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified project archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh

Nation shall be contacted if any such find occurs, and shall be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

MM-CUL-2 If significant Native American historical resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the project archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation for review and comment. The archaeologist shall monitor the remainder of subsurface construction activities on the project site and implement the Monitoring and Treatment Plan accordingly.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less-Than-Significant Impact with Mitigation Incorporated. The project area is 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 still 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 the City 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, thus, should be monitored. Within the project area, the older alluvium is considered to be deeply buried. Nonetheless, as is the case with most other development projects that involve earthwork activity, there is always a possibility that subsurface construction activity could unearth a potentially significant paleontological resource. MM-CUL-3 would be required to ensure that subsurface construction activity complies with the standard procedures for treatment of unanticipated discoveries of paleontological resources; therefore, with the incorporation of mitigation, impacts associated with paleontological resources would be less than significant.

MM-CUL-3 In the event that paleontological resources (i.e., fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's 2010 guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the qualified paleontologist may record the find and allow work to continue or may recommend salvage and recovery of the resource. All recommendations will be made in accordance with the Society of Vertebrate Paleontology's 2010 guidelines and shall

be subject to review and approval by the City of Rialto. Work in the area of the find may only resume upon approval of a qualified paleontologist.

d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less-Than-Significant Impact. There are no previously recorded cultural resources on the project site. Since the project site has been previously disturbed, ground-disturbing activities associated with demolition of the proposed structures are unlikely to uncover previously unknown archaeological resources; however, if human skeletal remains are discovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 states that the San Bernardino County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she must notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with PRC Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant must complete his or her inspection within 48 hours of being granted access to the project site. The designated Native American representative would then, in consultation with the property owner, determine the disposition for the human remains; therefore, based on compliance with existing state law, impacts associated with the discovery of human remains would be less than significant.

3.6 Geology and Soils

a) *Would the project 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? Refer to Division of Mines and Geology Special Publication 42.*

No Impact. The nearest active Alquist-Priolo Fault Zone to the project site is the San Jacinto fault, located approximately 2.85 miles east of the project site. According to the CDOC Fault Activity Map (CDOC 2010), the project site is not located in a designated earthquake fault zone. In addition, according to the City's General Plan, although several earthquake faults exist within and in proximity to the City, no faults exist beneath the project site (City of Rialto 2010a); therefore, no impacts associated with fault rupture would occur.

ii) Strong seismic ground shaking?

Less-Than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to ground shaking caused by the several local fault systems. Historically, Rialto has experienced moderate to strong ground shaking. The San Jacinto, San Andreas, and Cucamonga Faults have the potential of generating earthquakes of maximum magnitudes ranging from 6.7 to 8.0 (City of Rialto 2010a); however, the project site is not located within an active fault zone, and the project site would not be affected by ground shaking more than any other area in this seismic region. In addition, the project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity during a seismic event. Compliance with these requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking; therefore, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. According to the Seismic and Geologic Hazards chapter of the City's General Plan, the nearest location with moderate liquefaction susceptibility is located approximately 3.1 miles east of the project (City of Rialto 2010a). Based on the County hazard maps, the potential for liquefaction on the project site is considered low (County of San Bernardino 2010); therefore, no impacts associated with liquefaction would occur.

iv) Landslides?

No Impact. The project site is not located adjacent to or near any geographical feature that would be susceptible to landslides. The project site is relatively flat, exhibiting only a slight southerly gradient. No other significant surface features are identified within the project limits. As a result, the probability of a landslide on or near the project site is low; therefore, no impacts associated with landslides would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Short-Term Construction Impacts

Less-Than-Significant Impact. Because the project would result in 1 acre or more of ground disturbance, the project would be subject to the NPDES stormwater program, which includes obtaining coverage under the State Water Resources Control Board's General Permit for Discharges

of Stormwater Associated with Construction Activity (Construction General Permit; Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires development and implementation of a stormwater pollution prevention plan. Among the required items that must be included within a stormwater pollution prevention plan are project design features intended to protect against substantial soil erosion as a result of water and wind erosion, commonly known as best management practices (BMPs). Typical BMPs include maintaining or creating drainages to convey and direct surface runoff from bare areas and installing physical barriers such as berms, silt fencing, wattles, straw bales, and gabions. The implementation of a Construction General Permit, including preparation of a stormwater pollution prevention plan and implementation of BMPs, would reduce both stormwater runoff and soil erosion impacts to acceptable levels; therefore, short-term construction impacts associated with soil erosion would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. Once developed, the project site would include a warehouse building and paved surfaces, all of which would stabilize and help retain on-site soils. The project site would also contain a pervious landscape areas that would include a mix of trees, shrubs, plants, and groundcover, which would also help retain on-site soils while preventing wind and water erosion from occurring; therefore, long-term operational impacts associated with soil erosion would be less than significant.

- c) *Would the project 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?*

Less-Than-Significant Impact. The project site is not susceptible to landslide or liquefaction. In addition, the project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity, regardless of the specific characteristic of the underlying soils. Compliance with requirements of the California Building Code would reduce the potential risk to both people and structures with respect to a variety of geotechnical constraints; therefore, impacts associated with unstable geologic units/soils would be less than significant.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less-Than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain

fine-grained clay sediments from the cycle of wetting and drying. The volume change is influenced by the amount of moisture and the amount of clay in the soil. The project site is entirely underlain by Tujunga gravelly loamy sand, which has a low clay content and is less susceptible to expansion (USDA 2018). Thus, the project site is not characterized by clay and the shrink/swell potential is considered low. Further, compliance with California Building Code requirements would reduce the potential risk to people and structures due to unstable and expansive soils; therefore, impacts associated with expansive soils would be less than significant.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The project would connect directly to the municipal sewer system and would not require septic tanks or any other alternative wastewater disposal system; therefore, no impacts associated with the adequacy of soils and septic systems would occur.

3.7 Greenhouse Gas Emissions

The following analysis is based on the September 2018 Greenhouse Gas Analysis report prepared by Urban Crossroads Inc. and included as Appendix A.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less-Than-Significant Impact. The project has been evaluated to determine if it will result in significant GHG impacts. The significance of these potential impacts are described as follows.

Construction Impacts

The Air Quality Impact Analysis included in Appendix A provides additional details on specific construction-related outputs programmed in CalEEMod. For construction-phase project emissions, GHGs are quantified and amortized over the life of the project. To amortize the emissions over the life of the project, SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, and then adding that number to the annual operational-phase GHG emissions (SCAQMD 2008). As a result, construction emissions were amortized over a 30-year period and added to the annual operational-phase GHG emissions.

Operational Impacts

Operational activities associated with the project would result in emissions of carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) from the following primary sources:

- Building energy use (combustion emissions associated with natural gas and electricity)
- Water supply, treatment, and distribution

- Solid waste
- Mobile-source emissions

Area-Source Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. Emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy-Source Emissions

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were used for the project analysis.

Mobile-Source Emissions

Vehicles

Project-related operational air quality impacts predominantly derive from mobile sources. In this regard, approximately 92% (by weight) of all project operational-source emissions would be generated by mobile sources (i.e., vehicles). The project-related GHG impacts derive primarily from vehicle trips generated by the project. Trip characteristics available from the TIA prepared for the project (Appendix E) were utilized in this analysis. The TIA determined the project is expected to generate a net total of 559 trip-ends per day (actual vehicles). The net project trip generation includes 224 truck trip-ends per day from the proposed buildings within the project site, including 2.04% two-axle trucks, 28.02% three-axle trucks, and 69.94% four-or-more-axle trucks.

Trip Length

A technical deficiency inherent in calculating the projected vehicle emissions associated with any project is related to the estimation of trip length and VMT. VMT for a given project is calculated by the total number of vehicle trips to/from the project times average trip length. This method of estimating VMT for use in calculating vehicle emissions likely results in the overestimation and double-counting of emissions because, for a distribution warehouse center such as the project, the land use is likely to attract (divert) existing vehicle trips that are already on the circulation system as

opposed to generating new trips. In this regard, the project would, to a large extent, redistribute existing mobile-source emissions rather than generate additional emissions within SCAB; therefore, the estimation of the project's vehicular-source emissions is likely overstated in that no credit for, or reduction in, emissions is assumed based on diversion of existing trips.

SCAQMD Recommendation

In the last 5 years, SCAQMD has provided numerous comments on the trip length for warehouse/distribution and industrial land use projects. SCAQMD asserts that the model-default trip length in CalEEMod and the URBEMIS 2007 model (version 9.2.4) would underestimate emissions. SCAQMD asserts that for warehouse, distribution center, and industrial land use projects, most of the heavy-duty trucks would be hauling consumer goods, often from the Ports of Long Beach and Los Angeles and/or to destinations outside of California. SCAQMD states that, for this reason, CalEEMod and the URBEMIS model default trip length (approximately 12.6 miles) would not be representative of activities at such facilities. The SCAQMD generally recommends the use of a 40-mile one-way trip length.

SCAG Heavy-Duty Truck Model

SCAG is composed of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 190 cities in Southern California, and is the organization charged with addressing and resolving short- and long-term regional policy issues. The SCAG region also consists of 14 subregional entities recognized by the Regional Council as partners in the regional policy planning process. The SCAG region has more than 19 million residents and encompasses more than 38,000 square miles, representing the largest and most diverse region in the country.

SCAG maintains a regional transportation model. In its most recent (2008) transportation validation for the regional model, SCAG indicates the average internal truck trip length for the SCAG region is 5.92 miles for light-duty trucks, 13.06 miles for medium-duty trucks, and 24.11 miles for heavy-duty trucks (SCAG 2012).

Approach for Analysis of the Project

The SCAQMD approach previously identified is deemed most applicable for the project. This same methodology is employed in the analyses for similar projects in the City and is considered by the lead agency to be appropriate and accurate.

Two separate model runs were used to more accurately model emissions resulting from vehicle operations. The first run analyzed passenger-car emissions, which incorporated a default trip length of 16.6 miles for passenger cars within San Bernardino County and a fleet mix of 100% light-duty-auto vehicles. The second run analyzed truck emissions, which incorporated an average truck trip

length of 40 miles and a fleet mix of 1.97% of light-heavy-duty vehicles, 28.02% of medium-heavy-duty vehicles, and 70.01% of heavy-heavy-duty vehicles for warehousing uses. This proportional truck mix by axle type is based on information provided in the TIA prepared for the project (Appendix E).

Solid Waste

Industrial land uses result in the generation and disposal of solid waste. A large percentage of this waste is diverted from landfills by a variety of means such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted is disposed of at landfills. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste from the project were calculated by CalEEMod using default parameters.

Water Supply, Treatment, and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water and the sources of the water. Unless otherwise noted, CalEEMod default parameters were used for the project.

Summary

The City does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. SCAQMD's adopted numerical threshold of 10,000 metric tons of carbon dioxide equivalent (MT CO₂e) per year for industrial stationary-source emissions is selected as the significance criterion. The SCAQMD-adopted industrial threshold was selected by the City because the project is analogous to an industrial use much more closely than any other land use, such as commercial or residential, in terms of its expected operating characteristics. The project involves a single industrial/warehouse building, characteristic of an industrial operation. Further, analysis of the project's traffic generation in this IS/MND is based on the Institute of Transportation Engineers Trip Generation Manual for industrial and warehouse uses. Also, 10,000 MT CO₂e has been used as the significance threshold by many local government lead agencies for logistics projects throughout the SCAG region since the SCAQMD adopted this threshold for its own use. Further, to ensure that the threshold is conservative in its application, although the SCAQMD uses its adopted 10,000 MT CO₂e threshold to determine the significance of stationary-source emissions for industrial projects, the 10,000 MT CO₂e threshold used in this IS/MND is applied to all sources of project-related GHG emissions whether stationary source, mobile source, area source, or other.

Use of this threshold is also consistent with guidance provided in the CAPCOA *CEQA and Climate Change* handbook (CAPCOA 2008); as such, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 MT CO₂e per year for industrial projects. This threshold is based on review of 711 CEQA projects.

Table 18 summarizes the annual GHG emissions associated with the project.

Table 18. Project Greenhouse Gas Emissions Summary (Annual)

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	25.74	0.01	0.00	25.88
Area	6.71E-03	2.00E-05	0.00	7.16E-03
Energy	139.72	5.39E-03	1.36E-03	140.26
Mobile (passenger cars)	555.74	0.01	0.00	556.02
Mobile (trucks)	4,864.00	0.17	0.00	4,868.23
Waste	29.86	1.76	0.00	73.98
Water usage	161.63	1.19	0.03	199.95
Total CO₂e (All Sources)	5,864.32			
Screening Threshold (CO₂e)	10,000			
Threshold Exceeded?	No			

Source: Appendix A.

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; E = (x 10⁶).

As shown in Table 18, the project has the potential to generate 5,864.32 MT CO₂e per year of emissions. As a result, the project would not exceed the SCAQMD's numeric threshold of 10,000 MT CO₂e if it were applied. Thus, the project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less-than-Significant Impact. The applicable plans, policies, or regulations adopted for reducing the missions of GHGs that are relevant to the project are the CARB Scoping Plan in support of Assembly Bill (AB) 32 and Senate Bill (SB) 32. The project's consistency with AB 32 and SB 32 are discussed as follows.

Scoping Plan

CARB's Scoping Plan (CARB 2008) identifies strategies to reduce California's GHG emissions in support of AB 32, which requires the State of California to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technology improvements to reduce emissions from vehicles, but some measures are applicable and supported by the project, such as energy efficiency. Although some measures are not directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows (CARB 2008):

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. **California Light-Duty Vehicle GHG Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emissions vehicle, alternative, and renewable fuel and vehicle technology programs with long-term climate change goals.
3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts, including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).
4. **Renewables Portfolio Standard.** Achieve 33% renewable energy mix statewide.
5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.
6. **Regional Transportation-Related GHG Targets.** Develop regional GHG emissions-reduction targets for passenger vehicles.
7. **Vehicle-Efficiency Measures.** Implement light-duty vehicle efficiency measures.
8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- and heavy-duty vehicle efficiencies. Aerodynamic efficiency measures for heavy-duty trucks pulling trailers 53 feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010. Future, yet-to-be-determined improvements include hybridization of medium-duty and heavy-duty trucks.

11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. **High-Speed Rail.** Support implementation of a high-speed rail system.
13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. **High Global Warming Potential Gases.** Adopt measures to reduce high global warming potential gases.
15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting, and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MT CO_{2e} per year.
17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.
18. **Agriculture.** In the near term, encourage investment in manure digesters and at the 5-year Scoping Plan update, determine if the program should be made mandatory by 2020.

Table 19 summarizes the project's consistency with the Scoping Plan. As summarized, the project would not conflict with any provisions of the Scoping Plan, and it supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table 19. Scoping Plan Consistency Summary

Action	Supporting Measures ¹	Consistency
Cap-and-Trade Program	—	Not Applicable. These programs involve capping emissions from electricity generation, industrial facilities, and broad-scoped fuels. Caps do not directly affect manufacturing projects.
Light-Duty Vehicle Standards	T-1	Not Applicable. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	Consistent. The project will include a variety of building, water, and solid waste efficiencies consistent with 2016 CALGREEN requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not Applicable. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	Not Applicable. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related	T-3	Not Applicable. This is a statewide measure and is not within the

Table 19. Scoping Plan Consistency Summary

Action	Supporting Measures ¹	Consistency
Greenhouse Gas Targets		purview of this project.
Vehicle Efficiency Measures	T-4	Not Applicable. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not applicable. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are yet to be implemented and will be voluntary, the project would not interfere with their implementation.
	T-6	
Million Solar Roofs (MSR) Program	E-4	Consistent. The MSR program sets a goal for use of solar systems throughout the state as a whole. While the project currently does not include solar energy generation, the building roof structure will be designed to support solar panels in the future.
Medium- and Heavy-Duty Vehicles	T-7	Not applicable. Medium-duty and heavy-duty trucks and trailers working from the proposed warehouses will be subject to aerodynamic and hybridization requirements as established by CARB; no feature of the project would interfere with implementation of these requirements and programs.
	T-8	
Industrial Emissions	I-1	Not Applicable. These measures are applicable to large industrial facilities (>500,000 MTCO ₂ e per year) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High-Speed Rail	T-9	Not Applicable. Supports increased mobility choice.
Green Building Strategy	GB-1	Consistent. The project will include a variety of building, water, and solid waste efficiencies consistent with 2016 CALGREEN requirements.
High Global Warming Potential Gases	H-1	Not Applicable. The proposed warehouses are not substantial sources of high global warming potential (GWP) emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The project will be required recycle a minimum of 50% from construction activities and warehouse operations per state and county requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Consistent. The project will increase carbon sequestration by increasing on-site trees per the project landscaping plan.
Water	W-1	Consistent. The project will include use of low-flow fixtures and efficient landscaping per state requirements.
	W-2	

Table 19. Scoping Plan Consistency Summary

Action	Supporting Measures ¹	Consistency
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	Not Applicable. The project is not an agricultural use.

Note:

¹ These supporting measures can be found at http://www.arb.ca.gov/cc/scopingplan/2013_update/appendix_b.pdf.

Senate Bill 32

SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order (EO) B-30-15. The legislation builds on the AB 32 goal of 1990 levels by 2020, and provides an intermediate goal to achieving EO S-3-05 targets, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050 (California Legislative Information 2016).

According to research conducted by Lawrence Berkeley National Laboratory and supported by CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32. The research used a new, validated model known as the California GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance with existing and future GHG-reducing policies. The CALGAPS model showed that GHG emissions through 2020 could range from 317 MT CO₂e per year to 415 MT CO₂e per year, indicating that existing state policies will likely allow California to meet its target of 2020 levels under AB 32. CALGAPS also showed that, by 2030, emissions could range from 211 MT CO₂e per year to 428 MT CO₂e per year, indicating that even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level of SB 32. CALGAPS analyzed emissions through 2050, even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the state's 80% reduction goal by 2050, various combinations of policies could allow California's cumulative emissions to remain very low through 2050 (Lawrence Berkeley National Laboratory 2015).

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively, the 2050 target of EO S-3-05 has not been codified. Accordingly, the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the EO S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (Cleveland National). The case arose from the San Diego Association of Governments' adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB 375. On review, the Supreme Court held that the San Diego Association of Governments did not violate CEQA by not considering the EO S-3-05 2050 reduction target. The 2050 reduction target of EO S-3-05 has not been codified, unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively. Accordingly, the 2050 reduction target has not been subject to analysis by CARB. Further, the project is much smaller in size and scope in comparison to the Regional Transportation Plan as examined in Cleveland National. In that case, the California Supreme Court held that the San Diego Association of Governments did not violate CEQA by not considering the EO S-3-05 2050 reduction target. Accordingly, there is no information presently available to assess the project's consistency with regard to the 2050 target of EO S-3-05.

The project would not interfere with the state's implementation of EO B-30-15 or SB 32 targets of reducing statewide GHG emissions to 40% below 1990 levels by 2030 because the project would not interfere with the state's implementation of GHG reduction plans described in the CARB's Scoping Plan; therefore, impacts associated with applicable GHG plans, policies, or regulations would be less than significant.

3.8 Hazards and Hazardous Materials

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Short-Term Construction Impacts

Less-Than-Significant Impact. A variety of hazardous substances and wastes would be transported to, stored on, used on, and generated on the project site during construction of the project. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. However, these materials would be transported, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, hazardous materials would not be disposed of or released onto the ground or into the underlying groundwater or any surface water during construction or operation of the project, and completely enclosed containment would be required for all refuse generated on the project site. In addition, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed to a waste facility permitted to treat, store, or dispose of such materials. Use of

these materials during construction for their intended purpose would not pose a significant risk to the public or the environment.

The transport and use of hazardous materials would be required to comply with the guidelines set forth by each product's manufacturer, as well as in accordance with all applicable federal, state, and local regulations. The U.S. Department of Transportation, the California Department of Health Services, Caltrans, and the California Highway Patrol all have interrelated programs designed to prevent disasters during the transportation of hazardous materials. In addition, the EPA and the OSHA have interrelated programs designed to prevent the misuse of hazardous materials in the work place; therefore, short-term construction impacts associated with hazardous materials would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. Potentially hazardous materials associated with project operations would include those materials used during typical cleaning and maintenance activities. Although these potential hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2017). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less-stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. In addition, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. In addition, as mandated by OSHA (OSHA 2017), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release.

Because of the age of the existing on-site residential structures, there is a possibility that potentially hazardous building materials, such as asbestos-containing material (ACM) or lead-based paint, could be encountered during demolition activities. As a result, the project would be required to comply with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, which addresses asbestos emissions from demolition and renovation activities, and requires the safe handling of known or suspected ACM. The purpose of SCAQMD Rule 1403 is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and

renovation activities include asbestos surveying; notification; ACM removal procedures and time schedules; ACM handling and clean-up procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings (SCAQMD 1994).

In addition, prior to on-site demolition activities, lead-based paint testing would be required. This testing would be conducted in adherence with EPA guidelines set forth within 40 CFR Part 745 and the federal Residential Lead-Based Paint Hazard Reduction Act of 1992. Similar to all other potentially hazardous materials encountered during demolition of the existing on-site buildings, if lead-based paint is determined to occur on site, any affected demolition debris would be removed from the project site by a licensed contractor, and all handling, transport, and disposal of lead-based paint would adhere to relevant federal, state, and local agencies and regulations; therefore, long-term operational impacts associated with hazardous materials would be less than significant.

- b) *Would the project 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?*

Less-Than-Significant Impact. Refer to previous response 3.8(a).

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The project site is located approximately 0.35 miles northwest of Alder Middle School (7555 Alder Avenue) and approximately 0.75 miles northwest of Locust Elementary School (7420 Locust Avenue). In addition, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials; therefore, impacts associated with emitting or handling hazardous materials in the vicinity of a school would be less than significant.

- d) *Would the project be located on a site that 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?*

No Impact. The Hazardous Waste and Substances Sites (Cortese List) is a planning document providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California EPA to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are

required to provide additional hazardous materials release information for the Cortese List (DTSC 2018). The project site was not identified on the Cortese List or any other hazardous materials sites (SWRCB 2018); therefore, no impacts associated with inclusion on the Cortese List would occur.

- 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?*

No Impact. The project site is located approximately 11 miles northeast of Ontario International Airport and approximately 10 miles north of the Riverside Municipal Airport. The project site is not located within the Airport Influence Area of the Ontario International Airport nor the Riverside Municipal Airport (City of Ontario 2011; RCALUC 2005). Further, based on the relatively large distance between the project site and these public airports, the project would not result in a safety hazard for people working in the project area; therefore, **no impacts** associated with public airport hazards would occur.

- 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?*

No Impact. No private airstrips or heliports are known to occur within 2 miles of the project site; therefore, no impacts associated with private airstrip hazards would occur.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less-Than-Significant Impact. Typically, roadway facilities designated by the City of Rialto General Plan Circulation chapter (City of Rialto 2010a) as major, modified, or secondary arterials, as well as other streets with regional access, are assumed to serve as evacuation routes in the event of a regional emergency. Vehicle access to the project site would be provided via Tamarind Avenue, Baseline Road Avenue, and Alder Avenue, which are identified by Figure 3-1 of the Renaissance Specific Plan (City of Rialto 2010b) as either commercial collector streets or major arterial streets. Tamarind Avenue provides access to Baseline Road, which provides direct regional access to I-15 to the west and I-215 to the east. In addition, Baseline Road provides access to Alder Avenue, which provides direct regional access to I-210, and thus, both streets could serve as an emergency evacuation routes for the project area. The project would not include any project-adjacent, off-site improvements within these abutting roadways that would impede response or evacuation activities in the event of an emergency; therefore, impacts associated with emergency response and evacuation routes would be less than significant.

- h) Would the project 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?*

No Impact. According to CAL FIRE's 2008 High Fire Hazard Severity Zones, the project site is not located in an area identified as being susceptible to wildland fire (CAL FIRE 2008). In addition, the City of Rialto General Plan, Exhibit 5.3, Fire Hazards, does not identify the project site as being located in a fire hazards severity zone (City of Rialto 2010a). Further, the project site is located in a predominantly developed portion of the City, and no wildland–urban interfaces occur in the project area; therefore, no impacts associated with wildland fire would occur.

3.9 Hydrology and Water Quality

- a) Would the project violate any water quality standards or waste discharge requirements?*

Short-Term Construction Impact

Less-Than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

The project would be subject to the municipal NPDES permit, which requires measures to prohibit non-stormwater discharges into the storm sewer and control the discharge of stormwater to the maximum extent practical. These measures include BMPs, control techniques, and system design methods. The Santa Ana RWQCB issues the NPDES permits to construction activities of 1 acre or more. The City falls within the jurisdiction of San Bernardino County and, thus, is subject to the municipal stormwater permit issued by the Santa Ana RWQCB (RWQCB 2010).

The NPDES permit requires implementation of a stormwater quality management program, which specifies guidelines to control, reduce, and monitor discharges of waste to storm drains (RWQCB 2010). As such, through compliance with the water quality standards set forth in the NPDES permit, the wastewater generated during construction of the project would not adversely affect water quality; therefore, short-term construction impacts associated with water quality would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. The project would be subject to the municipal stormwater permit, the Municipal Separate Storm Sewer System (MS4) Permit, issued to San Bernardino County and incorporated cities within the County by the Santa Ana RWQCB. The MS4 Permit requires implementation of LID BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The LID ordinance is designed to reduce runoff from impervious surfaces through landscape design that promotes water retention, permeable surface design, natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

In addition, the project-specific water quality management plan ensures appropriate BMPs for post-construction and operations of the project. The combination of LID BMPs, source control, and other treatment control BMPs addressed within the water quality management plan would address identified pollutants and hydrologic concerns from new development that could result in impacts to water quality standards (RWQCB 2010); therefore, long-term impacts associated with associated with water quality would be less than significant.

- b) *Would the project 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

Groundwater Supplies

Less-Than-Significant Impact. The project site is located within the San Gabriel Valley Water Company, Fontana Water Company (FWC) Division service area. FWC currently utilizes water from the following sources: 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).

FWC receives groundwater supplies from three adjudicated basins, which includes the Chino Basin, Rialto-Colton Basin, the Lytle Basin, and one un-adjudicated basin known as the No Man's Land Basin. FWC's current available pumping capacity totals approximately 39,300 gallons per minute (gpm) with individual well production ranging from approximately 165 gpm to 2,700 gpm (San Gabriel Valley Water Company 2017).

The adopted groundwater management plans for the adjudicated Chino Basin, Rialto-Colton Basin, and Lytle Basin are contained within the Chino Basin Judgment, Rialto-Colton Basin Court Decree,

and McKinley Decree, respectively. FWC has the legal right to pump groundwater from the Chino Basin pursuant to the 1978 Chino Basin Court Judgment. The Chino Basin Judgment established the Chino Basin Watermaster to account for and implement the management of groundwater in the Chino Basin. The Chino Basin Judgment states the Chino Basin Watermaster

shall levy and collect assessments in each year, pursuant to the respective pooling plans, in amounts sufficient to purchase replenishment water to replace production by any pool during the preceding year that exceeds that pool's allocated share of Safe Yield in the case of the overlying pools, or Operating Safe Yield in the case of the Appropriative Pool" (San Gabriel Valley Water Company 2017).

The purpose of the judgment is to allow for the use of groundwater supplies to meet overlying water demands and provide a mechanism to fund purchases of untreated imported water to replenish the groundwater basin to supplement recharge with local stormwater (San Gabriel Valley Water Company 2017).

Groundwater levels are routinely monitored by the Chino Basin Watermaster to prevent future overdraft of the groundwater basin. Legal, regulatory, and other mechanisms are currently in place to ensure that the amount of groundwater pumped in the broader project region does not exceed safe yields/operating safe yields. As such, although the project would rely on water supplies that would be comprised of groundwater (at least in part), all extraction of groundwater for use by FWC is actively managed to prevent overdraft, ensure the long-term reliability of the groundwater basins, and avoid adverse effects to groundwater supplies; therefore, impacts associated with groundwater supplies would be less than significant.

Groundwater Recharge

Less-Than-Significant Impact. While not fully developed, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge.

Following construction, the project site would contain landscape areas and other pervious surfaces that would allow for a similar percentage of water to percolate into the subsurface soils compared to the existing conditions. In addition, the project would include a detention/infiltration basin on the property to capture and infiltrate stormwater runoff; therefore, impacts associated with groundwater recharge would be less than significant.

- c) *Would the project substantially alter the existing drainage pattern of the project site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less-Than-Significant Impact. Under existing conditions, the majority of the ground surface is covered with soil, except for some asphalt pavements associated with existing residences. Thus, implementation of the project would increase the amount of impervious areas on site and alter the existing drainage patterns; however, the project site does not currently have infiltration basins or capture systems in place to control stormwater runoff. The project would be required to conform to all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed with adequate capacity to capture stormwater flow to prevent erosion or on-site or off-site flooding impacts.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater; therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

- d) *Would the project substantially alter the existing drainage pattern of the project 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 which would result in flooding on- or off-site?*

Less-Than-Significant Impact. Refer to previous response 3.9(c).

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less-Than-Significant Impact. Under the existing condition, the majority of the ground surface is covered with soil except for some asphalt pavements associated with existing residences. The project site does not currently have infiltration basins or capture systems in place to control stormwater runoff. Although the project would increase the amount of impervious surfaces on the project site, the proposed drainage system would be designed to conform to all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed to have adequate capacity to capture stormwater flow to prevent the conveyance of sediment, debris, and other constituents potentially contained in on-site stormwater from leaving the project site and impacting off-site and downstream receiving waters; therefore, impacts associated with water quality standards and runoff waters would be less than significant.

- f) *Would the project otherwise substantially degrade water quality?*

Less-Than-Significant Impact. Refer to previous responses 3.9(a), 3.9(c), and 3.9(e).

- g) *Would the project 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 Impact. According to the Federal Emergency Management Agency Flood Insurance Rate Map No. 06071C7920H (FEMA 2008), the project site is located outside of both a 1% Annual Chance Flood Hazard Zone (100-year floodplain) and 0.2% Annual Chance Flood Hazard Zone (500-year floodplain). In addition, per the County of San Bernardino General Plan Hazard Overlay map (County of San Bernardino 2010), the project site is located outside of a dam inundation area; therefore, no impacts associated with flooding would occur.

- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. Refer to previous response 3.9(g).

- i) *Would the project 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?*

No Impact. Refer to previous response 3.9(g).

- j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. Because of the project's inland location, relatively flat topography, and lack of an adjacent perennial body of water, the project site would not be susceptible to tsunami, mudflow, or seiche; therefore, no impacts associated with these natural phenomena would occur.

3.10 Land Use and Planning

- a) *Would the project physically divide an established community?*

No Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. The project site is located within the Renaissance Specific Plan Area, which was planned to allow for residential, commercial, business center, employment, utility, and park uses.

The project site is surrounded by a mix of largely industrial land uses, and although scattered residential land use occurs in the project vicinity, established residential neighborhoods are not found adjacent to the project site, and thus, the project site is not used as a connection between two established communities.

Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. The project would not impede movement between these residences within the project area, within an established community, or from one established community to another. In addition, the project would include improvements such as new sidewalks that would improve pedestrian connectivity and safety along the project frontage; therefore, no impacts associated with division of an existing community would occur.

- b) *Would the project 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?*

Less-than-Significant Impact. The City General Plan Existing Land Use Map designates the project site as Specific Plan (Figure 3). The City's Zoning Map designates the project site as Renaissance Specific Plan—Employment (Figures 4 and 5).

The purpose of the Renaissance Specific Plan—Employment zone is to accommodate a mixture of professional office, light industrial, research and development, business park, light manufacturing, assembly, and related storage and support services uses (City of Rialto 2010b). The City has determined that the project is consistent with the City's Zoning Ordinance and, thus, is a permitted use within the Specific Plan.

Additionally, the Renaissance Specific Plan contains development standards that act as a customized set of zoning standards for the project site. This approach allows the City a greater degree of control over the location and design of development within the Specific Plan area, ensuring compliance with the Specific Plan's goals and objectives. Development Standards for business-related uses are provided in Table 3-5 of the Renaissance Specific Plan (City of Rialto 2010b), and include standards regarding lot size, landscape coverage, setbacks, and floor area ratio, among others.

As part of the City's site-plan review process, the City has determined that the proposed project would be consistent with all development standards required by the Renaissance Specific Plan, with the exception of the floor area ratio (FAR) standard. Per Table 3-5 of the Renaissance Specific Plan, the maximum FAR allowed the employment area is 0.40, while the project proposes a FAR of 0.476. However, in order to stimulate private investment and result in a desired level of development, the Renaissance Specific Plan allows projects to conform to a different, less restrictive set of

development standards in exchange for desired features that enhance the City and ensure a high level of aesthetic quality. The determination of the appropriate incentive for the proposed feature is awarded through a conditional development permit, precise plan design, and/or tentative tract map application process on a case-by-case basis as determined by the City's Planning Commission. In the case of the proposed project, the project applicant proposes the following features:

- ***Lot Consolidation.*** The project would consolidate six lots into a singular larger lot. The Renaissance Specific Plan states that larger lots are desired in the Employment and Business Center land use categories. Per Table 3-10 of the Renaissance Specific Plan (City of Rialto 2010b), lot consolidations that result in a parcel that exceeds 5 acres would be entitled to receive a 1% FAR bonus for each acre of incremental growth up to 25 acres. The project proposes to consolidate six lots, resulting in a single parcel that would total 7.55 acres. Thus, the project would be awarded up to a 0.02 FAR bonus.
- ***Landmark Intersection Features.*** Projects adjacent to intersections of arterial or collector roadways that provide a unique landmark that helps to create identity and place are eligible for increase of up to 2% in FAR. The proposed project includes the installation of a landmark intersection feature at the building's entrance that would feature glazing facing the street's frontage. Thus, the project would be awarded up to a 0.02 FAR bonus.
- ***Public Art.*** Projects that provide permanent, outdoor art that is viewable by the public from the public sidewalk are eligible to either receive an increase of up to 2% in FAR. The project proposes a public art feature at the intersection of Baseline and Tamarind, and would thus be awarded up to a 0.02 FAR bonus.
- ***Public Plaza.*** Projects adjacent to intersections that include a public plaza are eligible to receive an increase in FAR. Projects are eligible to receive an increase of 2 square feet in floor area for every square foot of public plaza that exceeds a minimum area of 625 square feet (no dimension less than 25 feet) and is adjacent to and accessible from the public sidewalk. The project proposes a 25-foot-by-25-foot plaza at the southwestern corner of the project site with an outdoor seating area, and would be awarded a 0.02 FAR bonus.

Thus, with the implementation of the aforementioned design incentives, the project applicant would be permitted a FAR of 0.48. The project proposes a FAR of 0.476 and would therefore be consistent with all development standards required by the Renaissance Specific Plan.

As stated previously, the City has determined that the project is consistent with the City's Zoning Ordinance and, thus, is a permitted use within the Specific Plan. It follows that the project's land use, activities, and development intensity were already assumed and evaluated in the Renaissance Specific Plan and Renaissance Specific Plan EIR (City of Rialto 2010b), respectively, and the project

would then be consistent with the local plans, policies, and regulations governing land use decisions; therefore, impacts associated with applicable land use plans, policies, and regulations would be less than significant.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The project is not within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan; therefore, no impacts associated with conservation plans would occur.

3.11 Mineral Resources

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

Less-Than-Significant Impact. The City contains aggregate mineral resources. According to the City's General Plan (City of Rialto 2010a), the project site is designated by the State Mining and Geology Board as containing regional significant Portland Cement Concrete (PCC-grade) aggregated resources. The southern portion of the project site along Baseline Road is also designated as area lost to land uses incompatible with mining since 1987.

The project site is located in an urbanized, industrial portion of the City and is bound by existing and future development in all directions. Mineral resource mining is not a compatible use with these land uses. The project site is not large enough to effectively extract mineral resources. Considering the existing surrounding land uses and the incompatibility of mineral resource extraction activities in the project area, potential significant mineral resources within the project area are considered unavailable for extraction; therefore, impacts associated with mineral resources would be less than significant.

- b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

Less-Than-Significant Impact. Refer to previous response 3.11(a).

3.12 Noise

The following analysis is based on the August 2018 Noise Impact Analysis report prepared by Urban Crossroads Inc. in September 2018 and included as Appendix D to this IS/MND.

- a) *Would the project result in 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?*

Short-Term Construction Impacts

Less-Than-Significant Impact. Project construction would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type and duration of construction activities, distance between the noise source and receptor, and the presence of intervening structures. The following discussion addresses the noise levels calculated to result from project construction at nearby noise-sensitive receptors.

Construction Noise Standards

The City 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 to April 30; 6:00 a.m. to 7:00 p.m., Monday through Friday, from May 1 to September 30; 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 of Rialto, County of San Bernardino, or City of Fontana General Plans or Municipal Codes establish numeric maximum acceptable construction source noise levels at potentially affected receptors, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase.

To evaluate whether the project would generate potentially significant construction noise levels at off-site sensitive receptor locations, a construction-related noise level threshold is adopted from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH) (NIOSH 1998). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction-related noise level threshold starts at 85 dBA for more than 8 hours per day, and for every 3-dBA increase, the exposure time is cut in half. This results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day (NIOSH 1998). 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 receptor 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 8 hours or more is used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receptor locations.

The 85-dBA L_{eq} threshold is also consistent with the FTA Transit Noise and Vibration Impact Assessment criteria for construction noise, which identifies an hourly construction noise level threshold of 90 dBA L_{eq} during daytime hours, and 80 dBA L_{eq} during nighttime hours for construction for general assessment at noise-sensitive uses (e.g., residential, medical/hospital, and school) (DOT 2006). Detailed assessment, according to the FTA, identifies an 8-hour dBA L_{eq} noise level threshold specific to noise-sensitive uses of 80 dBA L_{eq} ; therefore, the Noise Study relies on the NIOSH 85 dBA L_{eq} threshold, consistent with FTA general and detailed assessment criteria for noise-sensitive uses and represents an appropriate threshold for construction noise analysis. The construction noise threshold is shown in Table 20.

Table 20. Construction Noise Standards

Jurisdiction	Permitted Hours of Construction Activity	Construction Noise Level Standards (dBA L_{eq})
City of Rialto	Between 7:00 a.m. to 5:30 p.m. on weekdays from October 1 to April 30, between 6:00 a.m. to 7:00 p.m. on weekdays from May 1 to September 30, and between 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; and no activity allowed on Sundays or state holidays	n/a
County of San Bernardino ¹	Between 7:00 a.m. to 7:00 p.m. on any day except Sundays and federal holidays	n/a
City of Fontana	Between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays	
Acceptable thresholds for determining the relative significance of project construction noise levels		85

Source: Appendix D.

Notes: n/a = Municipal Code does not identify maximum acceptable construction source noise levels.

¹ Within the County of San Bernardino, construction noise level limits of 65 dBA L_{eq} are identified in the following cities: Rancho Cucamonga (Development Code, Section 17.66.050(D)(4)(a) Noise Standards); Adelanto (Code of Ordinances, Section 17.90.020(d) Construction Practices); and Chino (Municipal Code, Section 9.40.060(D) Special Provisions).

Construction Equipment

Noise generated by project construction equipment would 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 would likely vary during the following stages:

- Demolition
- Site preparation
- Grading
- Building construction

- Paving
- Architectural coating

The reference construction noise measurements represent typical construction activity noise levels. To describe project construction noise levels, measurements were collected for similar activities at several construction sites. Table 21 provides a summary of construction reference noise level measurements. Since the reference noise levels were collected at distances varying distances, all construction noise level measurements presented in Table 21 were adjusted for consistency to describe a uniform reference distance of 50 feet. The construction stages and equipment used in this analysis are consistent with data provided in the Air Quality Impact Analysis (Appendix A).

Table 21. Construction Reference Noise Levels

ID	Noise Source	Reference Distance From Source (Feet)	Reference Noise Levels at Reference Distance (dBA L _{eq})	Reference Noise Levels at 50 Feet (dBA L _{eq}) ¹
1	Truck Pass Bys and Dozer Activity ²	30	63.6	59.2
2	Dozer Activity ²	30	68.6	64.2
3	Construction Vehicle Maintenance Activities ³	30	71.9	67.5
4	Foundation Trenching ³	30	72.6	68.2
5	Rough Grading Activities ³	30	77.9	73.5
6	Framing ⁴	30	66.7	62.3
7	Concrete Mixer Truck Movements ⁵	50	71.2	71.2
8	Concrete Paver Activities ⁵	30	70.0	65.6
9	Concrete Mixer Pour and Paving Activities ⁵	30	70.3	65.9
10	Concrete Mixer Backup Alarms and Air Brakes ⁵	50	71.6	71.6
11	Concrete Mixer Pour Activities ⁵	50	67.7	67.7

Source: Appendix D.

Notes:

- ¹ Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).
- ² As measured by Urban Crossroads Inc. on October 15, 2015, at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.
- ³ As measured by Urban Crossroads Inc. on October 20, 2015, at a construction site located in Rancho Mission Viejo.
- ⁴ As measured by Urban Crossroads Inc. on October 20, 2015, at a construction site located in Rancho Mission Viejo.
- ⁵ Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on July 1, 2015.

Construction Noise Assessment

With the construction equipment reference noise levels identified in Table 21, calculations of the project's construction noise level impacts at the nearby sensitive receptor locations were completed (see Appendix D). Sensitive receptors are generally defined as locations where people reside or

where the presence of unwanted sound could otherwise adversely affect use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas.

Noise-sensitive receptors near the project site include existing residential homes and an existing church use, as shown in Figure 6. Other sensitive land uses in the project area that are located at greater distances than those identified in this noise study would experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

Table 22 shows a summary of the construction noise levels by each stage at the nearby noise-sensitive receptor locations. Based on the stages of construction, noise impacts associated with the project are expected to create temporary high noise levels at the nearby receptor locations. To assess peak construction noise levels, this analysis used the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the center of primary construction activity to each receptor location.

Table 22. Construction Equipment Noise Level Summary (dBA L_{eq})

Receptor Location ¹	Construction Phase Hourly Noise Level (dBA L_{eq})						
	<i>Demolition</i>	<i>Site Preparation</i>	<i>Grading</i>	<i>Building Construction</i>	<i>Paving</i>	<i>Architectural Coating</i>	<i>Highest Levels²</i>
R1	43.2	43.2	52.5	47.2	47.2	50.6	52.5
R2	45.3	45.3	54.6	49.3	49.3	52.7	54.6
R3	70.2	70.2	79.5	74.2	74.2	77.6	79.5
R4	66.3	66.3	75.6	70.3	70.3	73.8	75.6
R5	54.1	54.1	63.4	58.1	58.1	61.5	63.4
R6	50.4	50.4	59.7	54.4	54.4	57.8	59.7

Source: Appendix D.

Notes:

- ¹ Noise receptor locations are shown in Figure 6.
- ² Estimated construction noise levels during peak operating conditions.

As shown in Table 22, construction noise levels experienced at the nearby sensitive receptor locations are expected to range from 43.2 to 79.5 dBA L_{eq} . Table 23 shows the highest construction noise levels at the closest receptor locations are expected to approach 79.5 dBA L_{eq} and, thus, would satisfy the construction noise level threshold of 85 dBA L_{eq} at all receptor locations.

Table 23. Construction Equipment Noise Level Compliance

Receptor Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	52.5	85	No
R2	54.6	85	No
R3	79.5	85	No
R4	75.6	85	No
R5	63.4	85	No
R6	59.7	85	No

¹ Noise-sensitive receptor locations are shown on Figure 6.

² Estimated construction noise levels during peak operating conditions, as shown on Table 22.

³ Construction noise level threshold as shown on Table 20.

⁴ Do the estimated project construction noise levels exceed the construction noise level threshold?

In addition, all project construction activities would comply with requirements contained in the City Noise Ordinance (Chapter 9.50 of the Rialto Municipal Code), which 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 to April 30; 6:00 a.m. to 7:00 p.m., Monday through Friday, from May 1 to September 30; 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; therefore, short-term impacts associated with construction noise would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact with Mitigation Incorporated. The following section discusses the project's impacts regarding operational noise.

Off-Site Traffic Noise Analysis

The primary noise-related effect that most industrial projects produce is associates with an increase of off-site traffic, which is the main source of noise in most urban areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on 11 roadway segments surrounding the project site were calculated based on the change in the average daily traffic (ADT) volumes. Acoustical calculations (using standard noise modeling equations adapted from the Federal Highway Administration noise prediction model) were performed for the following traffic scenarios: existing, existing plus ambient growth (EA), and EA plus cumulative development conditions.

Roadway traffic data for use in the traffic noise calculations was obtained from the TIA (Appendix E). The acoustical modeling calculations take into account the roadway classification (e.g., collector,

secondary, major or arterial); roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway); total ADT; travel speed; percentages of automobiles, medium trucks, and heavy trucks in the traffic volume; roadway grade; angle of view (e.g., whether the roadway view is blocked); project site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping); and the percentage of total ADT that flows each hour throughout a 24-hour period. Tables 24–26 present the noise level results for each scenario. Refer to Appendix E for Federal Highway Administration traffic model worksheets.

Off-Site Traffic Noise Significance Criteria

For the purposes of this analysis, noise impacts concerning off-site traffic noise are considered significant if any of the following occur as a direct result of the proposed development:

- Noise levels at existing and future noise-sensitive land uses (e.g., residential) (FICON 1992):
 - are less than 60 dBA CNEL and the project creates a readily perceptible 5 dBA CNEL or greater project-related noise level increase; or
 - range from 60 to 65 dBA CNEL and the project creates a barely perceptible 3 dBA CNEL or greater project-related noise level increase; or
 - already exceed 65 dBA CNEL, and the project creates a community noise level impact of greater than 1.5 dBA CNEL.
- Noise levels at existing and future non-noise-sensitive land uses (e.g., industrial):
 - are less than the City of Fontana General Plan Noise Element, normally acceptable 70 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase; or
 - are greater than the City of Fontana General Plan Noise Element, normally acceptable 70 dBA and the project creates a barely perceptible 3 dBA or greater project-related noise level increase.

Traffic Noise Contours

To quantify the project's operational traffic noise impacts on the surrounding area, changes in traffic noise levels on roadway segments surrounding the project site were calculated based on changes in average daily traffic volumes. Traffic noise contours represent the distance to noise of a constant value and are measured from the center of a roadway for the 70, 65, and 60 dBA noise levels. Noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise. In addition, because noise contours reflect modeling of vehicular noise on area

roadways, they do not reflect noise contributions from surrounding stationary noise sources. A summary of the traffic noise contours for each of the four traffic scenarios is provided in Appendix D.

Existing Condition Project Traffic Noise Level Contributions

As shown in Table 24, the project would generate a noise level increase of up to 2.0 dBA CNEL on study area roadway segments. Based on the project's significance criteria, project-related noise level increases would be less than significant under existing conditions at the land uses adjacent to roadways conveying project traffic.

Table 24. Existing Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent planned (existing) Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Noise-Sensitive Land Use?	Threshold Exceeded?
				No Project	With Project	Project Addition		
1	Alder Avenue	s/o I-210 WB Ramps	Freeway Incubator	73.2	73.6	0.4	No	No
2	Alder Avenue	s/o I-210 EB Ramps	Freeway Commercial (Vacant)	74.4	75.0	0.6	No	No
3	Alder Avenue	s/o Renaissance Parkway	Freeway Commercial /Employment	73.3	74.1	0.7	No	No
4	Alder Avenue	s/o Walnut Avenue	Employment/Business Center (Residential)	73.0	73.4	0.4	Yes	No
5	Alder Avenue	n/o Baseline Road	Employment/Commercial (Residential)	72.1	72.6	0.5	Yes	No
6	Walnut Avenue	w/o Alder Avenue	Employment (Industrial/Vacant)	66.1	68.1	2.0	No	No
7	Baseline Road	w/o Driveway 1	Employment (Residential)	72.9	73.2	0.3	Yes	No
8	Baseline Road	w/o Driveway 2	Employment (Residential)	72.9	73.4	0.4	Yes	No
9	Baseline Road	w/o Tamarind Avenue	Employment (Residential)	72.9	73.4	0.5	Yes	No
10	Baseline Road	w/o Alder Avenue	Employment/Commercial (Residential)	72.2	72.7	0.5	Yes	No
11	Baseline Road	e/o Alder Avenue	Residential	72.0	72.0	0.0	Yes	No
12	Alder Avenue	s/o I-210 WB Ramps	Freeway Incubator	73.2	73.6	0.4	No	No

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; s/o = south of; I- = Interstate; WB = westbound; EB = eastbound; w/o = west of; n/o = north of; e/o = east of.

¹ Appendix D.

² CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.

Existing Plus Ambient Growth Project Traffic Noise Level Contributions

As shown in Table 25, the project would generate a noise level increase of up to 1.8 dBA CNEL on study area roadway segments under EA conditions. Based on the project's significance criteria, project-related noise level increases would be less than significant under EA conditions at the land uses adjacent to roadways conveying project traffic.

Table 25. Existing Plus Ambient Growth Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent planned (existing) Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Noise-Sensitive Land Use?	Threshold Exceeded?
				No Project	With Project	Project Addition		
1	Alder Avenue	s/o I-210 WB Ramps	Freeway Incubator	73.3	73.7	0.4	No	No
2	Alder Avenue	s/o I-210 EB Ramps	Freeway Commercial (Vacant)	74.6	75.2	0.6	No	No
3	Alder Avenue	s/o Renaissance Parkway	Freeway Comm./Employment	73.6	74.3	0.7	No	No
4	Alder Avenue	s/o Walnut Avenue	Employment/Business Center (Residential)	73.1	73.6	0.4	Yes	No
5	Alder Avenue	n/o Baseline Road	Employment/Commercial (Residential)	72.2	72.7	0.5	Yes	No
6	Walnut Avenue	w/o Alder Avenue	Employment (Industrial/Vacant)	66.6	68.4	1.8	No	No
7	Baseline Road	w/o Driveway 1	Employment (Residential)	73.1	73.4	0.3	Yes	No
8	Baseline Road	w/o Driveway 2	Employment (Residential)	73.1	73.5	0.4	Yes	No
9	Baseline Road	w/o Tamarind Avenue	Employment (Residential)	73.1	73.5	0.4	Yes	No
10	Baseline Road	w/o Alder Avenue	Employment/Commercial (Residential)	72.3	72.8	0.5	Yes	No
11	Baseline Road	e/o Alder Avenue	Residential	72.2	72.2	0.0	Yes	No
12	Alder Avenue	s/o I-210 WB Ramps	Freeway Incubator	73.3	73.7	0.4	No	No

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; s/o = south of; I- = Interstate; WB = westbound; EB = eastbound; n/o = north of; w/o = west of; e/o = east of.

¹ Appendix D.

² CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.

EA Plus Cumulative Development Project Traffic Noise Level Contributions

As shown in Table 26, the project would generate a noise level increase of up to 0.9 dBA CNEL on study area roadway segments under EAC conditions. Based on the project's significance criteria, project-related noise level increases would be less than significant under EAC conditions at the land uses adjacent to roadways conveying project traffic.

Table 26. Existing Plus Ambient Growth Plus Cumulative Development Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent planned (existing) Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Noise-Sensitive Land Use?	Threshold Exceeded?
				No Project	With Project	Project Addition		
1	Alder Avenue	s/o I-210 WB Ramps	Freeway Incubator	77.0	77.2	0.2	No	No
2	Alder Avenue	s/o I-210 EB Ramps	Freeway Commercial (Vacant)	78.1	78.4	0.3	No	No
3	Alder Avenue	s/o Renaissance Parkway	Freeway Commercial /Employment	77.2	77.5	0.3	No	No
4	Alder Avenue	s/o Walnut Avenue	Employment/Business Center (Residential)	76.5	76.7	0.2	Yes	No
5	Alder Avenue	n/o Baseline Road	Employment/Commercial (Residential)	76.1	76.3	0.2	Yes	No
6	Walnut Avenue	w/o Alder Avenue	Employment (Industrial/Vacant)	70.1	71.0	0.9	No	No
7	Baseline Road	w/o Driveway 1	Employment (Residential)	73.1	73.4	0.3	Yes	No
8	Baseline Road	w/o Driveway 2	Employment (Residential)	73.1	73.5	0.4	Yes	No
9	Baseline Road	w/o Tamarind Avenue	Employment (Residential)	73.1	73.5	0.4	Yes	No
10	Baseline Road	w/o Alder Avenue	Employment/Commercial (Residential)	74.2	74.6	0.3	Yes	No
11	Baseline Road	e/o Alder Avenue	Residential	75.1	75.1	0.0	Yes	No
12	Alder Avenue	s/o I-210 WB Ramps	Freeway Incubator	77.0	77.2	0.2	No	No

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; s/o = south of; I- = Interstate; WB = westbound; EB = eastbound; n/o = north of; w/o = west of; e/o = east of.

¹ Appendix D.

² CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.

On-Site Operational Noise Impacts

Since the future tenants of the project are currently unknown, the operational noise analysis assumed that the proposed warehouse building would be operational 24 hours per day, 7 days per week. It was also assumed that operational activities would primarily be conducted within the enclosed building, with the exception of traffic movement, parking, and loading and unloading of trucks at designated loading bays. Operational noise associated with the project is expected to include idling trucks, delivery trucks, parking, backup alarms, refrigerated containers, and loading and unloading of dry goods. Figure 7 identifies the representative receptor locations and noise source locations used to assess operational noise levels.

On-Site Operational Noise Standards

To analyze noise impacts originating from a designated fixed location or private property, such as the project, stationary-source (operational) noise is typically evaluated within the context of a City Municipal Code. However, the City Municipal Code does not identify specific exterior noise level standards; therefore, the County of San Bernardino Development Code standards are used in this noise study to evaluate potential impacts at adjacent sensitive receptor locations per CEQA Guidelines. Further, since some of the nearby receptor locations are located within the City of Fontana's jurisdiction, applicable City of Fontana noise level standards are identified. The operational noise level standards used in this noise study are summarized on Table 27.

Table 27. Operational Noise Standards

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standards ¹					
			L_{eq} (Hourly)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (<1 min)
Rialto	n/a							
County of San Bernardino	Residential	7:00 a.m. to 10:00 p.m.	55	55	60	65	70	75
		10:00 p.m. to 7:00 a.m.	45	45	50	55	60	65
Fontana		Any Time	65	—	—	—	—	—

Source: Appendix D.

Notes: n/a = The Rialto Municipal Code does not identify specific, quantifiable exterior noise level standards

¹ L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L_{25} is the noise level exceeded 25% of the time.

On-Site Operational Noise Significance Criteria

Additionally, same significance criteria used to assess off-site traffic impacts was applied to the project to evaluate the project's contribution to the existing ambient (background) noise during project operation. These standards are repeated below:

- If the existing ambient noise levels at the nearby noise-sensitive receptors near the project site:
 - are less than 60 dBA L_{eq} and the project creates a *readily perceptible* 5 dBA L_{eq} or greater Project-related noise level increase; or
 - range from 60 to 65 dBA L_{eq} and the project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
 - already exceed 65 dBA L_{eq} , and the project creates a community noise level impact of greater than 1.5 dBA L_{eq} (FICON 1992).

Reference Noise Levels

As previously mentioned, the future tenants of the project are presently unknown; therefore, project noise levels were estimated based on reference noise level measurements of a similar logistics warehouse building. The reference noise levels are intended to describe the expected operational noise sources, which may include idling trucks, delivery truck activities, parking activities, backup alarms, refrigerated containers, and loading and unloading of dry goods.

To estimate the project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the project. On Wednesday, January 7, 2015, Urban Crossroads Inc. collected short-term operational noise level measurements at the Nature's Best distribution facility located at 16081 Fern Avenue in the City of Chino. Operations at the Nature's Best distribution facility represent typical weekday logistics warehouse activities with both dry goods and cold storage from a single building of approximately 397,000 square feet, with loading dock areas located on both sides of the building. For loading dock activities, a reference noise level measurement was collected to represent truck idling/refrigerated container activities. A second reference noise level measurement at this location was collected to assess entry gate noise activity. It is important to note that the following projected noise levels assume the worst-case noise environment with the idling trucks, delivery truck activities, and backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating continuously. These noise level impacts would likely vary throughout the day. These measurements are shown in Table 28.

Table 28. Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Reference Distance (Feet)	Noise Source Height (Feet)	Hourly Activity (Minutes) ⁴	Reference Noise Level (dBA L _{eq})	
					At Reference Distance	At 50 Feet
Truck Unloading/Docking Activity ¹	00:15:00	30	8	60	67.2	62.8
Roof-Top Air Conditioning Units ²	96:00:00	5	5	39	77.2	57.2
Parking Lot Vehicle Movements ³	01:00:00	10	5	60	52.2	41.7

Source: Appendix D.

Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-average sound level)

¹ Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on Wednesday, January 7, 2015.

² As measured by Urban Crossroads Inc. on July 27, 2015, at the Santee Walmart located at 170 Town Center Parkway.

³ As measured by Urban Crossroads Inc. on May 17, 2017, at the Panasonic Avionics Corporation parking lot in the City of Lake Forest.

⁴ Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the project site based on the reference noise level measurement activity.

Project-Only Operational Noise

Based upon the reference noise levels, it is possible to estimate the project operational stationary-source noise levels at each receptor location. The operational noise level calculations shown on Table 29 account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Table 29 presents the results of the individual operational noise levels of each noise source at each of the nearby sensitive receptor locations: L_{eq} (equivalent continuous sound level) and the statistical sound levels⁴ (L₅₀, L₈₀, L₉₀, and L₉₀). As indicated in Table 29, the project-only operational noise levels would range from 34.3 to 68.4 dBA L_{eq}, 31.4 to 64.5 dBA L₅₀, 33.1 to 68.4 dBA L₂₅, 36.1 to 73.0 dBA L₈, 39.8 to 76.8 dBA L₂, and 45.8 to 81.2 dBA L_{max} at the sensitive receptor locations. The unmitigated operational noise level calculation worksheets are included in Appendix D.

Table 29. Unmitigated Project Operational Noise Levels

ID ¹	Noise Source ²	Unmitigated Project Operational Noise Levels (dBA) ³					
		L _{eq} (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
R1	Truck Unloading/Docking Activity	41.8	38.8	41.8	46.4	50.2	54.6
	Roof-Top Air Conditioning Unit	31.8	29.0	30.7	32.0	32.3	32.8

⁴ Statistical sound levels are sound level metrics used to describe the level exceeded for the percent of the time. For example, the L₉₀ would be the sound level exceeded for 90% of the measurement time.

Table 29. Unmitigated Project Operational Noise Levels

ID ¹	Noise Source ²	Unmitigated Project Operational Noise Levels (dBA) ³					
		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
	Parking Lot Vehicle Movements	25.0	21.8	22.8	27.8	33.8	44.7
	<i>Combined Noise Level</i>	42.3	39.3	42.2	46.6	50.4	55.0
R2	Truck Unloading/Docking Activity	42.9	39.9	42.9	47.5	51.3	55.7
	Roof-Top Air Conditioning Unit	34.2	31.4	33.1	34.4	34.7	35.2
	Parking Lot Vehicle Movements	26.9	23.7	24.7	29.7	35.7	46.6
	<i>Combined Noise Level</i>	43.5	40.6	43.4	47.8	51.5	56.2
R3	Truck Unloading/Docking Activity	68.4	65.4	68.4	73.0	76.8	81.2
	Roof-Top Air Conditioning Unit	38.0	35.2	36.9	38.2	38.5	39.0
	Parking Lot Vehicle Movements	30.5	27.3	28.3	33.3	39.3	50.2
	<i>Combined Noise Level</i>	68.4	65.4	68.4	73.0	76.8	81.2
R4	Truck Unloading/Docking Activity	52.8	49.8	52.8	57.4	61.2	65.6
	Roof-Top Air Conditioning Unit	44.9	42.1	43.8	45.1	45.4	45.9
	Parking Lot Vehicle Movements	38.3	35.1	36.1	41.1	47.1	58.0
	<i>Combined Noise Level</i>	53.6	50.6	53.4	57.7	61.5	66.3
R5	Truck Unloading/Docking Activity	44.8	41.8	44.8	49.4	53.2	57.6
	Roof-Top Air Conditioning Unit	40.0	37.2	38.9	40.2	40.5	41.0
	Parking Lot Vehicle Movements	32.9	29.7	30.7	35.7	41.7	52.6
	<i>Combined Noise Level</i>	46.2	43.3	45.9	50.1	53.7	58.9
R6	Truck Unloading/Docking Activity	25.0	22.0	25.0	29.6	33.4	37.8
	Roof-Top Air Conditioning Unit	32.2	29.4	31.1	32.4	32.7	33.2
	Parking Lot Vehicle Movements	28.6	25.4	26.4	31.4	37.4	48.3
	<i>Combined Noise Level</i>	34.3	31.4	33.1	36.1	39.8	48.8

Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-average sound level); E. Avg. = logarithmic (energy) average; L_{50} = sound level that is exceeded during 50% of the measurement interval; mins = minutes; L_{25} = sound level that is exceeded during 25% of the measurement interval; L_8 = sound level that is exceeded during 8% of the measurement interval; L_2 = sound level that is exceeded during 2% of the measurement interval; L_{max} = maximum sound level recorded during the measurement interval.

¹ See Figure 7 for the receptor and noise source locations.

² Reference noise sources as shown on Table 21.

³ Operational noise level calculations are provided in Appendix D.

Table 30 shows a summary of the combined total project-only operational noise level projections at the nearby sensitive receptor locations for a comparison of local jurisdiction exterior noise level standards. The project operational noise levels at the nearby sensitive receptor locations are shown to range from 34.3 to 68.4 dBA L_{eq} , 31.4 to 64.5 dBA L_{50} , 33.1 to 68.4 dBA L_{25} , 36.1 to 73.0 dBA L_8 , 39.8 to 76.8 dBA L_2 , and 45.8 to 81.2 dBA L_{max} . Based on the results of this analysis, project operational noise levels would exceed the County of San Bernardino exterior noise level standards at one of the six noise-sensitive receptor locations, R3, during the daytime hours. Thus, the project-

related operational noise level impacts are considered potentially significant impact at adjacent outdoor church uses represented by receptor location R3. All other receptor locations (R1, R2, and R4 to R6) would experience less-than-significant unmitigated noise impacts during the daytime and nighttime hours.

Table 30. Operational Noise Level Compliance

Receptor Location ¹	Jurisdiction	Land Use	Noise Level at Receptor Locations (dBA) ²						Threshold Exceeded? ³	
			<i>L_{eq}</i> (E. Avg.)	<i>L₅₀</i> (30 mins)	<i>L₂₅</i> (15 mins)	<i>L₈</i> (5 mins)	<i>L₂</i> (1 minute)	<i>L_{max}</i> (Anytime)	Daytime ⁴	Nighttime ⁵
Daytime	County of San Bernardino	Residential	55	55	60	65	70	75	Residential Noise Level Thresholds	
Nighttime			45	45	50	55	60	65		
Any Time	Fontana		65	—	—	—	—	—		
R1	County (Rialto)	Residential	42.3	39.3	42.2	46.6	50.4	55.0	No	No
R2	County (Rialto)	Residential	43.5	40.6	43.4	47.8	51.5	56.2	No	No
R3	County (Rialto)	Residential	68.4	65.4	68.4	73.0	76.8	81.2	Yes	n/a
R4	County (Rialto)	Residential	53.6	50.6	53.4	57.7	61.5	66.3	No	n/a
R5	Fontana	Residential	46.2	—	—	—	—	—	No	No
R6	Fontana	Residential	34.3	—	—	—	—	—	No	No

Notes: dBA = A-weighted decibel; *L_{eq}* = equivalent continuous sound level (time-average sound level); E. Avg. = logarithmic (energy) average; *L₅₀* = sound level that is exceeded during 50% of the measurement interval; mins = minutes; *L₂₅* = sound level that is exceeded during 25% of the measurement interval; *L₈* = sound level that is exceeded during 8% of the measurement interval; *L₂* = sound level that is exceeded during 2% of the measurement interval; *L_{max}* = maximum sound level recorded during the measurement interval.

¹ See Figure 7 for the receptor and noise source locations.

² Estimated project operational noise levels as shown in Table 29.

³ Do the estimated project operational noise levels exceed the operational noise level standards (Table 27)?

⁴ 7:00 a.m.–10:00 p.m.

⁵ 10:00 p.m.–7:00 a.m.

To reduce the potentially significant operational noise level impacts at the nearby receptor locations, MM-NOI-1 shall be implemented.

MM-NOI-1 A minimum 14-foot high noise barrier at the project building's western property line adjacent to the truck loading dock area is required as shown on Figure 7 of this Initial Study/Mitigated Negative Declaration. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission

loss of 20. 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
- Any combination of construction materials capable of the minimum weight of 4 pounds per square foot or a minimum transmission loss of 20 dBA

The impacted receptor location directly to the west of the project site represents an existing legal non-conforming noise-sensitive use that is located in an area currently zoned for non-noise-sensitive uses and activities (Renaissance Specific Plan—Employment); therefore, under future project operational conditions, if this receptor location no longer represents a noise-sensitive use or an occupied church use, then the operational noise mitigation measures described herein would not be required.

With the implementation of MM-NOI-1, the project operational noise levels would range from 34.3 to 54.0 dBA L_{eq} at the nearby sensitive receptor locations, as shown on Table 31. Table 32 shows that the project operational noise levels would satisfy the County of San Bernardino exterior noise level standards at all receptor locations, and the project operational noise impacts would be less than significant with mitigation incorporated.

Table 31. Mitigated Project Operational Noise Levels

Receptor Location ¹	Noise Source ²	Unmitigated Project Operational Noise Levels (dBA) ³					
		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
R1	Truck Unloading/Docking Activity	41.8	38.8	41.8	46.4	50.2	54.6
	Roof-Top Air Conditioning Unit	31.8	29.0	30.7	32.0	32.3	32.8
	Parking Lot Vehicle Movements	25.0	21.8	22.8	27.8	33.8	44.7
	<i>Combined Noise Level</i>	42.3	39.3	42.2	46.6	50.4	55.0
R2	Truck Unloading/Docking Activity	42.9	39.9	42.9	47.5	51.3	55.7
	Roof-Top Air Conditioning Unit	34.2	31.4	33.1	34.4	34.7	35.2
	Parking Lot Vehicle Movements	26.9	23.7	24.7	29.7	35.7	46.6
	<i>Combined Noise Level</i>	43.5	40.6	43.4	47.8	51.5	56.2
R3	Truck Unloading/Docking Activity	54.0	51.0	54.0	58.6	62.4	66.8
	Roof-Top Air Conditioning Unit	30.5	27.7	29.4	30.7	31.0	31.5
	Parking Lot Vehicle Movements	21.4	18.2	19.2	24.2	30.2	41.1
	<i>Combined Noise Level</i>	54.0	51.0	54.0	58.6	62.4	66.8

Table 31. Mitigated Project Operational Noise Levels

Receptor Location ¹	Noise Source ²	Unmitigated Project Operational Noise Levels (dBA) ³					
		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
R4	Truck Unloading/Docking Activity	40.8	37.8	40.8	45.4	49.2	53.6
	Roof-Top Air Conditioning Unit	44.9	42.1	43.8	45.1	45.4	45.9
	Parking Lot Vehicle Movements	38.3	35.1	36.1	41.1	47.1	58.0
	<i>Combined Noise Level</i>	47.0	44.1	46.0	49.0	52.3	59.5
R5	Truck Unloading/Docking Activity	44.8	41.8	44.8	49.4	53.2	57.6
	Roof-Top Air Conditioning Unit	40.0	37.2	38.9	40.2	40.5	41.0
	Parking Lot Vehicle Movements	32.9	29.7	30.7	35.7	41.7	52.6
	<i>Combined Noise Level</i>	46.2	43.3	45.9	50.1	53.7	58.9
R6	Truck Unloading/Docking Activity	25.0	22.0	25.0	29.6	33.4	37.8
	Roof-Top Air Conditioning Unit	32.2	29.4	31.1	32.4	32.7	33.2
	Parking Lot Vehicle Movements	28.6	25.4	26.4	31.4	37.4	48.3
	<i>Combined Noise Level</i>	34.3	31.4	33.1	36.1	39.8	48.8

Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-average sound level); E. Avg. = logarithmic (energy) average; L_{50} = sound level that is exceeded during 50% of the measurement interval; mins = minutes; L_{25} = sound level that is exceeded during 25% of the measurement interval; L_8 = sound level that is exceeded during 8% of the measurement interval; L_2 = sound level that is exceeded during 2% of the measurement interval; L_{max} = maximum sound level recorded during the measurement interval.

¹ See Figure 7 for the receptor and noise source locations.

² Reference noise sources as shown on Table 28.

³ Operational noise level calculations are provided in Appendix D.

Table 32. Mitigated Operational Noise Level Compliance

Receptor Location ¹	Jurisdiction	Land Use	Noise Level at Receptor Locations (dBA) ²						Threshold Exceeded? ³	
			L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)	Daytime	Nighttime
Daytime	County of San Bernardino	Residential	55	55	60	65	70	75	Residential Noise Level Standards	
Nighttime			45	45	50	55	60	65		
Any Time			65	—	—	—	—	—		
R1	County (Rialto)	Residential	42.3	39.3	42.2	46.6	50.4	55.0	No	No
R2	County (Rialto)	Residential	43.5	40.6	43.4	47.8	51.5	56.2	No	No
R3	County (Rialto)	Residential	54.0	51.0	54.0	58.6	62.4	66.8	No	n/a
R4	County (Rialto)	Residential	47.0	44.1	46.0	49.0	52.3	59.5	No	n/a

Table 32. Mitigated Operational Noise Level Compliance

Receptor Location ¹	Jurisdiction	Land Use	Noise Level at Receptor Locations (dBA) ²						Threshold Exceeded? ³	
			L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)	Daytime	Nighttime
R5	Fontana	Residential	46.2	—	—	—	—	—	No	No
R6	Fontana	Residential	34.3	—	—	—	—	—	No	No

Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-average sound level); E. Avg. = logarithmic (energy) average; L_{50} = sound level that is exceeded during 50% of the measurement interval; mins = minutes; L_{25} = sound level that is exceeded during 25% of the measurement interval; L_8 = sound level that is exceeded during 8% of the measurement interval; L_2 = sound level that is exceeded during 2% of the measurement interval; L_{max} = maximum sound level recorded during the measurement interval.

¹ See Figure 7 for the receptor and noise source locations.

² Estimated project operational noise levels as shown on Table 31.

³ Do the estimated project operational noise levels meet the operational noise level standards (Table 27)?

Project Operational Noise Contribution

To describe the project operational noise level contributions at nearby noise-sensitive receptor locations, the project operational noise levels were combined with the existing ambient noise levels measurements for the off-site noise-sensitive receptor locations potentially impacted by project operational noise sources. Since the units used to measure noise (i.e., decibels (dB)) are logarithmic units, the project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations (Caltrans 2013). Instead, they must be logarithmic. The difference between the combined project and ambient noise levels describes the project noise level contributions. Noise levels, expected at receptor locations when unmitigated project-source noise is added to the ambient daytime and nighttime conditions, are presented on Tables 33 and 34, respectively.

As indicated on Tables 33 and 34, the project would contribute an unmitigated operational noise level increase during the daytime hours of up to 1.6 dBA L_{eq} and during the nighttime hours of up to 0.1 dBA L_{eq} . Based on the without project (i.e., ambient) noise levels, the project operational noise level increases would exceed the daytime significance criteria discussed previously at receptor location R3, and thus, the increases at the sensitive receptor locations would be potentially significant.

However, with the implementation of MM-NOI-1, daytime project-related operational noise level increases to the existing ambient noise environment at R3 are reduced to 0.1 dBA L_{eq} (Table 35), and therefore, impacts would be less than significant with mitigation. On this basis, project operational stationary-source noise would not result in a substantial temporary/periodic or permanent increase in ambient noise levels in the project vicinity.

Table 33. Unmitigated Daytime Operational Noise Level Contributions

Receptor Location ¹	Total Project Operational Noise Level (dBA L _{eq}) ²	Measurement Location ³	Reference Ambient Noise Levels (dBA L _{eq}) ⁴	Combined Project and Ambient (dBA L _{eq}) ⁵	Project Increase (dBA L _{eq}) ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	42.3	L1	60.0	60.1	0.1	5.0	No
R2	43.5	L2	71.8	71.8	0.0	1.5	No
R3	68.4	L2	71.8	73.4	1.6	1.5	Yes
R4	53.6	L2	71.8	71.9	0.1	1.5	No
R5	46.2	L3	71.4	71.4	0.0	1.5	No
R6	34.3	L4	72.4	72.4	0.0	1.5	No

Notes:

- ¹ See Figure 7 for the sensitive receptor locations.² Unmitigated project operational noise levels as shown on Table 29.
- ³ Reference noise level measurement locations as shown in Appendix D.
- ⁴ Observed daytime ambient noise levels as shown on Appendix D.
- ⁵ Represents the combined ambient conditions plus the project activities.
- ⁶ The noise level increase expected with the addition of the project activities.
- ⁷ Significance Criteria as discussed above in "On-Site Operational Noise Significance Criteria."

Table 34. Unmitigated Nighttime Operational Noise Level Contributions

Receptor Location ¹	Total Project Operational Noise Level (dBA L _{eq}) ²	Measurement Location ³	Reference Ambient Noise Levels (dBA L _{eq}) ⁴	Combined Project and Ambient (dBA L _{eq}) ⁵	Project Increase (dBA L _{eq}) ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	42.3	L1	58.0	58.1	0.1	5.0	No
R2	43.5	L2	68.8	68.8	0.0	1.5	No
R3	n/a	n/a	n/a	n/a	n/a	n/a	n/a
R4	n/a	n/a	n/a	n/a	n/a	n/a	n/a
R5	46.2	L3	67.4	67.4	0.0	1.5	No
R6	34.3	L4	68.2	68.2	0.0	1.5	No

Notes: n/a = church use does not represent a sensitive receptor location during nighttime hours when it is not in use.

- ¹ See Figure 7 for the sensitive receptor locations.
- ² Unmitigated project operational noise levels as shown on Table 9-3.
- ³ Reference noise level measurement locations as shown on Appendix D.
- ⁴ Observed nighttime ambient noise levels as shown on Table 5-1.
- ⁵ Represents the combined ambient conditions plus the project activities.
- ⁶ The noise level increase expected with the addition of the project activities.
- ⁷ Significance Criteria as discussed above in "On-Site Operational Noise Significance Criteria."

Table 35. Mitigated Daytime Operational Noise Level Contributions

Receptor Location ¹	Mitigated Project Operational Noise Level (dBA L _{eq}) ²	Measurement Location ³	Reference Ambient Noise Levels (dBA L _{eq}) ⁴	Combined Project and Ambient (dBA L _{eq}) ⁵	Project Increase (dBA L _{eq}) ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	42.3	L1	60.0	60.1	0.1	5.0	No
R2	43.5	L2	71.8	71.8	0.0	1.5	No
R3	54.0	L2	71.8	71.9	0.1	1.5	No
R4	47.0	L2	71.8	71.8	0.0	1.5	No
R5	46.2	L3	71.4	71.4	0.0	1.5	No
R6	34.3	L4	72.4	72.4	0.0	1.5	No

Notes:

- ¹ See Figure 7 for the sensitive receptor locations.
- ² Mitigated project operational noise levels as shown on Table 32.
- ³ Reference noise level measurement locations as shown on Appendix D.
- ⁴ Observed daytime ambient noise levels as shown on Appendix D.
- ⁵ Represents the combined ambient conditions plus the project activities.
- ⁶ The noise level increase expected with the addition of the project activities.
- ⁷ Significance Criteria as discussed above in "On-Site Operational Noise Significance Criteria."

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Short-Term Construction Vibration Impacts

Less-Than-Significant Impact. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. The following project construction activities are most likely to cause vibration impacts:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

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. Table 36 presents the expected project related vibration levels at each of

the sensitive receptor locations based the 0.2 inches per second peak particle velocity (ppv) threshold for vibration.

Table 36. Unmitigated Construction Equipment Vibration Levels

Receptor ¹	Distance to Const. Activity (Feet)	Receptor ppv Levels (inches per second) ²					Threshold (inches per second ppv)	Threshold Exceeded? ³
		<i>Small Bulldozer</i>	<i>Jack-hammer</i>	<i>Loaded Trucks</i>	<i>Large Bulldozer</i>	<i>Peak Vibration</i>		
R1	559	0.00	0.00	0.00	0.00	0.00	0.2	No
R2	440	0.00	0.00	0.00	0.00	0.00	0.2	No
R3	25	0.00	0.04	0.08	0.09	0.09	0.2	No
R4	39	0.00	0.02	0.04	0.05	0.05	0.2	No
R5	160	0.00	0.00	0.00	0.01	0.01	0.2	No
R6	130	0.00	0.00	0.01	0.01	0.01	0.2	No

Notes: ppv = peak particle velocity.

¹ Receptor locations are shown on Figure 7.

² Based on the Vibration Source Levels of Construction Equipment included Appendix D.

³ Does the peak vibration exceed the County of San Bernardino maximum acceptable vibration threshold?

At distances ranging from 25 to 559 feet from project construction activity, construction vibration velocity levels are expected to approach 0.09 inches per second ppv, as shown on Table 36. Based on the County of San Bernardino vibration standards, the unmitigated project construction vibration levels will satisfy the 0.2 inches per second ppv threshold at all of the nearby sensitive receptor locations. Vibration levels at the project site of the closest sensitive receptor are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the project site perimeter; therefore, short-term construction impacts associated with groundborne vibration would be less than significant

Long-Term Operational Vibration Impacts

Less-Than-Significant Impact. For industrial uses similar to the project, heavy-duty trucks represent the greatest source of vibration potential. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the data published by the Federal Transit Administration, typical vibration levels for the warehouse truck activity at normal traffic speeds will approach 0.004 inches per second ppv at 25 feet based (DOT 2006). Trucks transiting on site would be traveling at very low speeds, generating vibration levels well below the Federal Transit Administration 0.2 inches per second ppv threshold; therefore, long-term operational impacts associated with groundborne vibration would be less than significant.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less-Than-Significant Impact. Refer to previous response 3.12(a).

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less-Than-Significant Impact with Mitigation Incorporated. Refer to previous response 3.12(a).

- e) *Would the project be 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?*

No Impact. The project site is located approximately 11 miles northeast of Ontario International Airport and approximately 10 miles north of the Riverside Municipal Airport. The project site is not located within the Airport Influence Area of the Ontario International Airport nor the Riverside Municipal Airport (City of Ontario 2011; RCALUC 2005). Based on these relatively large distances between the project site and these public airports, the project would not expose people working in the project area to noise generated by either of these airports; therefore, no impacts associated with public airport noise would occur.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. No private airstrips or heliports are known to occur within 2 miles of the project site; therefore, no impact associated with private airstrip noise would occur.

3.13 Population and Housing

- a) *Would the project 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)?*

Less-Than-Significant Impact. The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but will likely average a few dozen workers at any given time throughout the workday. These short-term positions are anticipated

to be filled primarily by workers who reside in the project area vicinity; therefore, construction of the project would not generate a permanent increase in population within the project area.

Because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined. For purposes of analysis, employment estimates are calculated using average employment density factors reported by SCAG in their Employment Density Study. This publication reports that for every 2,111 square feet of warehouse space in San Bernardino County, the median number of jobs created is one employee (SCAG 2001). The proposed warehouse building would be approximately 156,500 square feet, and as such, the estimated number of employees required for operation would be approximately 75 employees. Similar to the construction jobs created by the project, the project's permanent employment requirements would likely be met by the local existing labor force without people needing to relocate into the project region. Overall, the project would not stimulate population growth or population concentration above what is assumed in local and regional land use plans; therefore, impacts associated with population growth would be less than significant.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less-Than-Significant Impact. The project site currently contains existing residential structures. The property owners entered into a voluntary purchase agreement with the applicant and no longer occupy the project site. Although it is speculative where the previous on-site residents ultimately relocated, assuming that they relocated in the project area, it is expected that they will find available housing opportunities in the vicinity, given that the City has approximately 1,399 vacant housing units (U.S. Census Bureau 2016); therefore, impacts associated with displacement of housing would be less than significant.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Less-than-Significant Impact. Refer to previous response 3.13(b).

3.14 Public Services

- 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?

Less-Than-Significant Impact. The Rialto Fire Department (RFD) provides fire protection and emergency response services in the project area. The RFD deploys from four fire stations staffed 24 hours per day by career firefighters and administration. The RFD staffs one battalion chief, three engine companies, one truck company, and four paramedic ambulances each day. On-duty personnel also provide staffing for a HAZMAT unit and an Urban Search and Rescue unit (City of Rialto 2016).

The closest fire station to the project area is Fire Station 203 (1550 North Ayala Drive). A suppression unit and an ambulance are staffed at this fire station. Considering the proximity of the project site to the existing RFD facilities, and given the fact that the project site is already located within RFD's service area, the project could be adequately served by the RFD without adversely effecting personnel-to-resident ratios, response times, or other performance objectives.

In addition, the project would not directly or indirectly induce population growth in the City. Although the project could potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new RFD facilities. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to fire protection services. Therefore, impacts associated with RFD facilities and response times would be less than significant.

Police protection?

Less-Than-Significant Impact. The Rialto Police Department (RPD) is headquartered at 128 North Willow Avenue, approximately 3 miles north from the project site. The station has approximately 157 employees, including roughly 106 sworn officers (RPD 2014a). The RPD serves 28.5 square miles with a population of over 100,000 people and offers a variety of services and assignments, including patrol, K-9, school resource officer, Street Crime Attack Team, investigations, narcotics, training/backgrounds, community services, and the Re-Entry Support Team (RPD 2014b).

The project would not directly or indirectly induce population growth in the City. While the project would potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new RPD facilities. In addition, the project site is already located within RPD's service area and would not require an expansion of the service area, which could otherwise result in longer response time. Overall, it is anticipated that the project would be adequately served by existing RPD facilities, equipment, and personnel. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to police protection services. Therefore, impacts associated with RPD facilities and response times would be less than significant.

Schools?

No Impact. The City is served by three school districts: the Rialto Unified School District, Fontana Unified School District, and Colton Joint Unified School District (City of Rialto 2010a). The project site is within the Fontana Unified School District, which serves more than 37,000 students over 45 campuses with 30 elementary schools, 7 middle schools, 5 comprehensive high schools, 3 alternative high school, an adult education program, and an after-school program (FUSD 2017).

Neither the construction nor the operation of the project would generate new permanent residents that would increase student populations. As such, the project would not directly or indirectly induce population growth in the City, and the project would have no effect on the Fontana Unified School District service abilities.

Nonetheless, all residential and non-residential development projects would be subject to Senate Bill 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of Senate Bill 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with Senate Bill 50, the project applicant would pay their fair share of impact fees based on project size. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, impacts associated with school facilities would be less than significant.

Parks?

No Impact. The project would not directly or indirectly induce population growth in the City. As such, the project would not generate new permanent residents that would increase the use of existing parks such that substantial physical deterioration of facilities would occur or be accelerated. Regardless, the project would be subject to the state's Quimby Act, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements.

Pursuant to the Quimby Act, the applicant would pay their fair share of in-lieu fees based on the type/size of development. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts associated with park facilities would occur.

Other public facilities?

No Impact. Given the lack of population growth as a result of the project, it is unlikely that the project would increase the use of libraries and other public facilities. Notwithstanding, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to libraries by helping fund capital improvements and expenditures. Therefore, no impacts associated with libraries and other public facilities would occur.

3.15 Recreation

- 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?***

No Impact. The project would not directly or indirectly induce substantial population growth in the City. Neither construction nor operation of the project would generate new residents to the extent that use of existing parks and recreational facilities would increase and result in the physical deterioration of these facilities. Regardless, the project would be subject to the state's Quimby Act, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Pursuant to the Quimby Act, the applicant would pay their fair share of in-lieu fees based on the type/size of development. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts associated with the increased use of existing recreational facilities would occur.

- 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?***

No Impact. Refer to previous response 3.15(a).

3.16 Transportation and Traffic

The following analysis is based on the August 2018 Traffic Impact Analysis prepared by Urban Crossroads Inc. and included as Appendix E.

This section provides a summary of the existing circulation network, the City General Plan Circulation Element, and a review of existing peak hour intersection operations and traffic signal warrant analyses.

Existing Circulation Network

Intersections

In consultation with City staff, nine study area existing and future intersections were selected for the TIA (Appendix E) based on the City's traffic study requirements, which require analysis of intersections where a project is anticipated to contribute 50 or more peak-hour trips. These intersections are shown in Figure 8, Intersection Location Map, and listed in Table 37. Figure 9, Existing Number of Through Lanes and Intersection Control, shows the study area intersections located near the project site, and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

The rationale for evaluating intersections where a project would contribute 50 or more peak-hour trips is standard industry practice and supported by substantial evidence. The potential impact threshold of 50 peak-hour trips is identified in the San Bernardino County Congestion Management Program (CMP) traffic study guidelines (SANBAG 2016), which is followed by the City of Rialto and City of Fontana. The 50 peak-hour-trip threshold is used by several other lead agencies throughout Southern California, including the California Department of Transportation (Caltrans), County of San Bernardino, County of Riverside, and County of Orange. In effect, these jurisdictions have established 50 project trips as the threshold of significance for when to analyze signalized intersections. Thus, a project trip contribution of less than 50 trips is considered less than significant and is typically not evaluated.

The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively use new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. The County of San Bernardino CMP became effective with the passage of Proposition 111 in 1990 and was updated most recently in 2016. The San Bernardino County Transportation Authority (SBCTA) adopted the 2016 CMP for the County of San Bernardino in June 2016. There is one project study area intersection identified as a CMP facility.

Table 37. Intersection Analysis Locations

Intersection Location	Jurisdiction	CMP?
Driveway 1 and Baseline Road – Future Intersection	City of Rialto, City of Fontana	No
Driveway 2 and Baseline Road – Future Intersection	City of Rialto, City of Fontana	No
Tamarind Avenue and Driveway 3 – Future Intersection	City of Rialto	No
Tamarind Avenue and Baseline Road	City of Rialto, City of Fontana	No
Alder Avenue and I-210 Westbound Ramps	City of Rialto, Caltrans	No
Alder Avenue and I-210 Eastbound Ramps	City of Rialto, Caltrans	No
Alder Avenue and Renaissance Parkway	City of Rialto	No
Alder Avenue and Walnut Avenue	City of Rialto	No

Table 37. Intersection Analysis Locations

Intersection Location	Jurisdiction	CMP?
Alder Avenue and Baseline Road	City of Rialto, City of Fontana	Yes ¹

Notes: CMP = Congestion Management Program; Caltrans = California Department of Transportation.

¹ San Bernardino County CMP location.

City of Rialto General Plan Circulation Element

The project site is located within the Renaissance Specific Plan – Employment zone in the City of Rialto. The roadway classifications and planned roadway cross-sections of the major roadways within the study area, as identified in the City’s Circulation Element and the Renaissance Specific Plan are described as follows.

Major Arterials

Major arterials can accommodate six travel lanes and have an 18-foot raised median within a 120-foot right-of-way. These facilities are intended to carry large volumes of relatively high-speed traffic between the region, different parts of the City. An example of a major arterial within the study area includes:

- Baseline Road, East of Palmetto Avenue

Renaissance Specific Plan Circulation Element

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways in the vicinity of the project as identified on the Renaissance Specific Plan Circulation Element are described subsequently.

Major Arterials

Major arterials can accommodate four travel lanes and may include 12- to 18-foot raised medians within a 100-foot right-of-way. These facilities are intended to carry large volumes of relatively high-speed traffic between the region, different parts of the City, and within the Renaissance Specific Plan. Examples of major arterials within the study area include:

- Renaissance Parkway
- Alder Avenue
- Baseline Road

Commercial Collectors

Commercial collectors can accommodate two travel lanes with 8-foot shoulders for parking on either side. Examples of a commercial collector within the study area include:

- Tamarind Avenue

- Walnut Avenue

City of Fontana Circulation Master Plan

While the project site is located within the City of Rialto, the study area contains four intersections that share a mutual border with the City of Fontana. The roadway classifications and planned roadway cross-sections of the major roadways within the study area, as identified on the City of Fontana Circulation Master Plan (City of Fontana 2003a), are described as follows.

Modified Major Arterials

Modified major arterials can accommodate six travel lanes and include a 14-foot raised median within a 120-foot right-of-way. These facilities are intended to carry large volumes of relatively high-speed traffic between the region, different parts of the City of Fontana. An example of a modified major arterial within the study area includes:

- Baseline Avenue, west of Palmetto Avenue

Alternative Transportation Facilities and Service

Bicycle and Pedestrian Facilities

Under existing conditions, there are not many pedestrian facilities in the vicinity of the project site. The Renaissance Specific Plan Bicycle and Pedestrian Circulation Plan includes bike lanes and sidewalks along Renaissance Parkway and Alder Avenue, and Class III bike routes and sidewalks along Walnut Street and Tamarind Avenue. Field observations indicate nominal pedestrian and bicycle activity within the study area (Appendix E).

Transit Service

The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. The study area currently served by Omnitrans Route 10, which operates along Baseline Road, and would likely serve the project. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate (Omnitrans 2017).

Existing (2018) Conditions

Information for existing (2018) conditions represents the baseline traffic conditions as they existed at the time the TIA was prepared (Appendix E).

Existing Traffic Counts

Manual AM and PM peak-hour turning movement counts were conducted in March 2018.

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in March 2018. The following peak hours were selected for analysis:

- Weekday AM Peak Hours (peak hours between 7:00 a.m. and 9:00 a.m.)
- Weekday PM Peak Hours (peak hours between 4:00 p.m. and 6:00 p.m.)

The weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes, and near-by schools were in session and operating on normal schedules.

The raw manual peak hour turning movement traffic count data sheets are included in Appendix E. These raw turning volumes have been flow conserved between intersections with limited access, with no access, and where there are currently no uses generating traffic (e.g., between ramp-to-arterial intersections). The traffic counts collected in March 2018 include the following vehicle classifications for intersections that include the I-210 Freeway:

- Passenger cars
- 2-axle trucks
- 3-axle trucks
- 4-or-more-axle trucks

To represent the impact large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into passenger-car-equivalent (PCE) trips. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4-or-more-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the City's traffic study guidelines (Appendix E). Existing AM and PM peak hour turning movement volumes and average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Figure 10. Existing ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 15.1160 = \text{Leg Volume}$$

A comparison of the PM peak-hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 6.616 %. As such, the equation previously shown using a factor of 15.1160 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 6.616% (i.e., $1/0.15116 = 6.616$) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing PCE volumes and weekday AM and PM peak-hour intersection volumes are shown in Figure 10.

Existing Conditions Intersection Operation Analysis

Existing (2018) peak-hour traffic operations were evaluated for the study area intersections. The intersection operations analysis results are shown in Table 38, which indicates that the existing study area intersections are currently operating at an acceptable level of service (LOS) during the peak hours, with the exception of the following:

- Tamarind Avenue and Baseline Road (No. 4) – LOS F AM peak hour only
- Alder Avenue and Renaissance Parkway (No. 7) – LOS F AM peak hour; LOS E PM peak hour

A summary of the peak-hour intersection LOS for existing conditions is shown in Figure 11.

Table 38. Intersection Analysis for Existing (2018) Conditions with Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound				Southbound				Eastbound				AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Dwy. 1 & Baseline Rd.		Future Intersection															
2	Dwy. 2 & Baseline Rd.		Future Intersection															
3	Tamarind Av. & Dwy. 3		Future Intersection															
4	Tamarind Av. & Baseline Rd.	CSS	0	1	0	0	1	0	1	1	1	1	2	0	>100.0	27.6	F	D
5	Alder Av. & I-210 Westbound Ramps	TS	1	2	0	0	2	0	0	0	0	1	1	0	49.4	44.4	D	D
6	Alder Av. & I-210 Eastbound Ramps	TS	0	2	0	1	2	0	0	1	1	0	0	0	18.4	21.1	B	C
7	Alder Av. & Renaissance Pkwy.	TS	1	2	0	1	2	0	1	1	1	1	2	0	81.0	69.0	F	E
8	Alder Av. & Walnut Av.	TS	1	2	0	1	2	0	1	1	1	1	1	0	22.4	26.6	C	C
9	Alder Av. & Baseline Rd.	TS	1	1	0	1	1	1>	1	1	0	1	1	1>	44.9	33.2	D	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1> = Right Turn Overlap Phasing

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; TS = Traffic Signal

Existing Conditions Traffic Signal Warrants Analysis

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD) (Caltrans 2014).

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met (Caltrans 2014). Specifically, analysis utilizes the peak-hour-volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 is appropriate to use for this analysis because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 persons or with adjacent major streets operating more than 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether urban or rural warrants were used for a given intersection.

As shown on Table 39, traffic signal warrant analyses were performed for the following unsignalized study area intersections during the peak weekday conditions wherein the project is anticipated to contribute the highest trips:

Table 39. Traffic Signal Warrant Analysis Locations

ID	Intersection Location	Jurisdiction
3	Tamarind Avenue and Driveway 3 – Future Intersection	City of Rialto
4	Tamarind avenue and Baseline Road	City of Rialto, City of Fontana

Source: Appendix E.

Traffic signal warrant analysis was not performed for Driveway 1 or 2 as they are anticipated to be restricted access. Under the existing conditions, the following intersection warrants a traffic signal:

- Tamarind Avenue and Baseline Road

Existing conditions traffic signal warrant analysis worksheets are provided in Appendix E.

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less-Than-Significant Impact with Mitigation Incorporated. For the purposes of the TIA (Appendix E), potential impacts to traffic and circulation were assessed for each of the following conditions:

- Existing (2018) Conditions (previously discussed)
- Existing Plus Project Conditions (E+P)
- Existing Plus Ambient Growth Plus Project (E+A+P)
- Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C)

Thresholds of Significance

Level of Service

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

City of Rialto

The City 2010 GPU has established minimum LOS standards. Specifically, General Plan Policies 4-1.20 and 4-1.21 establish the minimum standards to be applied to any TIA, as follows:

- Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours, and require new development to mitigate traffic impacts that degrade LOS below that level.
- Policy 4-1.21: Design City streets so that unsignalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours, and require new development to mitigate traffic impacts that increase delay above that level.

City of Fontana

The City of Fontana has set the goal for acceptable LOS as LOS C or better, for study area intersections (see Goal 1, Policy 12 of the City of Fontana General Plan Circulation Element). Achieving the LOS C target is considered a notable burden and is beyond feasibility as the study area consists of roadways that have been constructed and managed since the adoption of the current General Plan. Maintaining the LOS C threshold within a built environment would require extensive roadway widening that could affect existing uses, property rights and substantial costs associated with implementing these improvements. The City of Fontana Circulation Element also recognizes that LOS D is typically considered the worst acceptable level in urbanized areas of the City. In an effort to be consistent with the City's Circulation Element, LOS D has been utilized for the study area intersections.

Caltrans Facilities

To determine whether the addition of project traffic to the state highway system freeway segments would result in a deficiency, the following were utilized:

- The project would cause the LOS of a segment to degrade from D or better to E or F.
- The project would exacerbate an already deficient condition by contributing 50 or more peak hour trips. A segment that is operating at or near capacity is deemed to be deficient.

Intersections

Consistent with the City's traffic study guidelines, new development is required to mitigate traffic impacts exceeding these levels. Significant impacts are deemed to occur at any intersection in which the project causes the LOS to fall below LOS D or the peak hour delay to increase as follows (applicable for both the City of Rialto and the City of Fontana):

- LOS A/B = By 10.0 seconds
- LOS C = By 8.0 seconds
- LOS D = By 5.0 seconds
- LOS E = By 2.0 seconds
- LOS F = By 1.0 second

The proposed significance thresholds will be applied at study area intersections for the purposes of determining project-related impacts.

Projected Project Traffic

This section presents the traffic volumes estimated to be generated by the project and the project's trip assignment onto the study area roadway network. For the purposes of the TIA (Appendix E), the project would consist of up to 156,500 square feet of warehouse/distribution center use and would be developed in a single phase with an anticipated Opening Year of 2020. The following driveways are assumed to provide access to the project site.

- Driveway 1 at Baseline Road – Right-in/right-out (passenger cars and trucks)
- Driveway 2 at Baseline Road – Right-in/right-out (passenger cars only)
- Driveway 3 at Tamarind Avenue – Full access (Trucks only)

The I-210 Freeway via Alder Avenue and Sierra Avenue would provide regional access to the project site.

Projected Trip Generation

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Determining traffic generation for a specific project is, therefore, based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation rates used to estimate project traffic are shown in Table 40. The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual, 9th Edition, 2012, for Warehousing (ITE Land Use Code 150) (ITE 2012).

PCE factors were applied to the trip generation rates for heavy trucks (i.e., large 2-axle, 3-axle, and 4-or-more-axle trucks). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for capacity and LOS analyses. The PCE factors are consistent with the recommended PCE factors in the City's traffic study guidelines. Trip generation rates for actual vehicles and with PCE factors are shown in Table 40.

Table 40. Project Trip Generation Summary

Project Trip Generation Rates									
Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Warehousing ³	150	TSF	0.240	0.060	0.300	0.080	0.240	0.320	3.560
Passenger Cars (60.0%)			0.144	0.036	0.180	0.048	0.144	0.192	2.136
2-Axle Trucks (0.8%)			0.002	0.001	0.003	0.001	0.002	0.003	0.029
3-Axle Trucks (11.2%)			0.027	0.007	0.034	0.009	0.027	0.036	0.399
4-Axle+ Trucks (28.0%)			0.067	0.016	0.083	0.022	0.067	0.089	0.996
Passenger Car Equivalent									
Warehousing ³	150	TSF	0.240	0.060	0.300	0.080	0.240	0.320	3.560
Passenger Cars (60.0%)			0.144	0.036	0.180	0.048	0.144	0.192	2.136
2-Axle Trucks (0.8%) (PCE = 1.5) ⁴			0.003	0.002	0.005	0.002	0.003	0.005	0.044
3-Axle Trucks (11.2%) (PCE = 2.0) ⁴			0.054	0.014	0.068	0.018	0.054	0.072	0.798
4-Axle+ Trucks (28.0%) (PCE = 3.0) ⁴			0.201	0.048	0.249	0.066	0.201	0.267	2.988

Project Trip Generation									
Project	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Baseline and Tamarind Warehouse	156,500	TSF							
Passenger Cars:			23	6	29	8	23	31	335
Truck Trips:									
2-axle:			1	1	2	1	1	2	5
3-axle:			5	2	7	2	5	7	63
4+-axle:			11	3	14	4	11	15	156
- Net Truck Trips			17	6	23	7	17	24	224
TOTAL NET TRIPS (Actual Vehicles)			40	12	52	15	40	55	559
Passenger Car Equivalent (PCE)									
Baseline and Tamarind Warehouse	156,500	TSF							
Passenger Cars:			23	6	29	8	23	31	335
Truck Trips:									
2-axle:			1	1	2	1	1	2	7
3-axle:			9	3	12	3	9	12	125
4+-axle:			32	8	40	11	32	43	468
- Net Truck Trips			42	12	54	15	42	57	600
TOTAL NET TRIPS (PCE)			65	18	83	23	65	88	935

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Ninth Edition (2012).

² TSF = thousand square feet

³ Vehicle and Truck Mix Source: City of Rialto Public Works Department *Traffic Impact Analysis Report Guidelines and Requirements* (2013).

⁴ PCE rates are per City of Rialto Public Works Department *Traffic Impact Analysis Report Guidelines and Requirements* (2013).

The project is anticipated to generate a net total of 559 trip-ends per day with 52 AM peak hour trips and 55 PM peak hour trips. In comparison, the project is anticipated to generate a net total of 935 PCE trip-ends per day with 83 PCE AM peak hour trips and 88 PCE PM peak hour trips (Table 40).

Proposed Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, and traffic routes that will be used by project traffic. The potential interaction between the planned land uses and the surrounding regional access routes are considered to identify the routes that would be used by project traffic.

The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the project site, location of surrounding uses, and proximity to the regional freeway system. Given these differences, separate trip distributions were generated for passenger cars and truck trips. Figure 12 shows the truck trip distribution patterns for the project. Figure 13 shows the passenger car trip distribution patterns.

Modal Split

The potential for project trips (non-truck) to be reduced by the use of public transit, walking, or bicycling was not included as part of the project's estimated trip generation. Essentially, the project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes (non-truck trips only).

Project Trip Assignment

The assignment of traffic from the project site to the adjoining roadway system was based on project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. Based on the identified project traffic generation and trip distribution patterns, project-only ADT and peak hour intersection turning movement volumes are shown on Figure 14.

Projected Future Traffic

Future year traffic forecasts were based on background (ambient) growth at 2.0% per year, compounded annually, for 2020 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. The total ambient growth is 4.04% for 2020 traffic conditions (compounded growth of 2% per year over 2 years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not

yet built and/or for which development applications have been filed and are under consideration by governing agencies.

Cumulative Development

California Environmental Quality Act (CEQA) Guidelines require that other reasonably foreseeable development projects that are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed from consultation with the City of Rialto and City of Fontana staff. The cumulative project list includes known and foreseeable projects that are anticipated to contribute measurable traffic (i.e., 50 or more peak-hour trips) to study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that were applied to the peak-hour volumes at study area intersections.

The cumulative projects list in the TIA (Appendix E) is also consistent with other traffic studies for recently approved projects in the City of Rialto and the City of Fontana, and includes additional cumulative projects from Rialto and Fontana in the vicinity of the study area. Figure 15 shows the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 41. If applicable, the traffic generated by cumulative projects was manually added to EAPC (2020) forecasts to ensure that traffic generated by the listed cumulative development projects shown in Table 41 was reflected as part of the background traffic. The ADT and peak hour intersection turning movement volumes generated by the cumulative development projects are shown in Figure 16.

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Table 41. Cumulative Development Land Use Summary

TAZ	Project Name	Land Use ¹	Quantity	Units ²
CITY OF RIALTO				
R1	Golden Springs, LLC	Warehouse	630.000	TSF
R2	I-210 Logistics III, LLC	Warehouse	742.000	TSF
R3	I-210 Logistics II, LLC	Warehouse	763.000	TSF
R4	Alder / Miro Warehouse	Warehouse	596.000	TSF
R5	Medline Industries, LLC	Warehouse	1090.000	TSF
R6	Palmetto Warehouse	Warehouse	940.400	TSF
R7	Baseline / Alder Warehouse	Warehouse	340.715	TSF
R8	Shaw Development Company	Warehouse	251.042	TSF
R9	Morin	Warehouse	176.000	TSF
R10	Rialto Retail Center	Warehouse	200.000	TSF
		Auto wash	1.800	TSF
		Fast Food w/ Drive-thru	5.300	TSF
		Shopping Center	2.200	TSF
		Hotel	77	RM
R11	B&B Plastics, Inc.	Warehouse	151.000	TSF
R12	Pusan Pipe, Inc.	Manufacturing	39.000	TSF
R13	Rialto Commercial	Hotel	100	RM
		Restaurant	4.500	TSF
		Fast Food w/o Drive-thru	1.000	TSF
		Fast Food w/ Drive-thru	5.440	TSF
		Gas/Service Station w/ Food Mart/Car Wash	16	VFP
R14	I-210 Logistics V, LLC	Warehouse	203.639	TSF
R15	I-210 Logistics IV, LLC	Warehouse	412.560	TSF
R16	Monster Beverage	Warehouse	1090.000	TSF
R17	Prologis 5	Warehouse	384.000	TSF
R18	Palmetto / Baseline Warehouse	Warehouse	939.000	TSF
R19	PA 108 (Buildings 5 and 6)	Warehouse	1469.848	TSF
R20	PA 108 (Building 6)	Warehouse	411.330	TSF
R21	Alder / Casmalia Warehouse	Warehouse	618.400	TSF
R22	Prologis (Locust and Stonehurst)	Warehouse	473.000	TSF
R23	Caprock II (Locust and Bohnert)	Warehouse	609.000	TSF
CITY OF FONTANA				
F1	Gabriella	SFDR	200	DU
F2	Fontana Promenade	SFDR	391	DU
		Condo/Townhomes	377	DU
		Shopping Center	166.000	TSF
F3	Highland Village	Shopping Center	44.430	TSF
		Restaurant	12.000	TSF
		Fast Food	4.948	TSF
		Medical Office	25.000	TSF
F4	Fontana North Walmart	Discount Superstore	200.000	TSF
		Shopping Center	11.580	TSF
		Fast Food without Drive-Through	3.420	TSF
		Fast Food with Drive-Through	9.400	TSF
		Restaurant	8.500	TSF
		Gas Station w/ Convenience Store	16	VFP
F5	30 Single Family Homes (17064 Baseline Av.)	SFDR	30	DU

¹ SFDR = Single Family Detached Residential

² DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet; AC = Acre; STU = Students

³ Quantity and land use unknown. City of Rialto provided estimated trips and PCE AM and PM.

Near-Term Traffic Analysis

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- EAP (2020)
 - Existing 2018 volumes
 - Ambient growth traffic (4.04%)
 - Project traffic
- EAPC (2020)
 - Existing 2018 volumes
 - Ambient growth traffic (4.04%)
 - Cumulative development traffic
 - Project traffic

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast the EAP (2020) and EAPC (2020) traffic conditions. An ambient growth factor of 4.04% accounts for background (area-wide) traffic increases that occur over time up to the year 2020 from the year 2018 (compounded 2% per year growth over a 2-year period). Project traffic is added to assess EAP (2020) and EAPC (2020) traffic conditions, respectively. Traffic volumes generated by cumulative development projects are then added to assess the EAPC (2020) traffic conditions. The 2020 roadway networks are similar to the existing conditions roadway network with the exception of future roadways and intersections proposed to be developed by the project.

Existing Plus Project Conditions

The E+P analysis determined significant traffic impacts that would occur on the existing roadway system with the addition of project traffic. The E+P analysis is intended to identify the project-specific impacts associated solely with development of the project based on a comparison of the E+P traffic conditions to existing (2018) conditions.

Roadway Improvements

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Figure 9, with the exception of the project driveways, and those facilities assumed to be in place prior to or constructed by the project to provide site access are also assumed to be in place for E+P conditions.

E+P Traffic Volume Forecasts

This scenario includes existing (2018) traffic volumes plus project traffic. The weekday ADT volumes and AM and PM peak-hour intersection turning movement volumes are shown in Figure 17.

Intersection Operations Analysis

E+P peak-hour traffic operations were evaluated for study area intersections. The intersection analysis results are shown in Table 42 and summarized on Figure 18, which indicates that no additional study area intersections are anticipated to operate at a deficient LOS under E+P traffic conditions in addition to the locations previously identified under Existing traffic conditions. The following intersections currently operate at a deficient LOS under Existing (2018) traffic conditions and are anticipated to continue to operate at a deficient LOS with the addition of project traffic:

- Tamarind Avenue and Baseline Road (No. 4) – LOS F AM peak hour only
- Alder Avenue and Renaissance Parkway (No. 7) – LOS F AM peak hour; LOS E PM peak hour

Table 42. Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control ³	Existing (2018)				E+P				Change in Delay		Significant Impact? ⁴
			Delay (secs.) ¹		LOS ²		Delay (secs.) ¹		LOS ²		AM	PM	
			AM	PM	AM	PM	AM	PM	AM	PM			
1	Dwy. 1 & Baseline Rd.	CSS	Future Intersection				10.6	10.0	B	B	--	--	No
2	Dwy. 2 & Baseline Rd.	CSS	Future Intersection				10.6	9.9	B	A	--	--	No
3	Tamarind Av. & Dwy. 3	CSS	Future Intersection				8.8	8.9	A	A	--	--	No
4	Tamarind Av. & Baseline Rd.	CSS	>100.0	27.6	F	D	>100.0	28.5	F	D	23.8	0.9	Yes
5	Alder Av. & I-210 Westbound Ramps	TS	49.4	44.4	D	D	49.9	44.8	D	D	0.5	0.4	No
6	Alder Av. & I-210 Eastbound Ramps	TS	18.4	21.1	B	C	19.3	21.9	B	C	0.9	0.8	No
7	Alder Av. & Renaissance Pkwy.	TS	81.0	69.0	F	E	81.4	70.0	F	E	0.4	1.0	No
8	Alder Av. & Walnut Av.	TS	22.4	26.6	C	C	23.3	34.4	C	D	0.9	7.8	No
9	Alder Av. & Baseline Rd.	TS	44.9	33.2	D	C	45.2	33.2	D	C	0.3	0.0	No

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² LOS = Level of Service

³ CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

⁴ Based on the City of Rialto's significance threshold, significant impacts are deemed to occur at any intersection in which the project causes the LOS to fall below level D or the peak hour delay increases as follows:

LOS A/B = By 10.0 seconds

LOS C = By 8.0 seconds

LOS D = By 5.0 seconds

LOS E = By 2.0 seconds

LOS F = By 1.0 seconds

Traffic Signal Warrant Analysis

There are no additional traffic signals anticipated to meet either peak-hour volume or planning level (daily volume) based traffic signal warrants with the addition of project traffic for E+P traffic conditions, in addition to the location previously warranted under Existing (2018) traffic conditions.

Summary of E+P Conditions Traffic Impacts

Project-related impacts are anticipated to occur if the addition of project traffic results in deficient peak-hour operations where there were acceptable operations under pre-project conditions (based on a comparison of existing and E+P traffic conditions). Cumulative traffic impacts are deficiencies that are not directly caused by a project, but occur as a result of regional growth combined with a project or other nearby cumulative development projects, or if the project is anticipated to contribute traffic to an already deficient intersection. A project's contribution to a particular cumulative transportation deficiency is deemed cumulatively considerable if that project adds significant traffic to a forecasted deficiency. For the project, each applicable agency's thresholds were applied to determine potential impacts.

The intersections at Tamarind Avenue and Baseline Road (No. 4), and Alder Avenue and Renaissance Parkway (No. 7) were found to operate at an unacceptable LOS during one or more of the peak hours under existing (2018) traffic conditions, and the intersection is anticipated to continue to operate at unacceptable levels during one or more of the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

As shown in Table 42, the addition of project traffic to the intersection of Alder Avenue and Renaissance Parkway is not anticipated to exceed the City's significance threshold. As such, the project's impact at Alder Avenue and Renaissance Parkway is less than significant. However, the addition of project traffic is anticipated to increase the delay in the AM peak hour by more than 1.0 second at the intersection of Tamarind Avenue and Baseline Road only, resulting in a cumulatively significant impact.

A summary of off-site improvements needed to address cumulative traffic impacts for EAPC Opening Year (2020) traffic conditions is shown on Table 48. Improvements included in the City of Rialto's DIF program and the Renaissance Specific Plan fee program were identified as such. For improvements that do not appear in the City of Fontana's DIF program, a fair-share financial contribution based on the project's fair-share impact would be imposed (for the City of Rialto facilities), and may also be imposed by other jurisdictions, to mitigate the project's share of impacts in lieu of physical improvements. These fees (to the City of Rialto and, as determined, to surrounding agencies as fair-share contributions) are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected vehicle trip increases.

A rough order of magnitude cost was prepared to determine the appropriate contribution value based on the project's fair share of traffic as part of the project approval process, as shown in Table 48. These estimates are a rough order of magnitude and are intended only for discussion purposes; they do not imply any legal responsibility or formula for contributions or mitigation.

As such, MM-TRA-1 would be required. MM-TRA-1 would require the project to contribute a fair share toward the installation of a traffic signal at the intersection of Tamarind Avenue and Baseline Road.

MM-TRA-1 At the Tamarind Avenue and Baseline Road intersection, the following improvements are necessary to improve the intersection's peak-hour operations to acceptable levels:

- A fair share contribution toward the installation of a traffic signal

Table 43 shows the effectiveness of MM-TRA-1. As shown in Table 43, with implementation of MM-TRA-1, the LOS at Tamarind Avenue and Baseline Road (No. 4) would improve to an acceptable LOS (B) during AM and PM peak hours.

Table 43. Intersection Analysis for E+P Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹								Delay ² (secs.)		Level of Service					
			Northbound			Southbound			Eastbound		Westbound			AM	PM	AM	PM	
			L	T	R	L	T	R	L	T	R	L	T					R
4	Tamarind Av. & Baseline Rd. - Without Improvements - With Improvements	CSS TS	0	1	0	0	1	0	1	1	1	1	2	0	>100.0 14.3	28.5 14.1	F B	D B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

Existing Plus Ambient Growth Plus Project (EAP) Opening Year 2020 Conditions

This section analyzes the Existing Plus Ambient Growth Plus Project Opening Year 2020 Conditions and determines potential traffic impacts based on a comparison of the EAP traffic conditions to Existing (2018) conditions. To account for background traffic growth, an ambient growth factor from Existing conditions of 4.04% (2% per year over 2 years, compounded annually) has been included for 2020 conditions.

Roadway Improvements

The lane configurations and traffic controls assumed to be in place for EAP (2020) conditions are consistent with those shown previously on Figure 9, with the exception of the project driveways and those facilities assumed to be in place prior to or constructed by the project to provide site access are also assumed to be in place for EAP (2020) conditions.

Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% and the addition of project traffic. The weekday ADT, weekday AM, and PM peak-hour volumes, which can be expected for EAP (2020) traffic conditions, are shown on Figure 19.

Intersection Operations Analysis

EAP (2020) peak hour traffic operations have been evaluated for the study area intersections. The intersection analysis results are summarized in Table 44 and shown on Figure 20, which indicates that there are no additional study area intersections anticipated to operate at a deficient LOS under EAP (2020) traffic conditions in addition to the location previously identified under Existing traffic conditions. The following intersections currently operate at a deficient LOS under Existing (2018) traffic conditions and are anticipated to continue to operate at a deficient LOS for EAP (2020) traffic conditions:

- Tamarind Avenue and Baseline Road (No. 4) – LOS F AM peak hour only
- Alder Avenue and Renaissance Parkway (No. 7) – LOS F AM peak hour; LOS E PM peak hour

Table 44. Intersection Analysis for EAP (2020) Conditions

#	Intersection	Traffic Control ³	Existing (2018)				EAP (2020)			
			Delay (secs.) ¹		LOS ²		Delay (secs.) ¹		LOS ²	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Dwy. 1 & Baseline Rd.	CSS	Future Intersection				10.7	10.0	B	B
2	Dwy. 2 & Baseline Rd.	CSS	Future Intersection				10.7	9.9	B	A
3	Tamarind Av. & Dwy. 3	CSS	Future Intersection				8.9	8.9	A	A
4	Tamarind Av. & Baseline Rd.	CSS	>100.0	27.6	F	D	>100.0	31.5	F	D
5	Alder Av. & I-210 Westbound Ramps	TS	49.4	44.4	D	D	54.3	48.3	D	D
6	Alder Av. & I-210 Eastbound Ramps	TS	18.4	21.1	B	C	20.1	23.9	C	C
7	Alder Av. & Renaissance Pkwy.	TS	81.0	69.0	F	E	89.2	73.8	F	E
8	Alder Av. & Walnut Av.	TS	22.4	26.6	C	C	23.6	35.4	C	D
9	Alder Av. & Baseline Rd.	TS	44.9	33.2	D	C	50.1	34.5	D	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² LOS = Level of Service

³ CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

Traffic Signal Warrant Analysis

There are no additional traffic signals anticipated to meet either peak-hour volume or planning level (daily volume) based traffic signal warrants with the addition of project traffic and ambient growth for EAP (2020) traffic conditions, in addition to those previously warranted under Existing (2018) traffic conditions (Appendix E).

Summary of EAP Traffic Impacts

As shown in Table 44, the addition of project traffic to the intersections of Tamarind Avenue and Baseline Road (No. 4), and Alder Avenue and Renaissance Parkway are anticipated to exceed the City's significance threshold. As such, the project's impact at the affected intersections is potentially significant.

A summary of off-site improvements needed to address cumulative traffic impacts for EAPC Opening Year (2020) traffic conditions is shown on Table 48. Improvements included in the City of Rialto's DIF program and the Renaissance Specific Plan fee program were identified as such. For improvements that do not appear in the City of Fontana's DIF program, a fair-share financial contribution based on the project's fair-share impact would be imposed (for the City of Rialto facilities), and may also be imposed by other jurisdictions, to mitigate the project's share of impacts in lieu of physical improvements. These fees (to the City of Rialto and, as determined, to surrounding agencies as fair-share contributions) are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected vehicle trip increases.

A rough order of magnitude cost was prepared to determine the appropriate contribution value based on the project's fair share of traffic as part of the project approval process, as shown in Table 48. These estimates are a rough order of magnitude and are intended only for discussion purposes; they do not imply any legal responsibility or formula for contributions or mitigation.

In addition to MM-TRA-1, MM-TRA-2 would be required to mitigate this impact to a less-than-significant level. MM-TRA-2 would require the project to pay into the City's DIF program as well contribute a fair share toward restriping the eastbound right turn lane as a shared through-right turn lane at the Alder Avenue and Renaissance Parkway intersection.

MM-TRA-2 Prior to the issuance of building permits, the Oakmont Industrial Group (project applicant) shall participate in the City of Rialto's (City's) development impact fee (DIF) program by paying the requisite DIF fee at the time of building permit and, in addition, shall pay the project's fair share amount of \$73,233 for the improvements identified in Table 48, or as agreed to by the City and project applicant.

Table 45 shows the effectiveness of MM-TRA-1 and MM-TRA-2. As shown in Table 45, with implementation of MM-TRA-1 and MM-TRA-2, the LOS at Tamarind Avenue and Baseline Road (No. 4) would improve to an acceptable LOS (B) during AM and PM peak hours; and the LOS at Alder Avenue and Renaissance Parkway would improve to an acceptable LOS (D) during AM peak hours.

Table 45. Intersection Analysis for EAP (2020) Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
4	Tamarind Av. & Baseline Rd.																	
	- Without Improvements	CSS	0	1	0	0	1	0	1	1	1	1	2	0	>100.0	31.5	F	D
	- With Improvements	<u>TS</u>	0	1	0	0	1	0	1	1	1	1	2	0	14.6	12.0	B	B
7	Alder Av. & Renaissance Pkwy.																	
	- Without Improvements	TS	1	2	0	1	2	0	1	1	1	1	2	0	89.2	73.8	F	E
	- With Improvements	TS	1	2	0	1	2	0	1	<u>2</u>	<u>0</u>	1	2	0	38.9	37.3	D	D

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) Opening Year 2020 Conditions

The EAPC (2020) conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth factor from Existing conditions of 4.04% (2% per year over 2 years, compounded annually) has been included for 2020 conditions. This comprehensive list was compiled from information provided by the City of Rialto and City of Fontana staff.

Roadway Improvements

The lane configurations and traffic controls assumed to be in place for EAPC (2020) conditions are consistent with those shown previously on Figure 9, with the exception of the following:

- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2020) (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).
- Project driveways and those facilities assumed to be in place prior to or constructed by the project to provide site access are also assumed to be in place for EAPC (2020) conditions.

Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% in conjunction with the addition of cumulative project development and the addition of project traffic. The weekday ADT, weekday AM, and PM peak-hour volumes, which can be expected for EAPC (2020) traffic conditions, are shown on Figure 21.

Intersection Operations Analysis

EAPC (2020) peak hour traffic operations have been evaluated for the study area intersections. The intersection analysis results are summarized in Table 46 for EAPC (2020) conditions.

As shown on Table 46, the following study area intersections are anticipated to operate at an unacceptable LOS during one or more peak hours under EAPC (2020) conditions:

- Tamarind Avenue and Baseline Road (No. 4) – LOS F AM and PM peak hours
- Alder Avenue and I-210 Westbound Ramps (No. 5) – LOS F AM and PM peak hours
- Alder Avenue and I-210 Eastbound Ramps (No. 6) – LOS F AM and PM peak hours
- Alder Avenue and Renaissance Parkway (No. 7) – LOS F AM and PM peak hours

- Alder Avenue and Walnut Avenue (No. 8) – LOS F PM peak hour
- Alder Avenue and Baseline Road (No. 9) – LOS F AM and PM peak hours

Consistent with Table 46, a summary of the peak hour intersection LOS for EAPC (2020) conditions are shown on Figure 22.

Table 46. Intersection Analysis for EAPC (2020) Conditions

#	Intersection	Traffic Control ³	EAPC (2020)			
			Delay (secs.) ¹		LOS ²	
			AM	PM	AM	PM
1	Dwy. 1 & Baseline Rd.	<u>CSS</u>	11.6	11.6	B	B
2	Dwy. 2 & Baseline Rd.	<u>CSS</u>	11.7	11.5	B	B
3	Tamarind Av. & Dwy. 3	<u>CSS</u>	9.5	9.7	A	A
4	Tamarind Av. & Baseline Rd.	CSS	>100.0	>100.0	F	F
5	Alder Av. & I-210 Westbound Ramps	TS	158.5	>200.0	F	F
6	Alder Av. & I-210 Eastbound Ramps	TS	>200.0	>200.0	F	F
7	Alder Av. & Renaissance Pkwy.	TS	>200.0	>200.0	F	F
8	Alder Av. & Walnut Av.	TS	38.5	>200.0	D	F
9	Alder Av. & Baseline Rd.	TS	>200.0	173.6	F	F

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² LOS = Level of Service

³ CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

Traffic Signal Warrant Analysis

There are no additional traffic signals anticipated to meet either peak-hour volume or planning level (daily volume) based traffic signal warrants with the addition of project traffic and ambient growth for EAPC (2020) traffic conditions, in addition to those previously warranted under Existing (2018) traffic conditions (Appendix E).

Summary of EAPC Traffic Impacts

The following intersections are anticipated to operate at an unacceptable LOS under EAPC Opening Year (2020) conditions.

- Tamarind Avenue and Baseline Road (No. 4) – LOS F AM and PM peak hours

- Alder Avenue and I-210 Westbound Ramps (No. 5) – LOS F AM and PM peak hours
- Alder Avenue and I-210 Eastbound Ramps (No. 6) – LOS F AM and PM peak hours
- Alder Avenue and Renaissance Parkway (No. 7) – LOS F AM and PM peak hours
- Alder Avenue and Walnut Avenue (No. 8) – LOS F PM peak hour
- Alder Avenue and Baseline Road (No. 9) – LOS F AM and PM peak hours

A summary of off-site improvements needed to address cumulative traffic impacts for EAPC Opening Year (2020) traffic conditions is shown on Table 48. Improvements included in the City of Rialto's DIF program and the Renaissance Specific Plan fee program were identified as such. For improvements that do not appear in the City of Fontana's DIF program, a fair-share financial contribution based on the project's fair-share impact would be imposed (for the City of Rialto facilities), and may also be imposed by other jurisdictions, to mitigate the project's share of impacts in lieu of physical improvements. These fees (to the City of Rialto and, as determined, to surrounding agencies as fair-share contributions) are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected vehicle trip increases.

A rough order of magnitude cost was prepared to determine the appropriate contribution value based on the project's fair share of traffic as part of the project approval process, as shown in Table 48. These estimates are a rough order of magnitude and are intended only for discussion purposes; they do not imply any legal responsibility or formula for contributions or mitigation.

In addition to MM-TRA-1 and MM-TRA-2, MM-TRA-3, MM-TRA-4, and MM-TRA-5 would be required to achieve an acceptable level of service at the affected intersections under EAPC Opening Year 2020 conditions.

MM-TRA-3 Table 48 of this Initial Study/Mitigated Negative Declaration includes intersections that either share a mutual border with the City of Fontana or are wholly located within the City of Fontana that have recommended improvements which are not covered by the development impact fee (DIF). Because the City of Rialto does not have plenary control over intersections that share a border with the City of Fontana, the City of Rialto cannot guarantee that such improvements will be constructed. Thus, the following additional mitigation measure is required:

The developer shall contribute to the City of Rialto their fair-share amount for the intersections that either share a mutual border with the City of Fontana or are wholly located within the City of Fontana that have recommended improvements for project buildout which are not covered by DIF, which equals \$28,528.

MM-TRA-4 Table 48 of this Initial Study/Mitigated Negative Declaration includes intersections that either share a mutual border with the California Department of Transportation (Caltrans) or are wholly located within Caltrans' jurisdiction that have recommended improvements which are not covered by development impact fee (DIF). Because the City of Rialto does not have plenary control over intersections that lie within Caltrans' jurisdiction, the City of Rialto cannot guarantee that such improvements will be constructed. Thus, the following additional mitigation measure is required:

The project applicant shall contribute to the City of Rialto their fair-share amount for the intersections that either share a mutual border with Caltrans or are wholly located within Caltrans' jurisdiction that have recommended improvements for project buildout which are not covered by a pre-existing fee program, which equals \$13,667.

MM-TRA-5 To ensure that all fair-share costs paid by the Oakmont Industrial Group (project applicant) to the City of Rialto are set aside and put towards the specific improvements identified in the project's Traffic Impact Analysis report, the project applicant shall coordinate with the City of Rialto's traffic engineer prior to issuance of a Certificate of Occupancy to ensure that appropriate and enforceable funding mechanisms are established for all mitigation measures identified in the project's Traffic Impact Analysis report that are not already included in the San Bernardino Association of Governments Nexus Fee Program, Renaissance Fee Program, the City of Rialto's Capital Improvement Program, or similar program.

As shown in Table 47, with the implementation of MM-TRA-1, MM-TRA-2, MM-TRA-3, MM-TRA-4, and MM-TRA-5, the LOS at the affected intersections would be improved to an acceptable level.

Table 47. Intersection Analysis for EAPC (2020) Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹								Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound		Westbound		AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R
4	Tamarind Av. & Baseline Rd. - Without Improvements	CSS	0	1	0	0	1	0	1	1	1	1	2	0
		TS	0	1	0	0	1	0	1	1	1	1	2	0
5	Alder Av. & I-210 Westbound Ramps - Without Improvements	TS	1	2	0	0	2	0	0	0	0	1	1	0
		TS	<u>2</u>	2	0	0	2	<u>2</u>	0	0	0	<u>2</u>	1	0
6	Alder Av. & I-210 Eastbound Ramps - Without Improvements	TS	0	2	0	1	2	0	0	1	1	0	0	0
		TS	0	2	<u>2</u>	<u>2</u>	2	0	0	1	<u>2</u>	0	0	0
7	Alder Av. & Renaissance Pkwy. - Without Improvements	TS	1	2	0	1	2	0	1	1	1	1	2	0
		TS	1	<u>3</u>	<u>1</u>	<u>2</u>	2	<u>1</u>	<u>2</u>	<u>2</u>	1	<u>2</u>	2	<u>1</u>
8	Alder Av. & Walnut Av. - Without Improvements	TS	1	2	0	1	2	0	1	1	1	1	1	0
		TS	1	2	<u>1</u>	1	2	<u>1</u>	<u>2</u>	1	<u>0</u>	1	1	0
9	Alder Av. & Baseline Rd. - Without Improvements	TS	1	1	0	1	1	1>	1	1	0	1	1	1>
		TS	1	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	1>	1	<u>2</u>	<u>1</u>	1	<u>2</u>	1>

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street-stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

⁴ Eastbound and westbound left turn movements to operate on a lead-lag operation (with the westbound left leading).

⁵ 110-second cycle length assumed for the signalized intersections along Alder Avenue.

Summary of Project Impacts

Existing Plus Project

The Tamarind Avenue and Baseline Road intersection is forecast to continue to operate at LOS F during the AM peak hour with the addition of project traffic. Per City's LOS standards for unsignalized intersections, no vehicular movement should have an average delay greater than 120 seconds during the AM and PM peak hours. The intersection of Tamarind Avenue and Baseline Road is forecast to continue to operate at LOS F with average delay of 149.1 seconds during the AM peak hour for the most critical approach (northbound left turn) with addition of project traffic. In addition, similar to the existing conditions, the existing plus project traffic volumes at Tamarind Avenue and Baseline Road would warrant a signalized intersection. As such, the project would be required to pay its fair share towards the signalization of the intersection. MM-TRA-1 would be required to mitigate this impact to a less-than-significant level.

MM-TRA-1 At the Tamarind Avenue and Baseline Road intersection, the following improvements are necessary to improve the intersection's peak-hour operations to acceptable levels:

- A fair share contribution toward the installation of a traffic signal.

Existing Plus Ambient Growth Plus Project

The following intersections are forecast to operate with unsatisfactory LOS under EAP conditions during one or both peak hours, and the project would create a potentially significant impact at these locations per the City's Significance Criteria:

- Tamarind Avenue and Baseline Road (No. 4) – (LOS F and ≥ 1.0 second delay increase during AM peak hour, significant impact)
- Alder Avenue and Renaissance Parkway (No. 7) – (LOS F AM peak hour and ≥ 1.0 second delay increase during AM peak hour, significant impact; LOS E PM peak hour and ≥ 2.0 second delay increase during PM peak hour, significant impact)

As such, the project will be required to provide the following mitigation measures for those potentially significantly impacted intersections. Similar to E+P conditions, MM-TRA-1 is required, as well as the following mitigation measure:

MM-TRA-2 Prior to the issuance of building permits, the Oakmont Industrial Group (project applicant) shall participate in the City of Rialto's (City) development impact fee (DIF) program by paying the requisite DIF fee at the time of building permit; and in addition, shall pay the project's fair share amount of \$73,233 for the improvements identified in Table 48, or as agreed to by the City and project applicant.

Existing Plus Ambient Growth Plus Cumulative Plus Project

The following study area intersections are anticipated to operate at an unacceptable LOS during one or more of the peak hours under EAPC (2020) conditions:

- Tamarind Avenue and Baseline Road (No. 4) – (LOS F and ≥ 1.0 second delay increase during both peak hours, significant impact)
- Alder Avenue and I-210 Westbound Ramps (No. 5) – (LOS F and ≥ 1.0 second delay increase during both peak hours, significant impact)
- Alder Avenue and I-210 Eastbound Ramps (No. 6) – (LOS F and ≥ 1.0 second delay increase during both peak hours, significant impact)

- Alder Avenue and Renaissance Parkway (No. 7) – (LOS F and ≥ 1.0 second delay increase during both peak hours, significant impact)
- Alder Avenue and Walnut Avenue (No. 8) – (LOS F PM peak hour and ≥ 1.0 second delay increase during PM peak hour, significant impact)
- Alder Avenue and Baseline Road (No. 9) – (LOS F and ≥ 1.0 second delay increase during both peak hours, significant impact)

As such, the project will be required to provide the following mitigation measures for those potentially significantly impacted intersections. Similar to E+P and EAP conditions, MM-TRA-1 and MM-TRA-2 are required, as well as the following mitigation measures:

MM-TRA-3 Table 48 includes intersections that either share a mutual border with the City of Fontana or are wholly located within the City of Fontana that have recommended improvements that are not covered by the development impact fee (DIF). Because the City of Rialto does not have plenary control over intersections that share a border with the City of Fontana, the City of Rialto cannot guarantee that such improvements will be constructed. Thus, the following additional mitigation measure is required:

The developer shall contribute to the City of Rialto their fair-share amount for the intersections that either share a mutual border with the City of Fontana or are wholly located within the City of Fontana that have recommended improvements for project buildout that are not covered by DIF, which equals \$28,528.

MM-TRA-4 Table 48 includes intersections that either share a mutual border with the California Department of Transportation (Caltrans) or are wholly located within Caltrans' jurisdiction that have recommended improvements which are not covered by the development impact fee (DIF). Because the City of Rialto does not have plenary control over intersections that lie within Caltrans' jurisdiction, the City of Rialto cannot guarantee that such improvements will be constructed. Thus, the following additional mitigation measure is required:

The Oakmont Industrial Group (project applicant) shall contribute to the City of Rialto their fair-share amount for the intersections that either share a mutual border with Caltrans or are wholly located within Caltrans' jurisdiction that have recommended improvements for project buildout which are not covered by a pre-existing fee program, which equals \$13,667.

MM-TRA-5 To ensure that all fair-share costs paid by the Oakmont Industrial Group (project applicant) to the City of Rialto are set aside and put towards the specific

improvements identified in the project's Traffic Impact Analysis report, the project applicant shall coordinate with the City's traffic engineer prior to issuance of a Certificate of Occupancy to ensure that appropriate and enforceable funding mechanisms are established for all mitigation measures identified in the project's Traffic Impact Analysis report that are not already included in the San Bernardino Association of Governments Nexus Fee Program, Renaissance Fee Program, the City of Rialto's Capital Improvement Program, or similar program.

Once the improvements previously outlined are constructed, all of the potentially significantly impacted intersections above would operate with satisfactory LOS (LOS D or better), and the project's impact would be reduced to a level of less than significant.

Table 48. Summary of Improvements and Rough Order of Magnitude Costs for EAPC (2020) Conditions

#	Intersection Location	Jurisdiction	Analysis Scenarios				Project Responsibility? ¹	Improvements included in a fee program?	Estimated Total Cost ²	Fair Share % ³	Estimated Fair Share Cost ⁴	Significant Impact? ⁵
			Existing (2018)	E+P	EAP (2020)	EAPC (2020)						
4	Tamarind Av. & Baseline Rd.	Rialto, Fontana	Install a Traffic Signal	Same	Same	Same Add 2nd and 3rd EB through lanes Add a 3rd WB through lane	Fair Share Fair Share Fair Share	Yes ^{6,7} Yes ⁷ Yes ⁷ Total	\$250,000 \$534,240 \$267,120 \$1,051,360	2.2%	\$5,416 \$11,575 \$5,787 \$22,779	Yes
5	Alder Av. & I-210 Westbound Ramps	Caltrans, Rialto	None	None	None	Add a 2nd NB left turn lane Add a SB right turn lane Add a 2nd SB right turn lane Add a 2nd WB left turn lane	Fair Share Fair Share Fair Share Fair Share	No Yes ⁷ No Yes ⁷ Total	\$74,200 \$74,200 \$74,200 \$593,600 \$816,200	1.2%	\$882 \$882 \$882 \$7,052 \$9,697	Yes
6	Alder Av. & I-210 Eastbound Ramps	Caltrans, Rialto	None	None	None	Add a NB right turn lane Add a 2nd NB right turn lane Add a 2nd SB left turn lane Add a 2nd EB right turn lane	Fair Share Fair Share Fair Share Fair Share	Yes ⁷ No No Yes ⁷ Total	\$74,200 \$74,200 \$74,200 \$593,600 \$816,200	2.1%	\$1,555 \$1,555 \$1,555 \$12,438 \$17,102	Yes
7	Alder Av. & Renaissance Pkwy.	Rialto	Add a 2nd EB through lane	Not Applicable	Same	Same Add a 3rd NB through lane Add a NB right turn lane Add a 2nd SB left turn lane Add a SB right turn lane Add a 2nd EB left turn lane Add a 2nd WB left turn lane Add a 2nd WB right turn lane Modify the traffic signal to implement overlap phasing on the WB right turn	Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	No Yes ⁷ No No No No No No No No Total	\$267,120 \$267,120 \$74,200 \$74,200 \$74,200 \$74,200 \$74,200 \$74,200 \$74,200 \$111,300 \$1,090,740	1.8%	\$4,906 \$4,906 \$1,363 \$1,363 \$1,363 \$1,363 \$1,363 \$1,363 \$1,363 \$2,044 \$20,031	Yes
8	Alder Av. & Walnut Av.	Rialto	None	None	None	Add a NB right turn lane Add a SB right turn lane Restripe the EB right turn lane to a shared through-right turn lane Restripe the EB through lane to a left turn lane Modify the traffic signal to implement lead-lag left turn operations on the EB and WB approaches	Fair Share Fair Share Fair Share Fair Share	No No No No Total	\$74,200 \$74,200 \$37,100 \$37,100 \$111,300 \$333,900	3.1%	\$2,311 \$2,311 \$1,155 \$1,155 \$3,466 \$10,398	Yes

BASELINE AND TAMARIND WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

#	Intersection Location	Jurisdiction	Analysis Scenarios				Project Responsibility? ¹	Improvements included in a fee program?	Estimated Total Cost ²	Fair Share % ³	Estimated Fair Share Cost ⁴	Significant Impact? ⁵
			Existing (2018)	E+P	EAP (2020)	EAPC (2020)						
9	Alder Av. & Baseline Rd.	Rialto, Fontana	None	None	None	Add a 2nd NB through lane	Fair Share	Yes ⁷	\$267,120	1.8%	\$4,853	Yes
						Add a NB right turn lane	Fair Share	Yes ⁷	\$74,200		\$1,348	
						Add a 2nd SB left turn lane	Fair Share	No	\$74,200		\$1,348	
						Add a 2nd SB through lane	Fair Share	Yes ⁷	\$267,120		\$4,853	
						Add 2nd and 3rd EB through lanes	Fair Share	Yes ⁷	\$534,240		\$9,705	
						Add an EB right turn lane	Fair Share	No	\$74,200		\$1,348	
						Add 2nd and 3rd WB through lanes	Fair Share	Yes ⁷	\$534,240		\$9,705	
Total									\$1,825,320		\$33,159	
Costs of EAPC (2020) Improvements									\$5,933,720		\$113,165	
Total Project Fair Share Contribution to the City of Rialto (non-DIF) ⁸											\$73,233	
Total Project Fair Share Contribution to the City of Fontana ⁹											\$28,528	
Total Project Fair Share Contribution to Caltrans ¹⁰											\$13,667	
Total Costs (including 2% administrative overhead for City of Rialto)											\$115,429	

¹ Identifies the Project's responsibility to construct an improvement or contribute fair share or fee payment towards the implementation of the improvements shown.

² Costs have been estimated using the data provided in Appendix G of the San Bernardino County CMP (2003 Update) for preliminary construction costs. Appendix G costs escalated by a factor of 1.484 to reflect 2018 conditions, except for Traffic Signals.

³ Program improvements constructed by project may be eligible for fee credit, at discretion of the City. Percentage represents the highest fair share percentage for the Project (see Table 1-3 for Fair Share Calculations).

⁴ Rough order of magnitude cost estimate.

⁵ If improvements are not fully covered by an applicable pre-existing fee program, then the intersection has been identified to have a significant impact even after mitigation measures are implemented. However, if the improvements in a pre-existing fee program are fully funded by the pre-existing fee program, then the intersection is found to have no significant impact after the implementation of the mitigation measures.

⁶ Included in SBCTA CMP.

⁷ Included in Renaissance Fee Program, to supplement the costs not covered by the fee program established by the SBCTA Nexus Study.

⁸ Total project fair share contribution consists of the improvements which are not already included in the City of Rialto's DIF for those intersections wholly or partially within the City of Rialto (includes the 2% administrative overhead cost).

⁹ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Fontana (includes the 2% administrative overhead cost).

¹⁰ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the jurisdiction of Caltrans (includes the 2% administrative overhead cost).

- b) *Would the project 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?*

Less-Than-Significant Impact with Mitigation Incorporated. Refer to previous response 3.16(a).

- c) *Would the project 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 Impact. The project site is located approximately 11 miles northeast of Ontario International Airport and 10 miles north of Flabob Airport in City of Riverside. The project site is not located within the Airport Influence Area of the Ontario International Airport nor the Riverside Municipal Airport (City of Ontario 2011; RCALUC 2005). Further, based on these relatively large distances between the project site and these public airports, the proposed project would not interfere with overhead air traffic; therefore, no impacts associated with air traffic interference would occur.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less-Than-Significant Impact with Mitigation Incorporated. The following analysis discusses the project characteristics and potential impacts in respect to on-site circulation, access, and driveway queuing.

On-Site Circulation

The project is proposed to have access on Baseline Road and Tamarind Avenue. For the purpose of this analysis, the following driveways and associated improvements will be assumed to provide access to the project site:

- Driveway 1 at Baseline Road – Right-in/right-out (passenger cars and trucks)
- Driveway 2 at Baseline Road – Right-in/right-out (passenger cars only)
- Driveway 3 at Tamarind Avenue – Full access (trucks only)

To determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers, a truck turning template was overlaid at each applicable project driveway and site adjacent intersection anticipated to be used by heavy trucks (and fire engines, ladder trucks, and other larger emergency response vehicles). For this evaluation, the WB-67 class truck template was used. WB-67 class trucks are approximately 73.5 feet long (for comparison, a fire engine is typically

between 30 to 35 feet long, and a ladder truck is generally between 40 and 50 feet long). Driveway 2 was not evaluated given that it is designated as a passenger car only driveway.

As shown on Figure 23, Driveway 1 at Baseline Road is anticipated to accommodate the wide turning radius of the heavy trucks with the proposed 40-foot curb radius on the northwest and northeast corners. However, due to the current geometry of the northeast curb radius, Driveway 3 at Tamarind Avenue is not anticipated to accommodate the wide turning radius of the heavy trucks and is potentially significant impact. As such, the project would be required to implement MM-TRA-6 to improve driveway access and reduce impacts to a less-than-significant level. MM-TRA-6 would require the project to reconfigure the existing northwest and southwest corners of Driveway 3 with a 25-foot radius curb and realign Driveway 3 at Tamarind Avenue to accommodate the turns for heavy trucks. As shown on Figure 23, implementation of MM-TRA-6 would accommodate the wide turning radius of heavy trucks at this driveway.

Off-Site Access

It is anticipated that trucks would likely utilize the intersection at Walnut Street and Alder Avenue to access the project site. In practice, trucks typically utilize the outer lane to make a left turn when there are dual left turn lanes. As such, it is unlikely that two semi-trucks would try to turn side-by-side at a dual left turn movement. As shown in Figure 24, a conflict would occur at this intersection when a passenger car and truck make the side-by-side eastbound left turn movement, creating a potentially significant impact. As such, the project would be required to implement MM-TRA-7 to reduce this impact to a less-than-significant level. MM-TRA-7 would require the north median on Alder Avenue to be modified approximately 28 feet from the stop bar to accommodate the turning vehicles.

Additionally, Figure 24 identifies a conflict with left-turning trucks on the eastbound and westbound approaches at the intersection of Alder Avenue and Walnut Street with the proposed improvements for EAPC traffic conditions, creating a potentially significant impact. As such, the project would be required to implement MM-TRA-8 to reduce this impact to a less-than-significant level. MM-TRA-8 would require the signalized intersection to implement lead-lag left turn operations for the eastbound and westbound approaches for EAPC traffic conditions. This mitigation measure would be consistent with the improvements identified in Table 48 (see previous response 3.16(a)) to address cumulative operational impacts at this intersection.

MM-TRA-6 Prior to the issuance of building permits, Oakmont Industrial Group (project applicant) shall provide updated engineering drawings for Driveway 3 at Tamarind Avenue that show, to the satisfaction of the City of Rialto's traffic engineer, that the design of Driveway 3 has been revised to allow for adequate truck turning radii.

MM-TRA-7 Prior to the issuance of occupancy permits, the Oakmont Industrial Group (project applicant) shall coordinate with the City of Rialto (City) and the City's traffic engineer to ensure that future medium planned immediately north of the intersection of Alder Avenue and Walnut Street has been adequately setback from the stop bar to accommodate trucks traveling on eastbound Walnut Street to turn northbound onto Alder Avenue.

MM-TRA-8 Prior to the issuance of occupancy permits, the Oakmont Industrial Group (project applicant) shall coordinate with the City of Rialto (City) and the City's traffic engineer to ensure that the traffic signal located at the intersection of Alder Avenue and Walnut Street be modified to implement lead-lag left turn operations for the east bound and westbound approaches.

With implementation of MM-TRA-6, MM-TRA-7, and MM-TRA-8, no conflicts would occur with regard to trucks entering and exiting the site, and impacts would be less than significant with mitigation incorporated.

e) *Would the project result in inadequate emergency access?*

Less-Than-Significant Impact with Mitigation Incorporated. Refer to previous response 3.16(d).

f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

No Impact. The project does not include any improvements that would extend into adjacent roadways or otherwise impede public transit, bicycle, or pedestrian facilities.

Omnitrans is the transit provider in the City and within the Renaissance Specific Plan Area. Currently, two Omnitrans bus routes, Route 10 and Route 22, provide service to the Renaissance Specific Plan Area. Route 10 operates along Baseline Road and provides connections between downtown San Bernardino and the Metrolink station in Fontana. The nearest bus stop to the project site is the Route 10 stop located on its frontage along Baseline Avenue. Route 22 connects North Rialto to South Rialto and has a transfer point with Route 10 at the intersection of Baseline Road and Riverside Avenue. The proposed project would not interfere with the existing transit routes.

On Baseline Avenue, along project frontage, there is no sidewalk or bike lane. Per the Renaissance Specific Plan, a bike lane is not proposed along Baseline Avenue. Per the Renaissance Specific Plan's Bicycle and Pedestrian Circulation Plan, on-street (Class III – signed) public bike routes and sidewalks are proposed along Tamarind Avenue, Walnut Avenue, and Palmetto Avenue. The proposed project would not impede on these improvements and includes the construction of a new sidewalk along the project frontage (Baseline Road and Tamarind Avenue), which may be used by

pedestrians and bicyclists; therefore, no impacts associated with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur.

3.17 Tribal Cultural Resources

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less-Than-Significant Impact. As previously discussed in response 3.5(a), the project site does not contain any resources that are either listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k); therefore, impacts associated with historical resources would be less than significant.

ii) *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?*

Less-Than-Significant Impact with Mitigation Incorporated. As part of the government-to-government consultation efforts prescribed under AB 52, the City notified all Native American tribes on the City's AB 52 list of the project, inviting the tribes to consult on the project. To date, the City has received two responses to the notification letter: one response from Jessica Mauck, Cultural Resources Director with the San Manuel Band of Mission Indians; and the other response from Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation:

- In her response, Ms. Mauck stated that the project is located within Serrano ancestral territory and, therefore, is of interest to the San Manuel Band of Mission Indians. However, due to the nature and location of the project, and given the San Manuel Band of Mission Indians Cultural Resources Department's present state of knowledge, the Tribe does not have any concerns with the project's implementation, as planned, at this time. Ms. Mauch did provide example mitigation language that she requested that the City incorporate into the CEQA document.
- In his response, Mr. Salas stated that project is located within Gabrieleño Band of Mission Indians – Kizh Nation ancestral tribal territory, within a sensitive area that may potentially cause an adverse change in the significance of tribal cultural resources, and thus, he is

requesting consultation with the City and tribal cultural monitoring during construction of the project. However, in this response, no site-specific information or evidence speaking to the sensitive of the project site was provided.

The project site is largely entirely disturbed and has been developed for several decades. The previous development and construction activities that have taken place over the years have heavily disturbed subsurface soils found on the project site. Additionally, much like most of the City, the project site likely supported agricultural activities prior to residential development, which further disturbed underlying soils.

Because of the disturbed nature of the project site and surround area, the archaeological sensitivity of the site is considered low. Notwithstanding, the City is committed to preserving the integrity of cultural resources. Thus, based on guidance provided by both the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation, MM-TCR-1 and MM-TCR-2 are recommended to reduce potential impacts to finds of unanticipated tribal cultural resources. In addition, although the need for continuous on-site construction monitoring is not supported by existing conditions found on the project site, MM-TCR-3 is still recommended to allow for a qualified tribal monitor(s) to access the project site during project construction; therefore, with the incorporation of mitigation, impacts associated with tribal cultural resources would be less than significant.

MM-TCR-1 Representatives of the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation shall be notified of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide their input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA, a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation, and all subsequent finds shall be subject to this plan. This Monitoring and Treatment Plan shall allow for a monitor representing the San Manuel Band of Mission Indians and/or Gabrieleño Band of Mission Indians – Kizh Nation to be present for the remainder of the project, should either of the Tribes elect to do so.

MM-TCR-2 Any and all archaeological/cultural documents created as a part of the project (e.g., isolate records, site records, survey reports, testing reports) shall be supplied to the applicant and the City of Rialto for dissemination to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation. The Lead Agency and/or applicant shall, in good faith, consult with the San Manuel Band of

Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation throughout the life of the project.

MM-TCR-3 Prior to the issuance of any grading permit for the project, the City of Rialto shall ensure that the project applicant and/or their construction contractor provides access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The project site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the project applicant and the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be allowed on site during the construction phases that involve ground-disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k).

If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process.

The project applicant and/or the construction contractor shall provide the construction schedule to the monitor(s) in advance of the start of construction activities so that the Native American monitor has an adequate amount of time to schedule monitoring activities. However, construction activities shall not be contingent on the presence or availability of a monitor, and construction may proceed regardless of whether or not a monitor is present on site. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the project site has a low potential for archaeological resources.

3.18 Utilities and Service Systems

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less-Than-Significant Impact. The project would discharge wastewater into the Inland Empire Utilities Agency's (IEUA's) jurisdiction. IEUA provides wastewater treatment service along the western border of the City of Rialto and the City of Fontana. IEUA currently operates four regional wastewater treatment facilities, including Regional Plant (RP) No. 1 (RP-1), RP-4, RP-5, and Carbon Canyon Wastewater Reclamation Facility (IEUA 2016a).

The project site is located within the RP-1 service area. According to IEUA's Urban Water Management Plan (UWMP; IEUA 2016b), RP-1 has a rated, permitted treatment capacity of 44 million gallons per day (mgd) and biosolids treatment capacity equivalent to a wastewater flow rate of 60 mgd. The facility is currently treating an average of 28 mgd, with a capacity of 44 mgd, meaning that it operates at only 65% of its capacity (IEUA 2016a). Once operational, the project would generate wastewater at a rate of approximately 20,000 gallons of per day (gpd) of wastewater based on wastewater generation rates previously approved by IEUA (2,500 gpd/acre for industrial use). Based on this rate, the project would only represent a nominal increase in the amount of wastewater treated daily by the wastewater treatment plant. As such, the RP-1 facility would have the capacity to accept wastewater from the project. No new wastewater treatment facilities or expansion of existing facilities would be required in result of the project; therefore, impacts associated with wastewater treatment requirements and capacity would be less than significant.

- b) *Would the project 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?*

Water Facilities

Less-Than-Significant Impact. The project site is located within the San Gabriel Valley Water Company, FWC Division service area. FWC currently utilizes water from the following sources: 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).

As discussed in FWC's 2015 UWMP, with a reduction in demand as a result of water conservation, FWC's single and multiple-dry-year supplies are adequate to meet projected dry-year demands (FWC 2016). The UWMP is used to develop water supply assessments and other key water supply reliability documents in support of providing water service to existing customers and future development in accordance with adopted general plans and established spheres of influence. The methodology used in the UWMP was, in part, based on SCAG data based on the populations in

each of these areas using land use information from approved City of Rialto and County of San Bernardino General Plans. Thus, if a project is consistent with the general plan land use designation that was assumed in the UWMP, then the findings in the UWMP would apply. In this case, the project is consistent with the project site's City of Rialto General Plan land use designation (Specific Plan) and would not require any type of General Plan amendment or zone change. As such, the density/intensity assumed for the project site in the UWMP would be maintained following implementation of the project, and the project would not adversely affect the City's ability to continue to supply water during normal and drought conditions; therefore, impacts associated with water supplies and facilities would be less than significant.

Wastewater Treatment Facilities

Less-Than-Significant Impact. Refer to previous response 3.18(a).

- c) *Would the project 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?*

Less-Than-Significant Impact. Implementation of the project would involve construction of on-site stormwater systems. The stormwater system would be constructed as part of the project, and any potential environmental impacts associated with construction or operation of these stormwater facilities have been accounted for in the discussion of overall project impacts within this IS/MND; therefore, impacts associated with stormwater drainage facilities would be less than significant.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less-Than-Significant Impact. Refer to previous response 3.18(b).

- e) *Would the project 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?*

Less-Than-Significant Impact. Refer to previous response 3.18(a).

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less-Than-Significant Impact. Solid waste generated in the City is collected and transported by the City's contract waste hauler, Burrtec Waste Industries (City of Rialto 2018). Once collected, solid waste is transported to sorting/disposal facilities permitted to accept residential and commercial solid waste, with each facility's operations routinely inspected by regional and state regulatory agencies for compliance with all applicable statutes and regulations. Burrtec operates three material

recovery facilities in Southern California, which sort and process recyclables; the remaining waste is then taken to the nearby Mid-Valley Sanitary Landfill (Burrtec Waste Industries 2017).

The California Department of Resources Recycling and Recovery (Cal Recycle) publishes solid waste generation rates based on land use types. According to Cal Recycle, manufacturing/warehouse uses generate 1.42 pounds per 100 square feet per day (Cal Recycle 2016). Based on these generation rates, construction of the proposed 156,500-square-foot warehouse building could generate solid waste at a rate of approximately 2,222 pounds of solid waste per day.⁵

The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons per day and a remaining capacity of 67,520,000 cubic yards (Cal Recycle 2010). As a result, solid waste generated by the project would represent only a nominal percentage of the collective maximum daily throughput permitted for this landfill; therefore, impacts associated with permitted landfill capacity would be less than significant.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less-Than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. The project would be required to submit plans to the Public Works Department for review and approval to ensure the plan would comply with AB 939.

In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City; therefore, impacts associated with solid waste disposal regulations would be less than significant.

⁵ This estimate does not account for diversion of recyclables from the solid waste stream and, thus, should be considered a conservative projection.

3.19 Mandatory Findings of Significance

- 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?*

Less-Than-Significant Impact with Mitigation Incorporated. As previously discussed in Section 3.4, Biological Resources, due to the highly disturbed nature of the project area, the project would not result in significant impacts to biological resources. In addition, because of the low potential for the inadvertent discovery of cultural resources within the project site, the project archaeologist determined that no additional management recommendations are necessary beyond standard measures to address unanticipated discoveries of cultural and paleontological resources and human remains, as outlined in MM-CUL-1 through MM-CUL-3. Based on compliance with MM-CUL-1 through MM-CUL-3, impacts to buried, currently unrecorded/unknown archaeological and paleontological resources would be less than significant; therefore, with mitigation incorporated, the project would not 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.

- 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)?*

Less-Than-Significant Impact. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states:

- (1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- (2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.
- (3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation, or program, the lead agency should explain how implementing the particular requirements in the plan, regulation, or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.
- (4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the project's incremental effects are cumulatively considerable.

With this stated, the project would potentially result in project-related air quality, cultural resources, noise, transportation and traffic, and tribal cultural resources impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with others similar impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's air quality, cultural resources, noise, transportation and traffic, and tribal cultural resources impacts would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulate impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, impacts.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less-Than-Significant Impact with Mitigation Incorporated. As evaluated throughout this document, with the incorporation of mitigation, environmental impacts associated with the project would be reduced to less-than-significant levels; therefore, with mitigation incorporated, the project would not directly or indirectly cause substantial adverse effects on human beings.

4 REFERENCES AND PREPARERS

4.1 References Cited

- 14 CCR 15000–15387 and Appendices A through L. Guidelines for Implementation of the California Environmental Quality Act, as amended.
- 24 CCR. California Building Standards Code. Effective January 1, 2017.
- BAAQMD (Bay Area Air Quality Management District). 2010. *California Environmental Quality Act, Air Quality Guidelines*. Accessed July 2018. http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/draft_baaqmd_ceqa_guidelines_may_2010_final.pdf?la=en.
- Burrtec Waste Industries. 2017. “Material Recovery Facilities.” Accessed September 2018. <http://www.burrtec.com/material-recovery>.
- CAL FIRE (California Department of Forestry and Fire Protection). 2003. Fire and Resources Assessment Program. The Management Landscape. <http://frap.fire.ca.gov/data/frapgismaps/pdfs/landscapesmap.pdf>.
- CAL FIRE. 2008. Very High Fire Hazard Severity Zones in LRA SW San Bernardino County. November 2008. http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/fhszl_map.62.jpg
- California Legislative Information. 2016. Senate Bill 32 Chapter 249. Approved by Governor September 8, 2016. https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32.
- California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.
- Cal Recycle (California Department of Resources Recycling and Recovery). 2010. “Solid Waste Facility Permit, Mid-Valley Sanitary Landfill.” Permit Issued February 3, 2010. <https://www2.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/>.
- Cal Recycle. 2016. “Estimated Solid Waste Generation Rates.” Accessed April 2018. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial>.
- Caltrans (California Department of Transportation). 2013. *Transportation and Construction Vibration Guidance Manual*. September 2013.
- Caltrans. 2014. *California Manual on Uniform Traffic Control Devices*. November 2014.

- Caltrans. 2016. California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.
- CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008. <http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>.
- CARB (California Air Resources Board). 2008. *Climate Change Scoping Plan: A Framework for Change*. December 2008. https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf.
- CARB. 2017. “Area Designation Maps/ State and National.” Page last reviewed October 18, 2017. Accessed June 2018. <https://www.arb.ca.gov/desig/adm/adm.htm>.
- CDOC (California Department of Conservation) 2010. Fault Activity Map of California (2010). <http://maps.conservaion.ca.gov/cgs/fam/>.
- CDOC. 2016a. California Important Farmland Finder. <https://maps.conservaion.ca.gov/DLRP/CIFF/>.
- CDOC. 2016b. “San Bernardino County Williamson Act FY 2015/2016” [map]. 1:100,000. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanBernardino_so_15_16_WA.pdf.
- City of Fontana. 2003a. *City of Fontana, State of California, Circulation Master Plan*. Adopted October 21, 2003; last revised July 9, 2015.
- City of Ontario. 2011. *LA/Ontario International Airport Land Use Compatibility Plan*. Adopted April 19, 2011. http://www.ontarioplan.org/wp-content/uploads/sites/4/pdfs/ALUCP_FULLL.pdf.
- City of Rialto. 2006. Rialto Municipal Code, Title 18 Zoning, 18.61.140 Lighting. https://library.municode.com/ca/rialto/codes/code_of_ordinances?nodeId=TTT18ZO_CH18.61DEGU_18.61.140LI.
- City of Rialto. 2008. Ordinance No. 1417, Adding Chapter 9.50 to the Rialto Municipal Code Regarding Noise Control and Making Related Amendments and Amending the Rialto Municipal Code. January 30, 2008. http://yourrialto.com/wp-content/uploads/2015/07/Noise_Ordinance.pdf.
- City of Rialto. 2010a. *The City of Rialto General Plan*. December 2010. <http://yourrialto.com/wp-content/uploads/2016/08/General-Plan-Update-2010.pdf>.
- City of Rialto. 2010b. *Renaissance Specific Plan Final Environmental Impact Report*. City of Rialto. November 9, 2010. <http://yourrialto.com/wp-content/uploads/2015/06/Renaissance-SP-November-2010.pdf>.
- City of Rialto. 2016. “City of Rialto Fire Department.” <http://yourrialto.com/residents/fire-department/>.

- City of Rialto. 2018. "Solid Waste Management." Accessed September 2018. <http://yourrialto.com/city-hall/departments/public-works/solid-waste-management/>.
- County of San Bernardino. 2010. "San Bernardino County Land Use Plan, General Plan, Hazards Overlay (Map FH21 B)." 1:14,000. http://www.sbcounty.gov/uploads/lus/hazmaps/fh21b_20100309.pdf.
- DOT (U.S. Department of Transportation). 2006. *Transit Noise and Vibration Impact Assessment*. May 2006.
- DTSC (Department of Toxic Substances Control). 2018. "EnviroStor." Accessed September 2018. <https://www.envirostor.dtsc.ca.gov/public/>.
- ENVIRON (ENVIRON International Corporation). 2016. *CalEEMod: California Emissions Estimator Model User's Guide*. Version 2016.3.1. Prepared for the South Coast Air Quality Management District; Diamond Bar, California. Emeryville, California: ENVIRON International Corporation. <http://www.caleemod.com/>.
- EPA (U.S. Environmental Protection Agency). 2017. "Defining Hazardous Waste: Listed, Characteristic and Mixed Radiological Wastes." Updated August 24, 2017. <https://www.epa.gov/hw/defining-hazardous-waste-listed-characteristic-and-mixed-radiological-wastes>.
- FEMA (Federal Emergency Management Agency). 2008. "FEMA Flood Insurance Rate Map Panel 7920 of 9400." Map Number 06071C7920H. <https://map1.msc.fema.gov/idms/IntraView.cgi?KEY=46991480&IFIT=1>.
- FICON (Federal Interagency Commission on Noise). 1992. *Federal Agency Review of Selected Airport Noise Analysis Issues*. August 1992.
- FUSD (Fontana Unified School District) 2017. "Fontana Unified School District." <http://www.fusd.net/>.
- FWC (Fontana Water Company). 2016. *2015 Urban Water Management Plan*. San Gabriel Valley Water Company, Fontana water Company Division. Prepared by West Yost Associates. June 2016. http://www.fontanawater.com/Draft_UWMP_June_2016.pdf.
- IEUA (Inland Empire Utilities Agency). 2016a. "2015 Regional Water Recycling Plant No. 1." Accessed September 2016. <https://www.ieua.org/facilities/rp-1/>.
- IEUA. 2016b. *2015 Urban Water Management Plan*. June 2016. <https://18x37n2ovtbb3434n48jhbs1-wpengine.netdna-ssl.com/wp-content/uploads/2016/07/FINAL-IEUA-WFA-2015-UWMP-2016-07-07.pdf>.
- ITE (Institute of Transportation Engineers). 2012. *Trip Generation Manual, 9th Edition*. <http://www.ite.org/tripgeneration/trippubs.asp>.

- Lawrence Berkeley National Laboratory. 2015. "California's Policies Can Significantly Cut Greenhouse Gas Emissions through 2030." January 22, 2015. <http://newscenter.lbl.gov/2015/01/22/californias-policies-can-significantly-cut-greenhouse-gas-emissions-2030/>.
- NIOSH (National Institute for Occupational Safety and Health). 1998. *Criteria for Recommended Standard: Occupational Noise Exposure*. June 1998.
- Omnitrans. 2017. "Maps & Schedules." Accessed September 2018. <http://www.omnitrans.org/schedules/>.
- OSHA (Occupational Safety and Health Administration). 2017. "Hazard Communication Standard: Safety Data Sheets." Accessed December 2017. <https://www.osha.gov/Publications/OSHA3514.html>.
- RCALUC (Riverside County Airport Land Use Commission). 2005. "Riverside Municipal Airport." Adopted March 2005. <http://www.rcaluc.org/Portals/0/PDFGeneral/plan/newplan/20%20Vol.%201%20Riverside%20Municipal.pdf>.
- RPD (Rialto Police Department). 2014a. "Organizational Chart." <http://www.rialtopd.com/index.php/divisions-1/departments-organizational-chart>
- RPD. 2014b. "Department History." <http://www.rialtopd.com/index.php/more/departments-history>.
- RWQCB (Regional Water Quality Control Board). 2010. National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, The County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region. Order No. R8-2010-0036, NPDES No. CAS618036. January 29, 2010. https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2010/10_036_SBC_MS4_Permit_01_29_10.pdf.
- SANBAG (San Bernardino Associated Governments). 2016. *San Bernardino County Congestion Management Program*. June 2016. <http://www.gosbcta.com/plans-projects/CMP/CMP16-Complete-061416.pdf>.
- San Gabriel Valley Water Company. 2017. *2015 Urban Water Management Plan*. Final June 2016. Amended December 2017. http://www.sgvwater.com/wp-content/uploads/San-Gabriel-Fontana_Amended-Final-December-2017-1.pdf.
- SCAG (Southern California Association of Governments). 2001. *Employment Density Summary Report*. Prepared by the Natelson Company Inc. October 31, 2001. https://www.google.com/url?sa=t&rcct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwiJ_ba5pJfYAhUCRCYKHQwjBTQQFgggMAA&url=http%3A%2F%2Fwww.mwcog.org%2Ffile.aspx%3FA%3DQT%26T%26R24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6IXOU%253D&usg=AOvVaw2unAH4qA5l3NJl0DPZnWM7.

- SCAG. 2012. *SCAG Regional Travel Demand Model and 2008 Model Validation*. Compiled and Edited by ISA Associates. June 2012. http://www.scag.ca.gov/DataAndTools/Documents/ValidationSummaryReport_SCAG2008Val_2012_06_05.pdf.
- SCAQMD (South Coast Air Quality Management District). 1976. Rule 402 Nuisance. Adopted May 7, 1976. Accessed January 2018. <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf?sfvrsn=4>.
- SCAQMD. 1992. *1992 Federal Attainment Plan for Carbon Monoxide*.
- SCAQMD. 1993. *SCAQMD CEQA Handbook*.
- SCAQMD. 1994. Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Adopted October 6, 1989; amended April 8, 1994. <https://www.arb.ca.gov/drdb/sc/cur.htm>.
- SCAQMD. 2003a. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. August 2003. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>.
- SCAQMD. 2003b. *2003 Air Quality Management Plan: Cleaning the Air We Breathe*. Accessed June 2017. <http://www.aqmd.gov/aqmp/AQMD03AQMP.htm>.
- SCAQMD. 2008. *Final Localized Significance Threshold Methodology*. Adopted June 2003. Revised July 2008. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>.
- SCAQMD. 2013. "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds." December 9, 2013. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf>.
- SCAQMD. 2015. "SCAQMD Air Quality Significance Thresholds." Originally published in *CEQA Air Quality Handbook*, Table A9-11-A. Revised March 2015. Accessed June 18, 2018. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.
- SCAQMD. 2017a. *Final 2016 Air Quality Management Plan*. March 23, 2017. Accessed June 2018. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>.
- SCAQMD. 2017b. "Environmental Justice." Accessed January 2018. <http://www.aqmd.gov/home/about/initiatives/environmental-justice>

SWRCB (State Water Resources Control Board). 2018. GeoTracker [database]. Accessed July 11, 2018.
<https://geotracker.waterboards.ca.gov/>.

U.S. Census Bureau. 2016. “2012–2016 American Community Survey 5-Year Estimates.” Sourced 2016. Accessed March 28, 2018.

USDA (U.S. Department of Agriculture). 2018. Web Soil Survey. USDA, Natural Resources Conservation Service, Soil Survey Staff. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

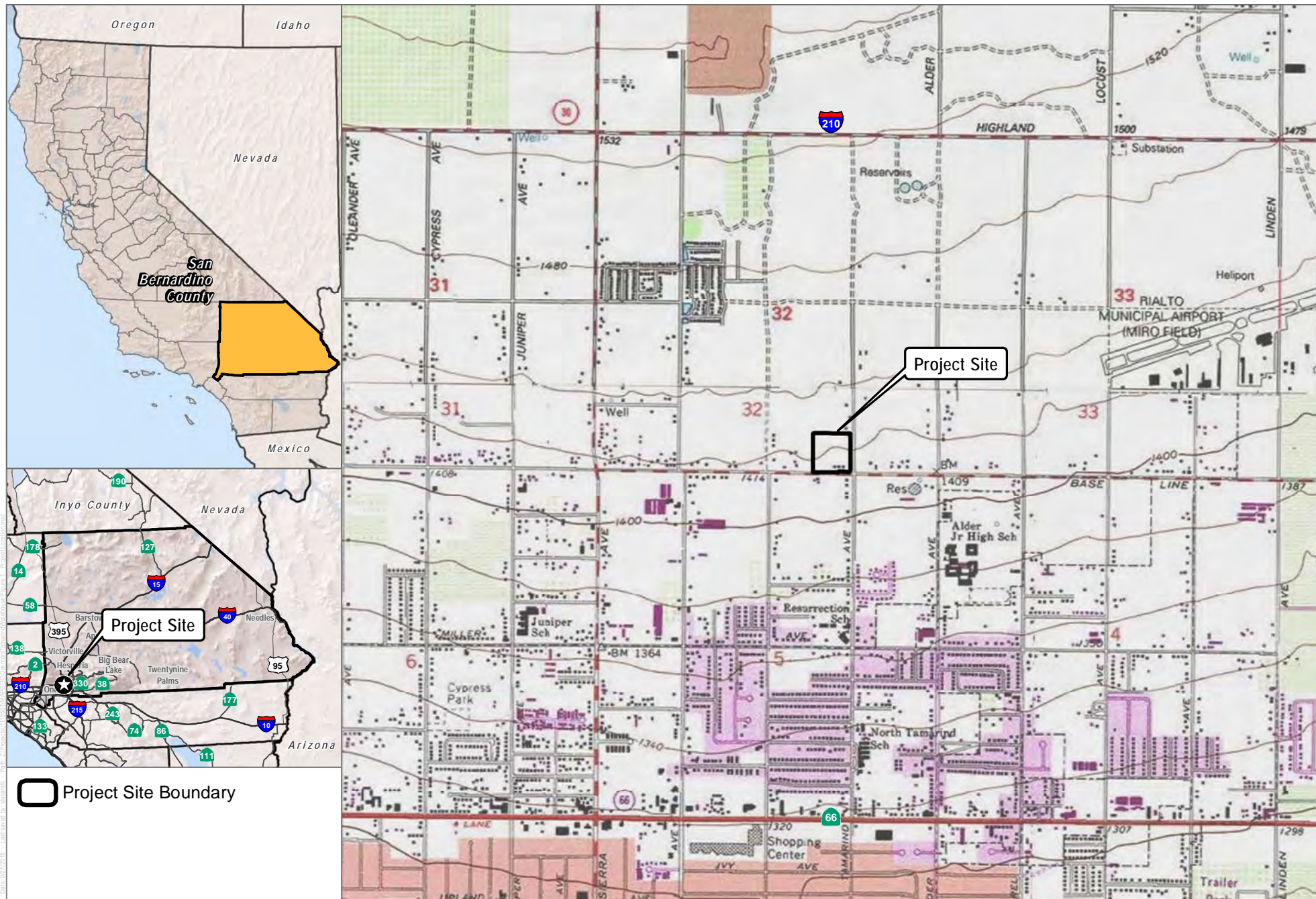
4.2 List of Preparers


City of Rialto

Gina Gibson, Planning Manager
Daniel Rosas, Assistant Planner

Dudek

Collin Ramsey, Project Manager
Patrick Cruz, Environmental Analyst
____, Cultural Resource Specialist
____, GIS Specialist
Corinne Price, Technical Editor
David Mueller, Publications Specialist Lead



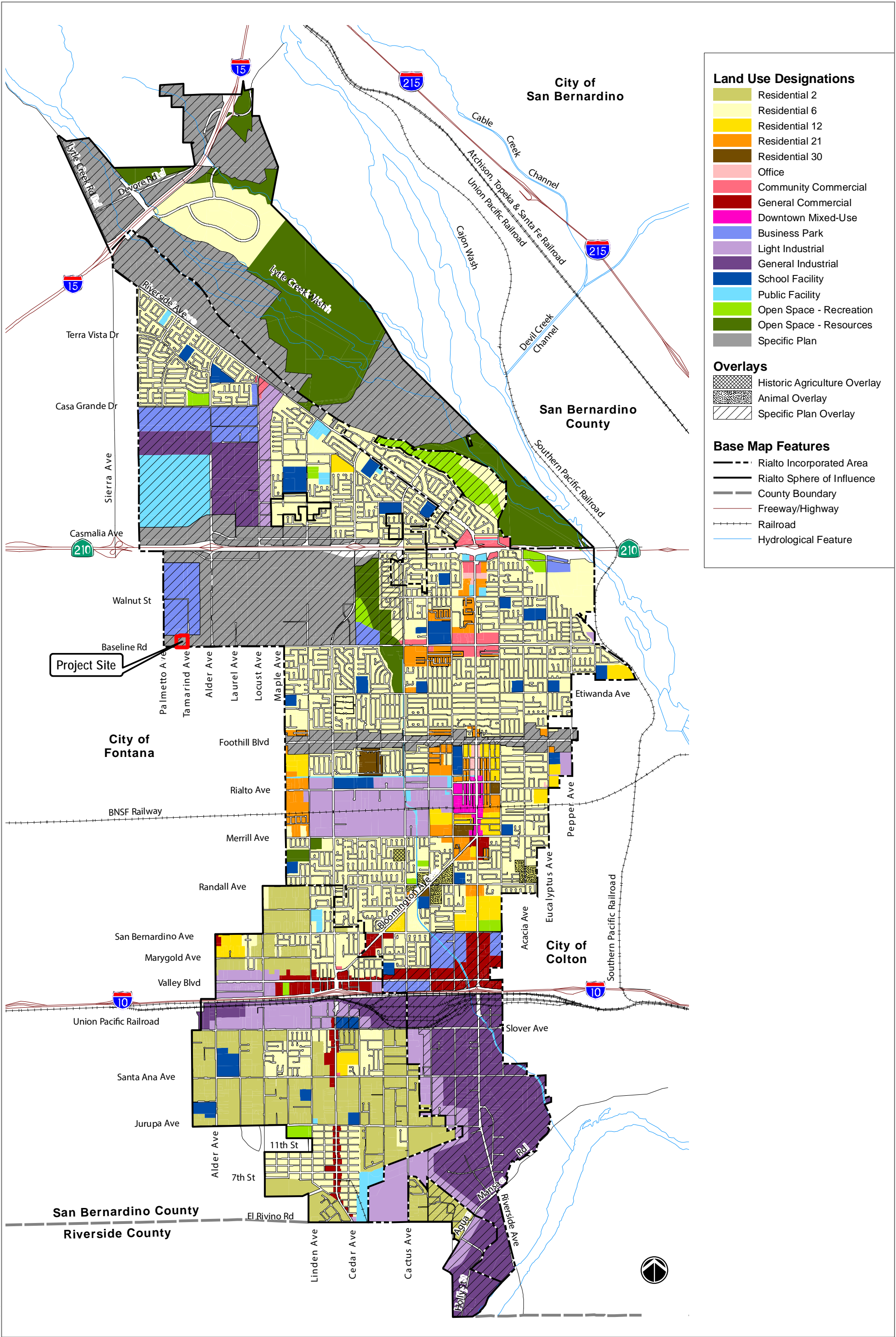
 Project Site Boundary

SOURCE: USGS 7.5-Minute Series Fontana Quadrangle

FIGURE 1
Project Location
Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

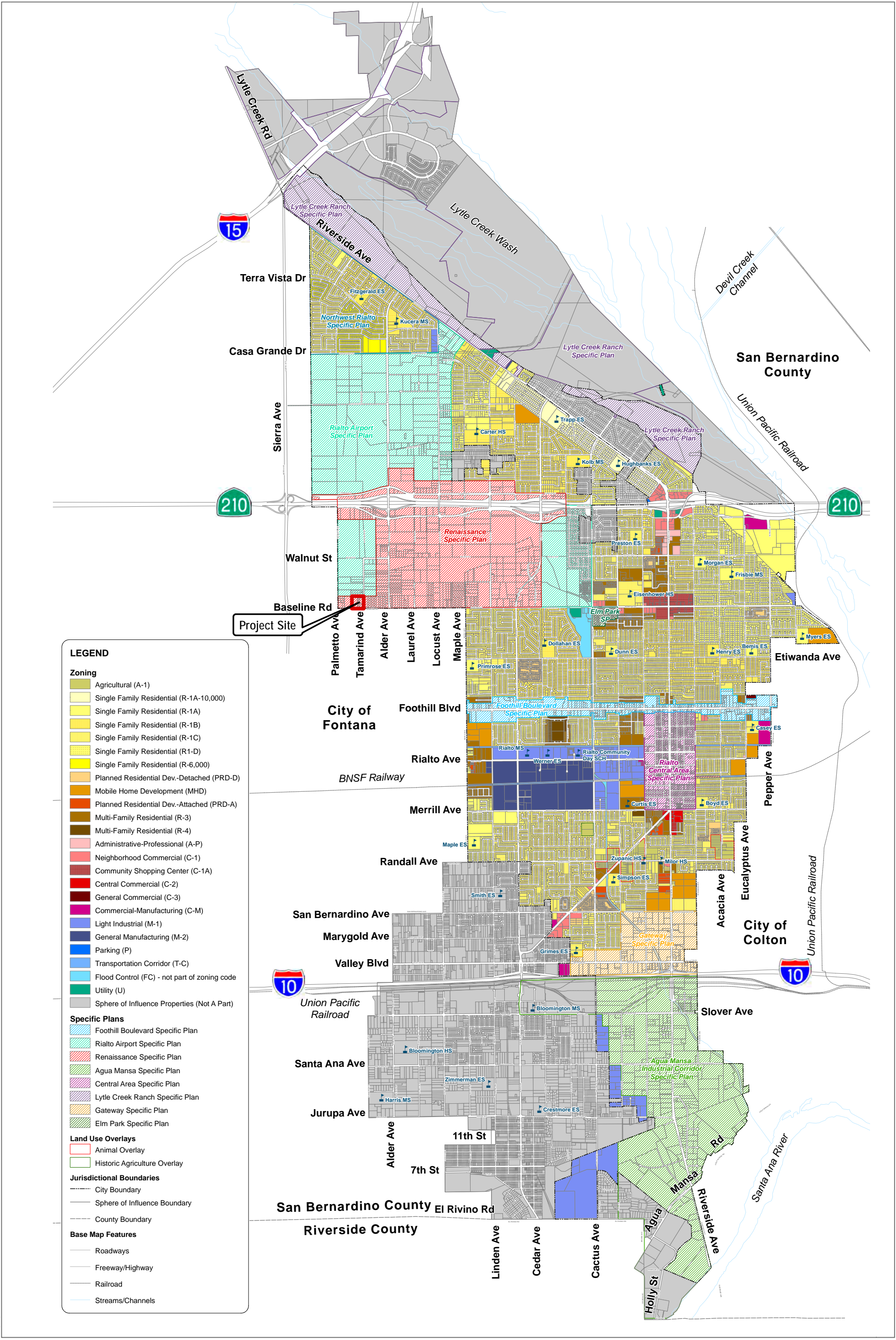


SOURCE: Hogle-Ireland 2010

DUDEK

FIGURE 3
General Plan Land Use
Baseline and Tamarind Warehouse Project

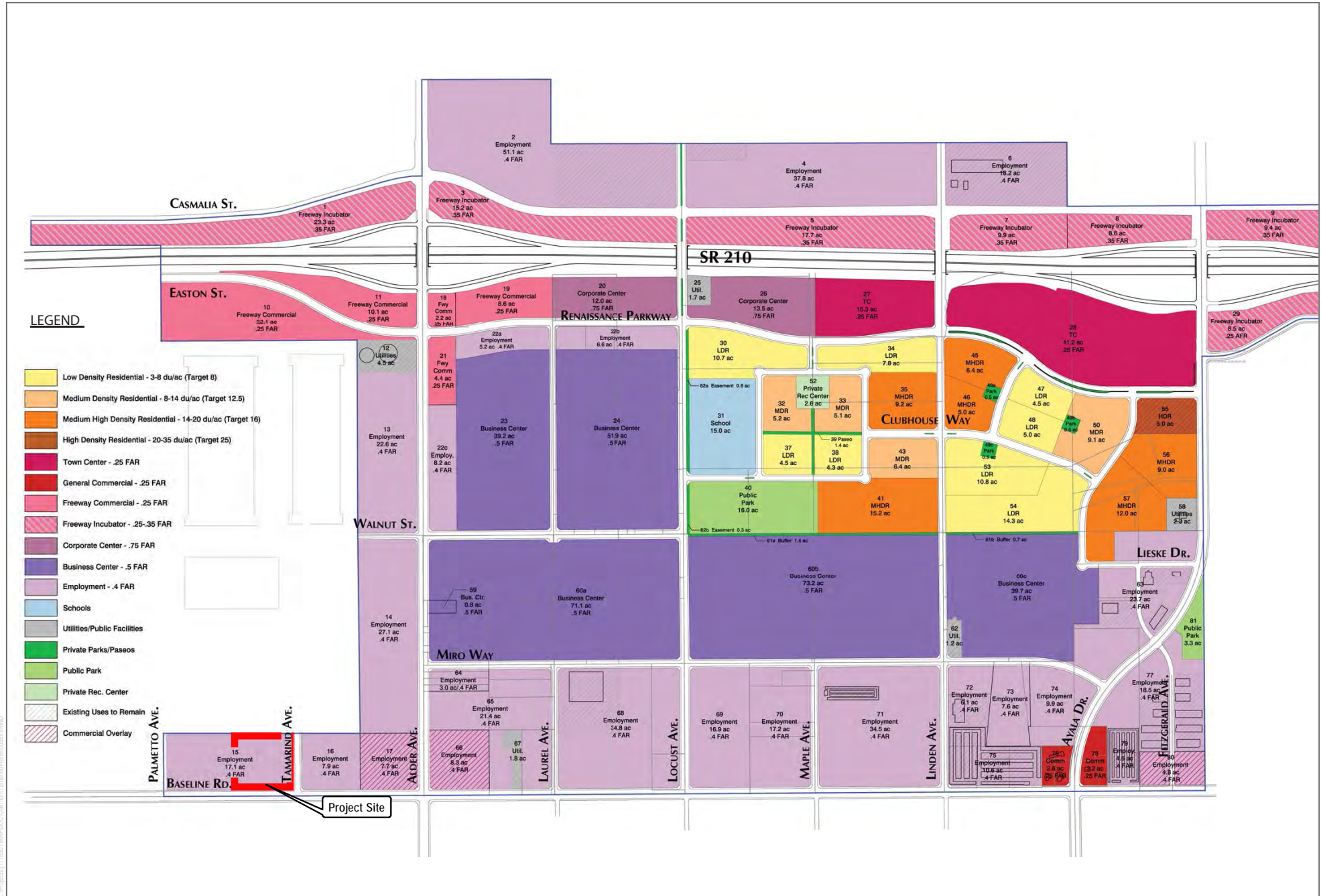
INTENTIONALLY LEFT BLANK



SOURCE: City of Rialto 2010

FIGURE 4
Zoning

INTENTIONALLY LEFT BLANK



SOURCE: City of Rialto 2010

FIGURE 5
Renaissance Specific Plan Land Use
Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



LEGEND:

- Receiver Locations
- Barrier Height (in feet)
- Existing Barrier
- Roof-Top Air Conditioning Unit
- Parking Lot Vehicle Movements
- Distribution/Warehouse Activity
- Distance from receiver to noise source (in feet)
- Required Noise Barrier Mitigation

SOURCE: Urban Crossroads

FIGURE 6
Construction Activity and Receiver Locations

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



LEGEND:

- Receiver Locations
- Construction Activity
- Barrier Height (in feet)
- Distance from receiver to construction activity (in feet)
- Existing Barrier

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

SOURCE: Urban Crossroads

FIGURE 7

Operational Noise Source and Receiver Locations

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



LEGEND:

- 0** - EXISTING INTERSECTION ANALYSIS LOCATION
- 0** - FUTURE INTERSECTION ANALYSIS LOCATION
- 0** - CMP INTERSECTION

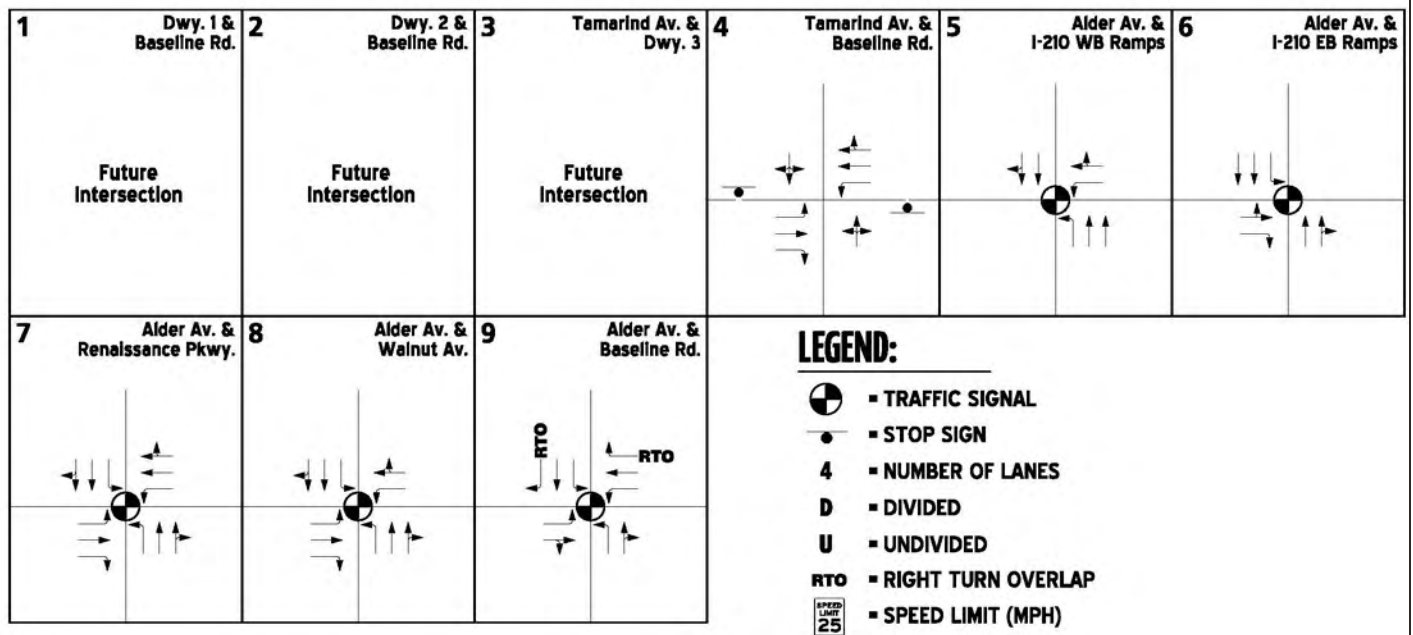
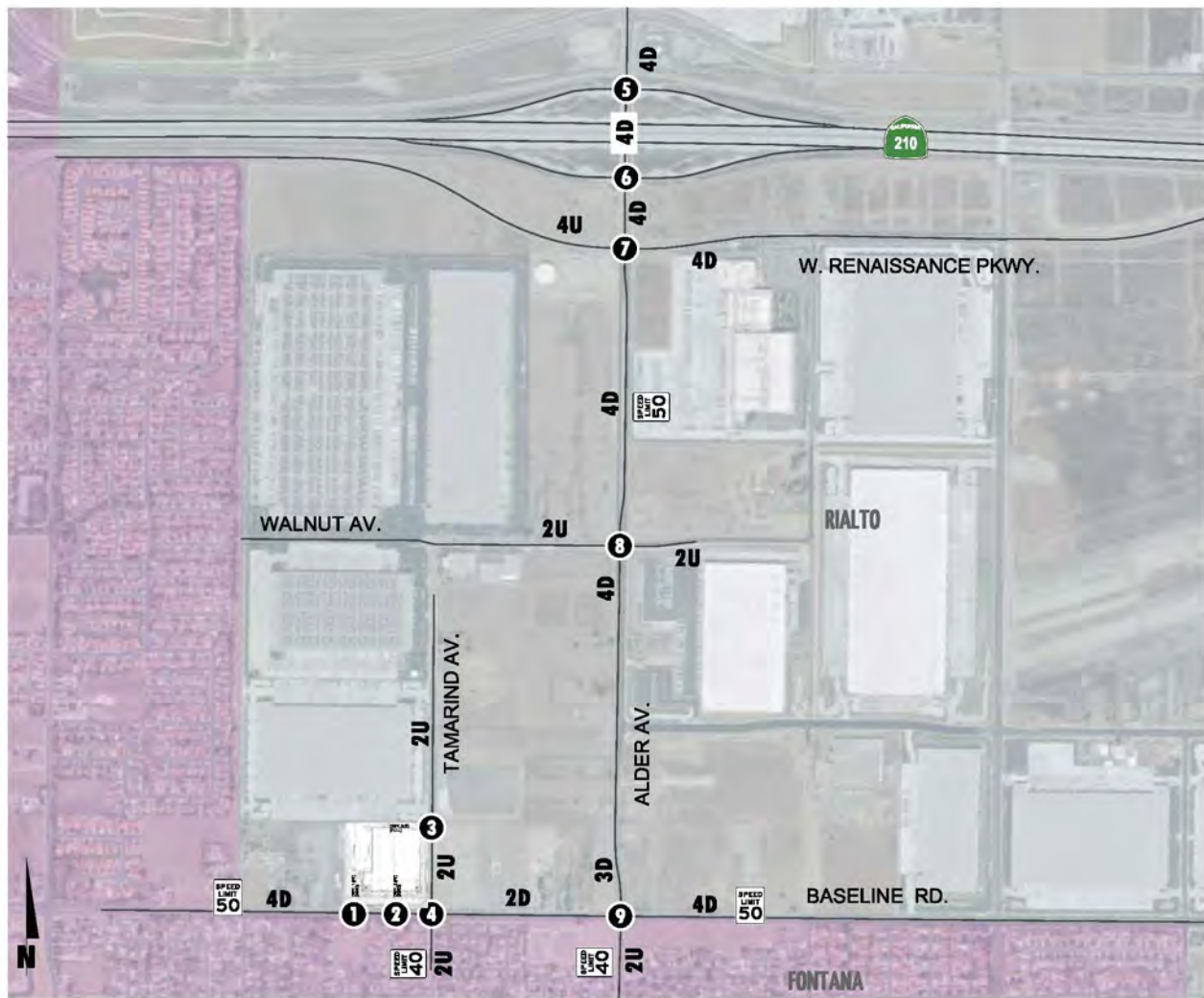
SOURCE: Urban Crossroads

FIGURE 8

Intersection Location Map

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



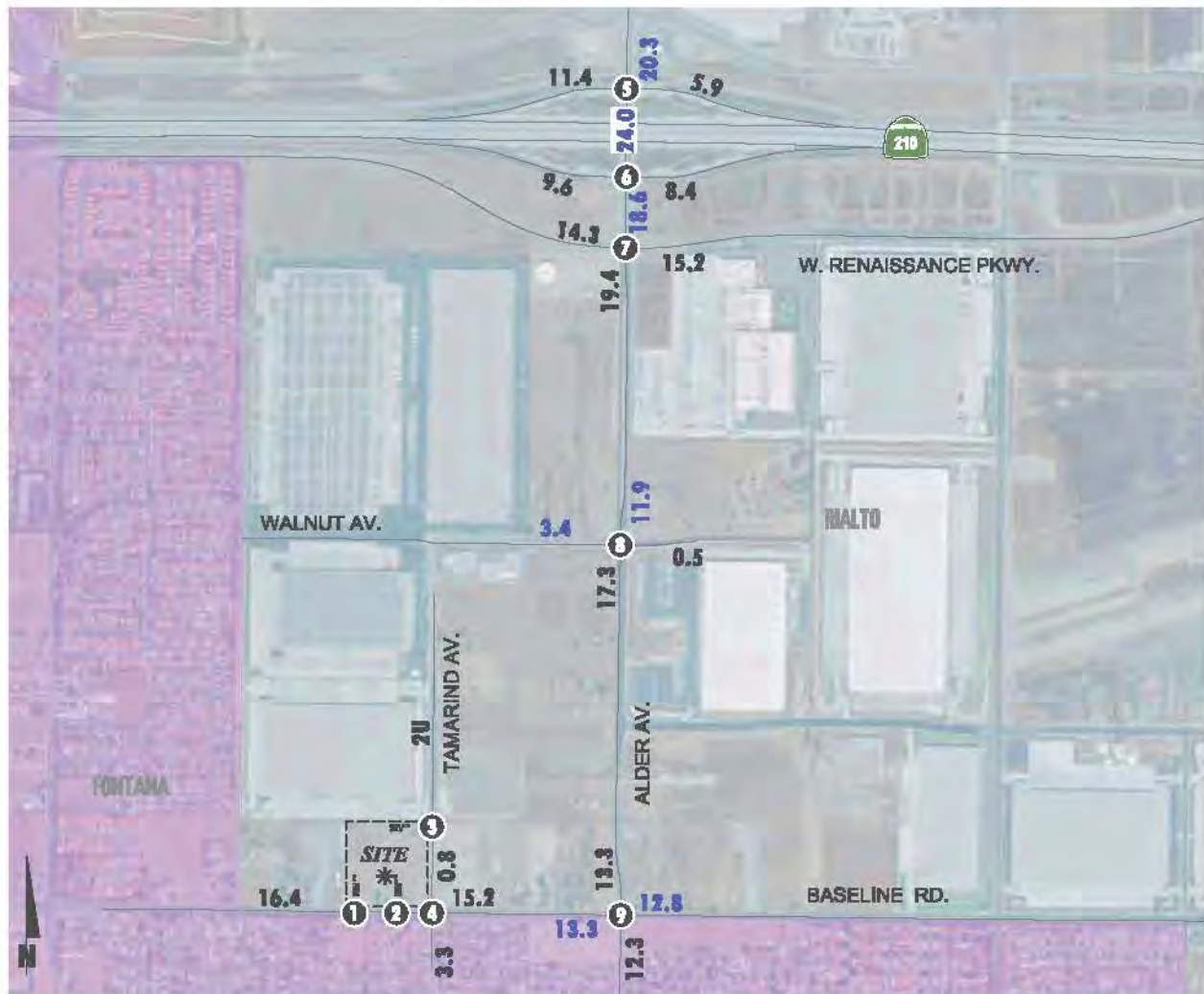
SOURCE: Urban Crossroads

FIGURE 9

Existing Number of Through Lanes and Intersection Control

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



1 Dwy. 1 & Baseline Rd.	2 Dwy. 2 & Baseline Rd.	3 Tamarind Av. & Dwy. 3	4 Tamarind Av. & Baseline Rd.	5 Alder Av. & I-210 WB Ramps	6 Alder Av. & I-210 EB Ramps
Future Intersection	Future Intersection	Future Intersection	<div> <div> 7(22) 3(6) 1(7) </div> <div> 13(1) 522(366) 80(39) </div> <div> 20(11) 482(558) 144(72) </div> <div> 83(57) 5(7) 59(35) </div> </div>	<div> 411(400) 201(355) </div> <div> 170(112) 2(5) 316(272) </div> <div> 301(351) 398(403) </div>	<div> 413(413) 103(214) </div> <div> 282(238) 1(3) 507(398) </div> <div> 417(516) 331(241) </div>
7 Alder Av. & Renaissance Pkwy.	8 Alder Av. & Walnut Av.	9 Alder Av. & Baseline Rd.	LEGEND: 10.0 = ACTUAL (COUNT-BASED) VEHICLES PER DAY (1000'S) 10.0 = ESTIMATED VEHICLES PER DAY (1000'S) 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES		
<div> 109(110) 582(488) 229(211) </div> <div> 133(134) 39(36) 7(13) </div> <div> 99(109) 560(566) 112(105) </div> <div> 28(18) 516(614) 41(45) </div>	<div> 101(76) 559(508) 41(22) </div> <div> 3(2) 0(0) 10(3) </div> <div> 38(89) 5(0) 16(23) </div> <div> 30(22) 536(587) 11(5) </div>	<div> 77(70) 298(280) 60(101) </div> <div> 40(56) 387(282) 40(33) </div> <div> 57(44) 420(482) 65(74) </div> <div> 152(54) 308(333) 115(42) </div>			

SOURCE: Urban Crossroads

FIGURE 10
Existing (2018) Traffic Volumes (In PCE)

Baseline and Tamarind Warehouse Project

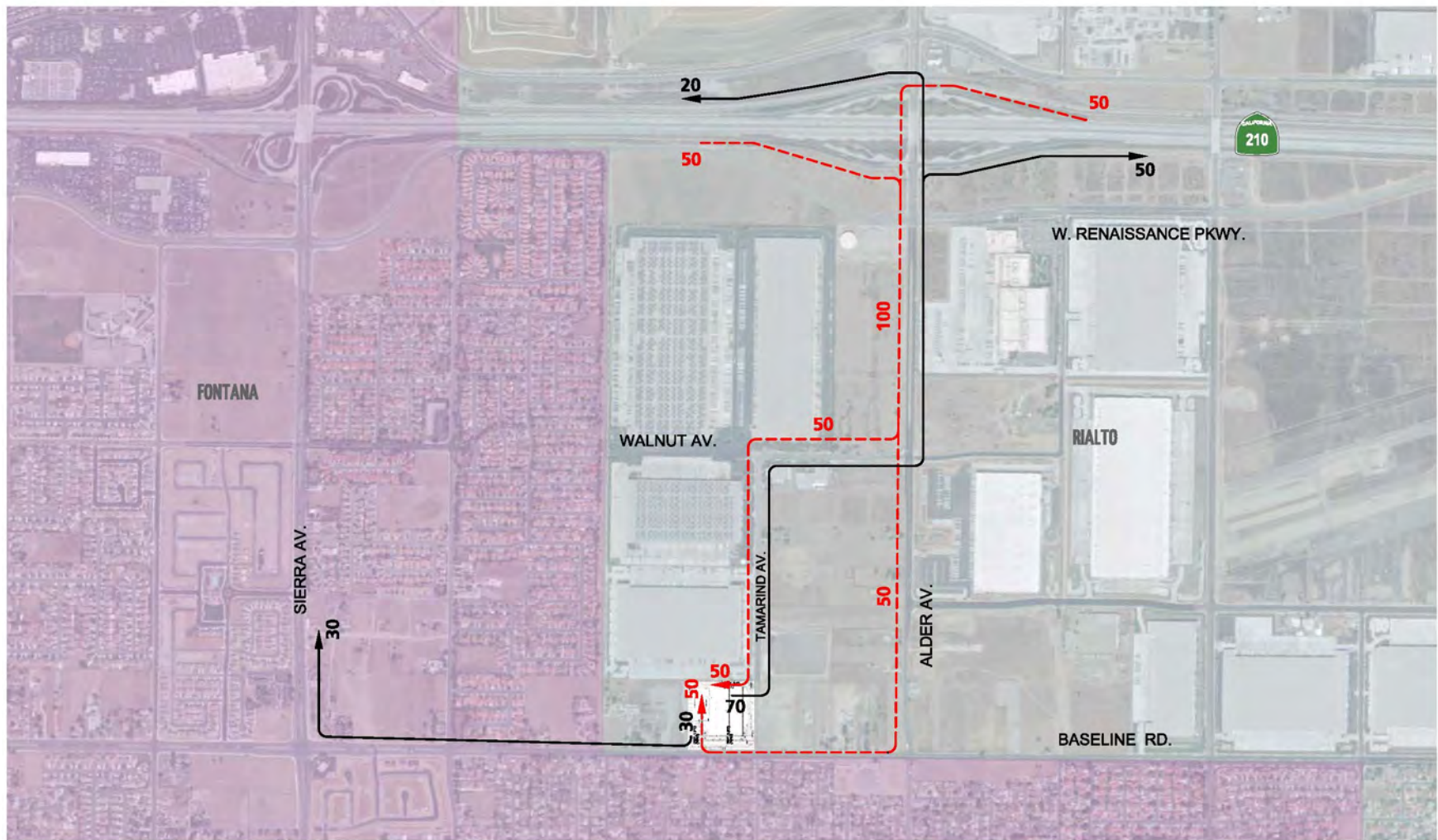
INTENTIONALLY LEFT BLANK



SOURCE: Urban Crossroads

FIGURE 11
Existing (2018) Summary of LOS
Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



Z:\Project\118571\MapDocs\Quorum\Tamarind\Warehouse\SAWD

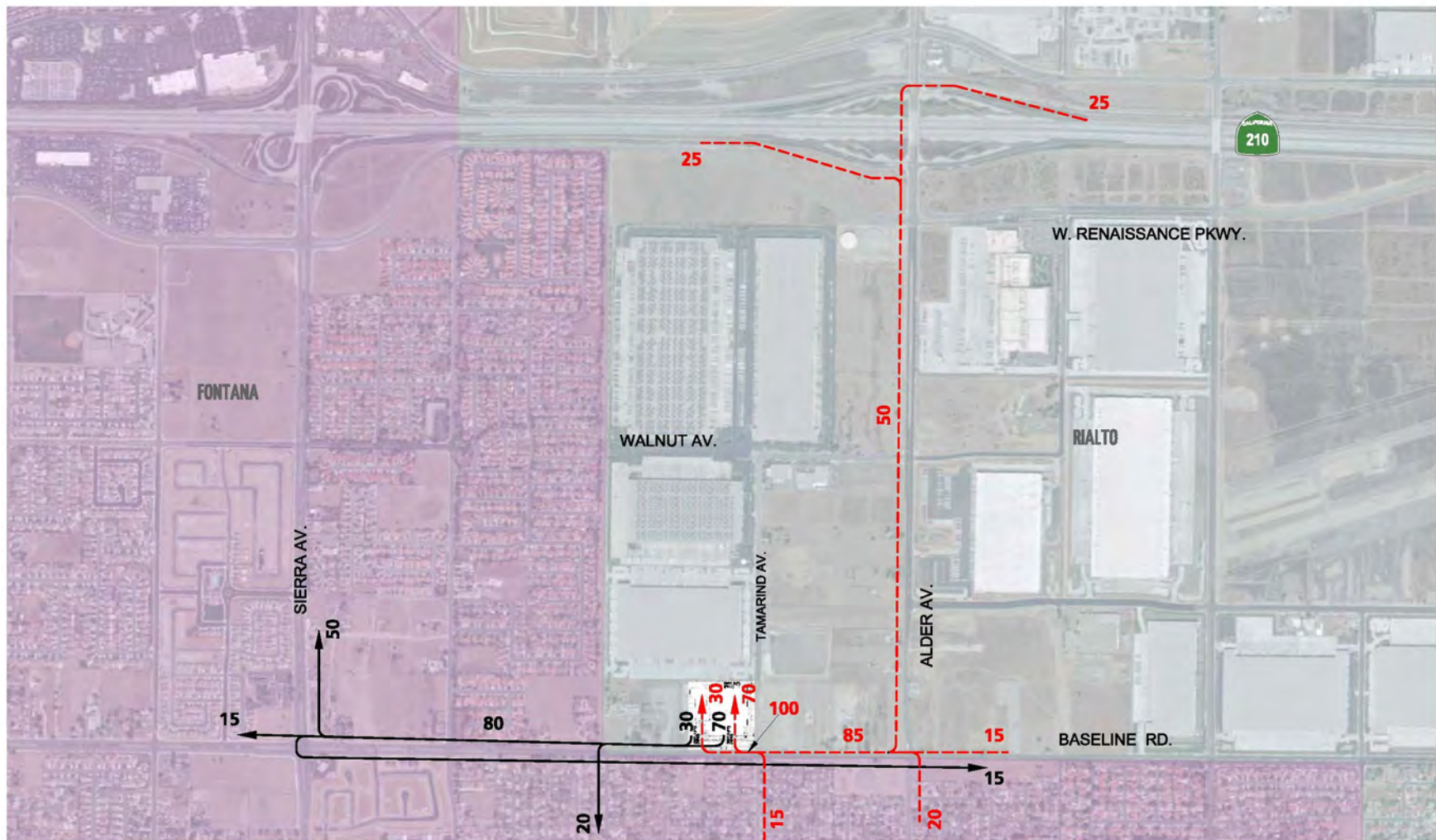
SOURCE: Urban Crossroads

DUDEK

FIGURE 12

Project (Truck) Distribution
Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



LEGEND:

- 10 ■ PERCENT TO/FROM PROJECT
- ← OUTBOUND
- INBOUND



SOURCE: Urban Crossroads

DUDEK

FIGURE 13

Project (Passenger Car) Trip Distribution

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK

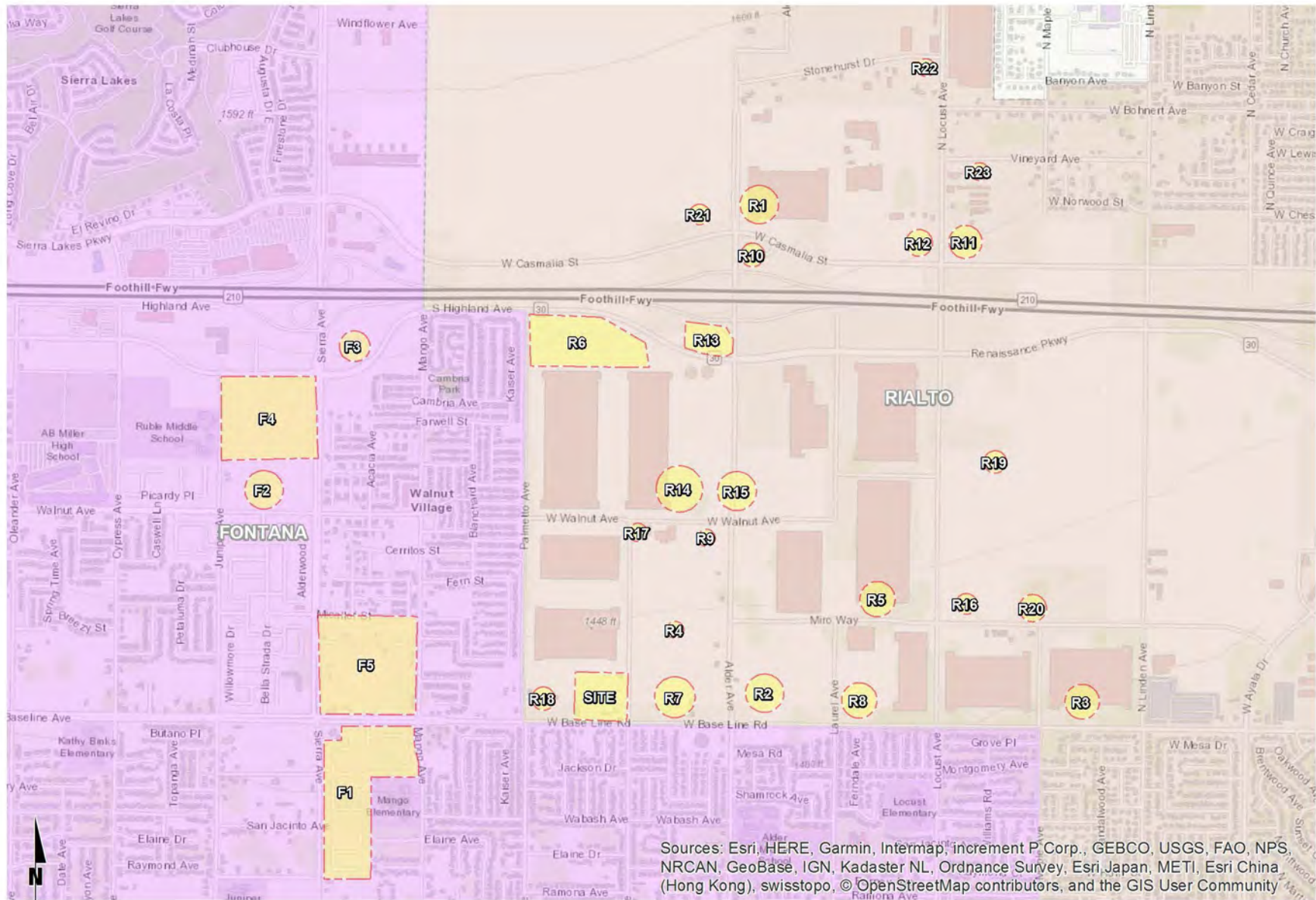
LEGEND:

10(10)	= AM(PM) PEAK HOUR INTERSECTION VOLUMES
10.0	= VEHICLES PER DAY (1000'S)
NOM	= NOMINAL, LESS THAN 50 VEHICLES PER DAY

DUDEK

FIGURE 14
Project Only Traffic Volumes (In PCE)
Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



SOURCE: Urban Crossroads

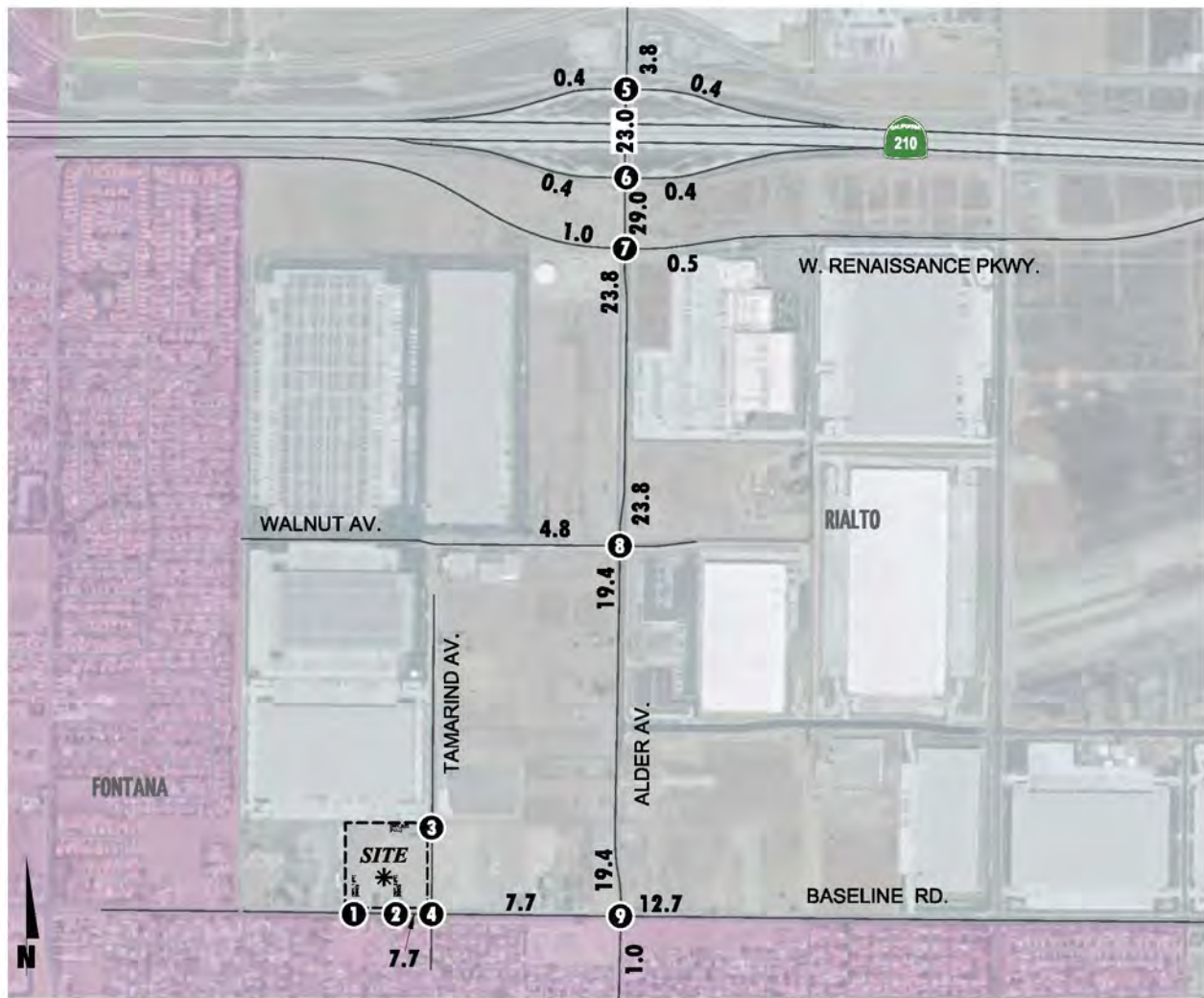
DUDEK

FIGURE 15

Cumulative Development Location Map

Baseline and Tamarind Warehouse Project

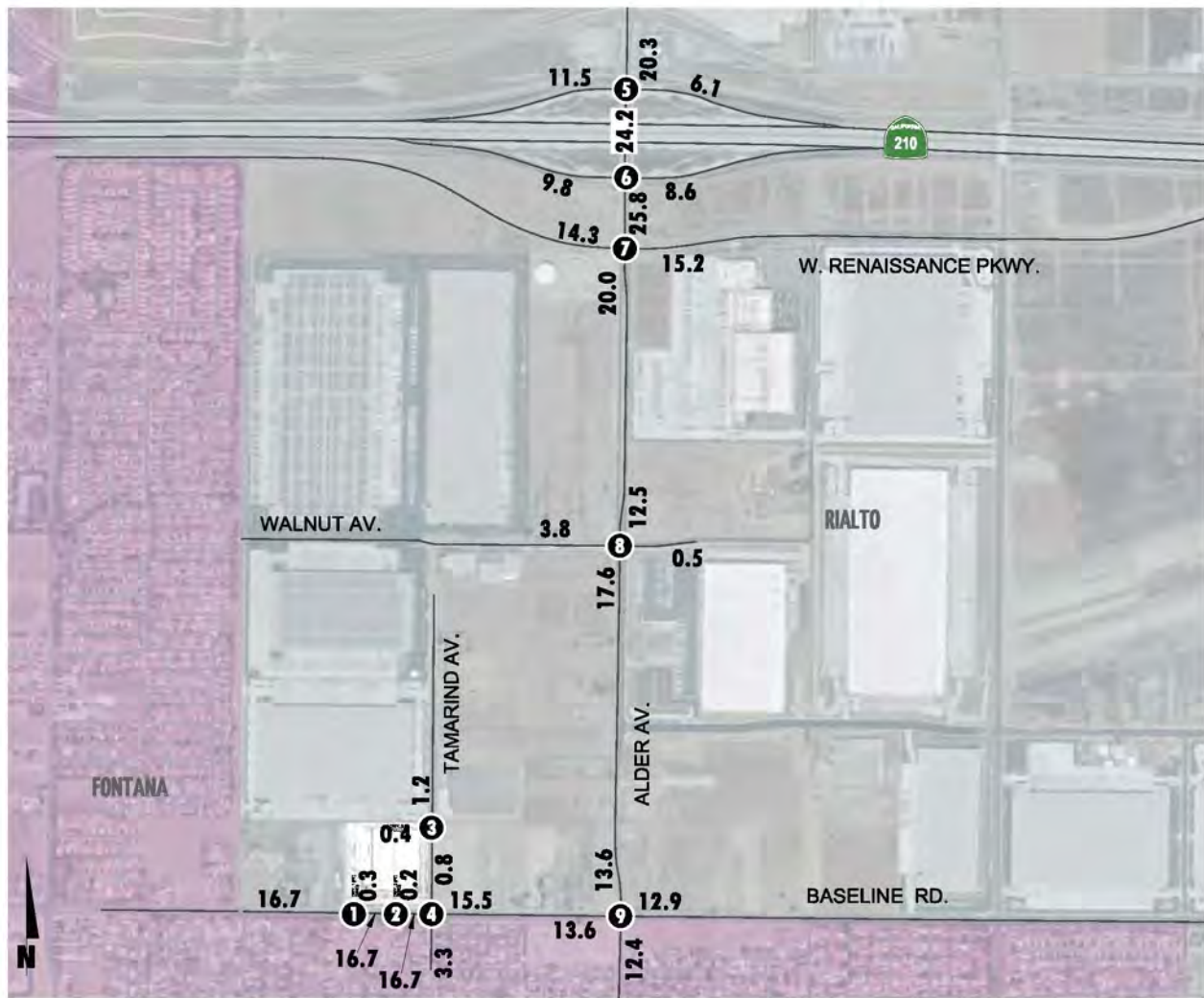
INTENTIONALLY LEFT BLANK



1	2	3	4	5	6
Dwy. 1 & Baseline Rd.	Dwy. 2 & Baseline Rd.	Tamarind Av. & Dwy. 3	Tamarind Av. & Baseline Rd.	Alder Av. & I-210 WB Ramps	Alder Av. & I-210 EB Ramps
Future Intersection	Future Intersection	Future Intersection	<div> <div> <div>3(13)</div> <div>17(5)</div> <div>258(265)</div> <div>1(1)</div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div> <div>89(108)</div> <div>185(309)</div> <div>3(11)</div> </div> </div>	<div> <div>134(291)</div> <div>370(724)</div> </div> <div> <div>354(661)</div> <div>704(371)</div> </div> <div> <div>305(143)</div> <div>0(0)</div> </div> <div> <div>472(240)</div> </div>	<div> <div>692(610)</div> <div>305(143)</div> <div>0(0)</div> <div>723(495)</div> </div> <div> <div>134(291)</div> <div>770(953)</div> </div> <div> <div>191(466)</div> </div>
7	8	9	LEGEND:		
Alder Av. & Renaissance Pkwy.	Alder Av. & Walnut Av.	Alder Av. & Baseline Rd.			
<div> <div>58(54)</div> <div>923(585)</div> <div>424(459)</div> </div> <div> <div>135(124)</div> <div>140(184)</div> <div>18(6)</div> </div> <div> <div>353(421)</div> <div>109(185)</div> <div>232(298)</div> </div> <div> <div>5(18)</div> <div>555(948)</div> <div>264(338)</div> </div>	<div> <div>208(70)</div> <div>767(841)</div> <div>0(0)</div> </div> <div> <div>86(339)</div> <div>0(0)</div> <div>24(79)</div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div> <div>14(5)</div> <div>776(772)</div> <div>0(0)</div> </div>	<div> <div>107(169)</div> <div>295(521)</div> <div>286(202)</div> </div> <div> <div>147(126)</div> <div>110(138)</div> <div>4(12)</div> </div> <div> <div>158(285)</div> <div>126(150)</div> <div>163(269)</div> </div> <div> <div>50(18)</div> <div>486(366)</div> <div>257(238)</div> </div>			
			10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES 10.0 = VEHICLES PER DAY (1000'S)		

SOURCE: Urban Crossroads

INTENTIONALLY LEFT BLANK



1	2	3	4	5	6
Dwy. 1 & Baseline Rd.	Dwy. 2 & Baseline Rd.	Tamarind Av. & Dwy. 3	Tamarind Av. & Baseline Rd.	Alder Av. & I-210 WB Ramps	Alder Av. & I-210 EB Ramps
<div> <div>5(20)</div> <div>28(10)</div> <div>616(460)</div> </div> <div>647(644) →</div>	<div> <div>4(16)</div> <div>16(6)</div> <div>640(454)</div> </div> <div>647(644) →</div>	<div> <div>21(8)</div> <div>11(34)</div> </div> <div> <div>8(29)</div> <div>0(0)</div> <div>38(19)</div> </div>	<div> <div>7(22)</div> <div>3(6)</div> <div>1(7)</div> </div> <div> <div>13(1)</div> <div>563(380)</div> <div>80(39)</div> </div> <div> <div>20(11)</div> <div>483(561)</div> <div>144(72)</div> </div> <div> <div>86(58)</div> <div>5(7)</div> <div>59(35)</div> </div>	<div> <div>411(400)</div> <div>201(355)</div> </div> <div> <div>170(112)</div> <div>2(5)</div> <div>343(282)</div> </div> <div> <div>303(359)</div> <div>398(403)</div> </div>	<div> <div>440(423)</div> <div>103(214)</div> </div> <div> <div>282(238)</div> <div>1(3)</div> <div>534(406)</div> </div> <div> <div>419(524)</div> <div>337(362)</div> </div>
7	8	9	LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES 10.0 = VEHICLES PER DAY (1000'S) NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY		
Alder Av. & Renaissance Pkwy.	Alder Av. & Walnut Av.	Alder Av. & Baseline Rd.			
<div> <div>109(110)</div> <div>636(507)</div> <div>229(211)</div> </div> <div> <div>133(134)</div> <div>39(36)</div> <div>7(13)</div> </div> <div> <div>99(109)</div> <div>560(566)</div> <div>112(105)</div> </div> <div> <div>20(18)</div> <div>524(643)</div> <div>41(45)</div> </div>	<div> <div>122(84)</div> <div>592(520)</div> <div>41(22)</div> </div> <div> <div>3(2)</div> <div>0(0)</div> <div>10(3)</div> </div> <div> <div>46(118)</div> <div>5(0)</div> <div>16(23)</div> </div> <div> <div>30(22)</div> <div>536(587)</div> <div>11(5)</div> </div>	<div> <div>110(82)</div> <div>298(280)</div> <div>60(101)</div> </div> <div> <div>40(56)</div> <div>390(283)</div> <div>40(33)</div> </div> <div> <div>57(44)</div> <div>421(485)</div> <div>65(74)</div> </div> <div> <div>157(56)</div> <div>308(333)</div> <div>115(42)</div> </div>			

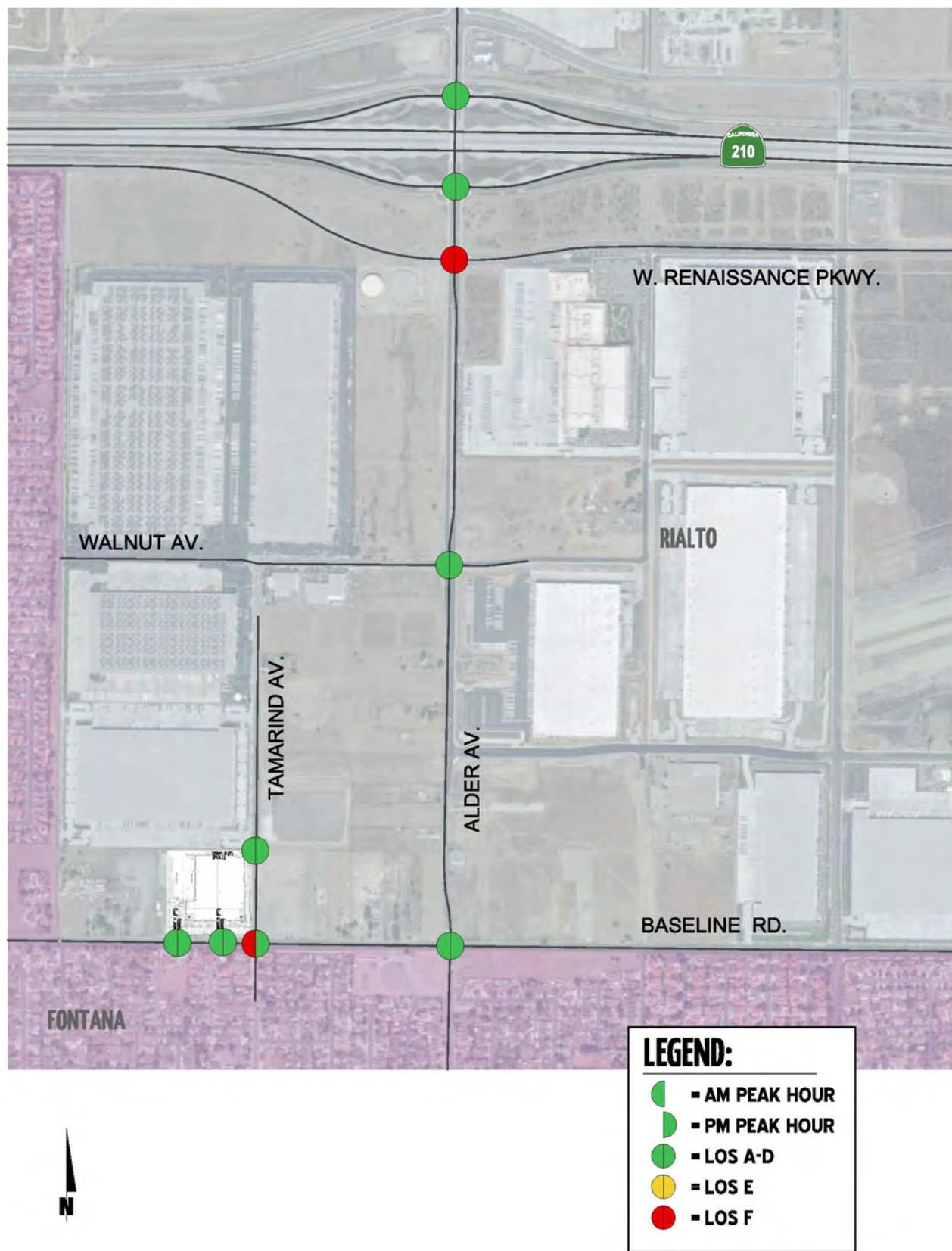
SOURCE: Urban Crossroads

FIGURE 17

E+P Traffic Volumes (In PCE)

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



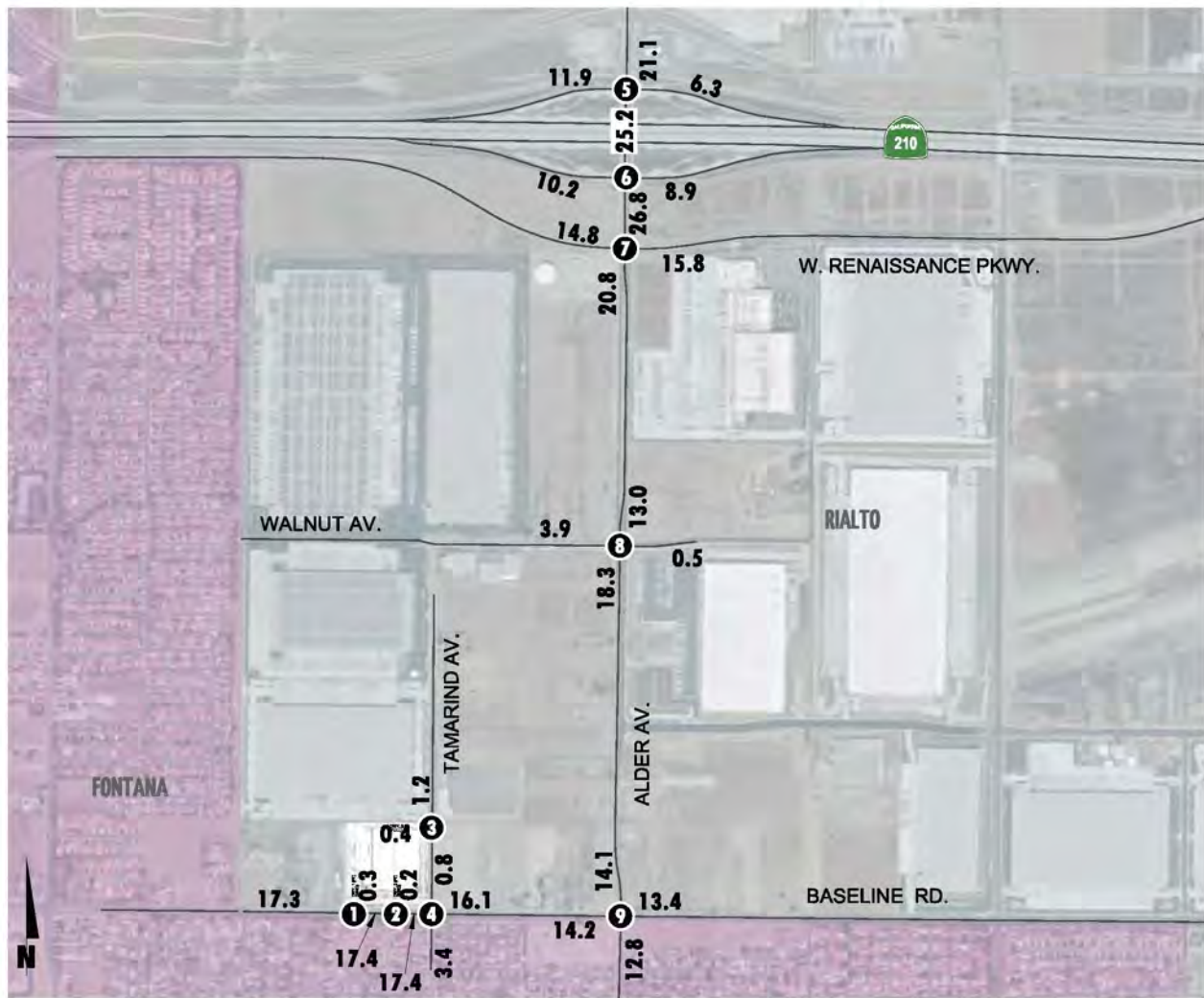
SOURCE: Urban Crossroads

FIGURE 18

E+P Summary of LOS

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK



1	2	3	4	5	6
Dwy. 1 & Baseline Rd.	Dwy. 2 & Baseline Rd.	Tamarind Av. & Dwy. 3	Tamarind Av. & Baseline Rd.	Alder Av. & I-210 WB Ramps	Alder Av. & I-210 EB Ramps
<div> <div>5(20)</div> <div>28(10)</div> <div>641(478)</div> </div> <div>673(669) →</div>	<div> <div>4(16)</div> <div>16(6)</div> <div>665(472)</div> </div> <div>673(669) →</div>	<div> <div>21(8)</div> <div>11(35)</div> </div> <div> <div>8(29)</div> <div>0(0)</div> <div>0(0)</div> <div>40(20)</div> </div>	<div> <div>7(22)</div> <div>3(6)</div> <div>1(7)</div> </div> <div> <div>14(1)</div> <div>584(394)</div> <div>83(41)</div> </div> <div> <div>21(11)</div> <div>502(584)</div> <div>150(74)</div> </div> <div> <div>89(60)</div> <div>5(7)</div> <div>61(36)</div> </div>	<div> <div>428(416)</div> <div>209(369)</div> </div> <div> <div>176(117)</div> <div>2(5)</div> <div>355(292)</div> </div> <div> <div>315(373)</div> <div>414(419)</div> </div>	<div> <div>457(439)</div> <div>107(222)</div> </div> <div> <div>293(248)</div> <div>1(3)</div> <div>554(421)</div> </div> <div> <div>436(544)</div> <div>350(376)</div> </div>
7	8	9	LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES 10.0 = VEHICLES PER DAY (1000'S) NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY		
Alder Av. & Renaissance Pkwy.	Alder Av. & Walnut Av.	Alder Av. & Baseline Rd.			
<div> <div>113(114)</div> <div>659(526)</div> <div>238(219)</div> </div> <div> <div>138(139)</div> <div>41(37)</div> <div>7(14)</div> </div> <div> <div>103(113)</div> <div>583(588)</div> <div>117(109)</div> </div> <div> <div>20(19)</div> <div>544(668)</div> <div>43(47)</div> </div>	<div> <div>126(87)</div> <div>614(540)</div> <div>43(23)</div> </div> <div> <div>3(2)</div> <div>0(0)</div> <div>10(3)</div> </div> <div> <div>47(121)</div> <div>5(0)</div> <div>17(23)</div> </div> <div> <div>31(23)</div> <div>558(610)</div> <div>11(5)</div> </div>	<div> <div>113(85)</div> <div>310(291)</div> <div>62(105)</div> </div> <div> <div>41(58)</div> <div>406(294)</div> <div>41(34)</div> </div> <div> <div>59(46)</div> <div>437(504)</div> <div>68(76)</div> </div> <div> <div>163(58)</div> <div>320(346)</div> <div>120(44)</div> </div>			

SOURCE: Urban Crossroads

FIGURE 19
EAP (2020) Traffic Volumes (In PCE)
Baseline and Tamarind Warehouse Project

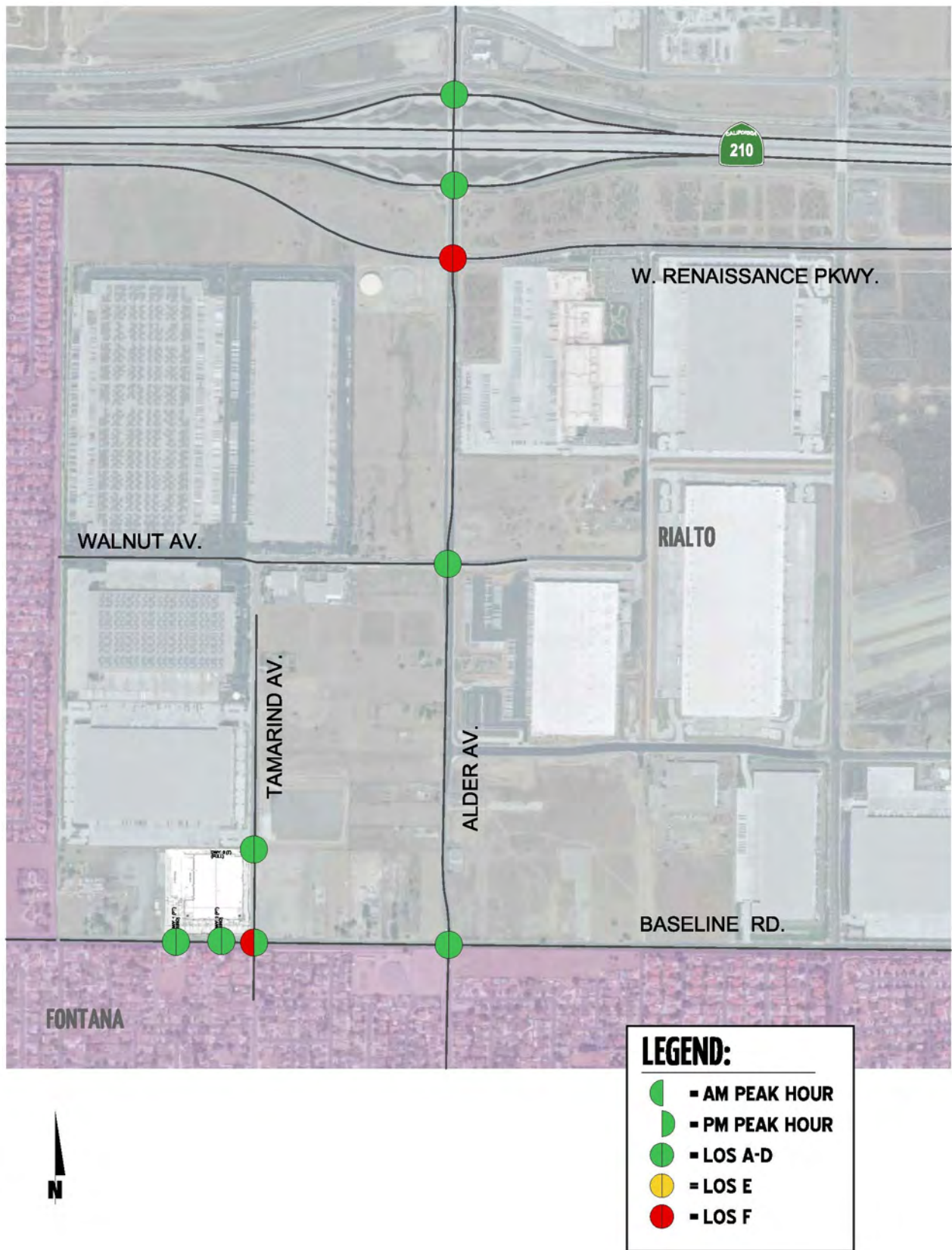
INTENTIONALLY LEFT BLANK



SOURCE: Urban Crossroads

FIGURE 20
EAP (2020) Summary of LOS
Baseline and Tamarind Warehouse Project

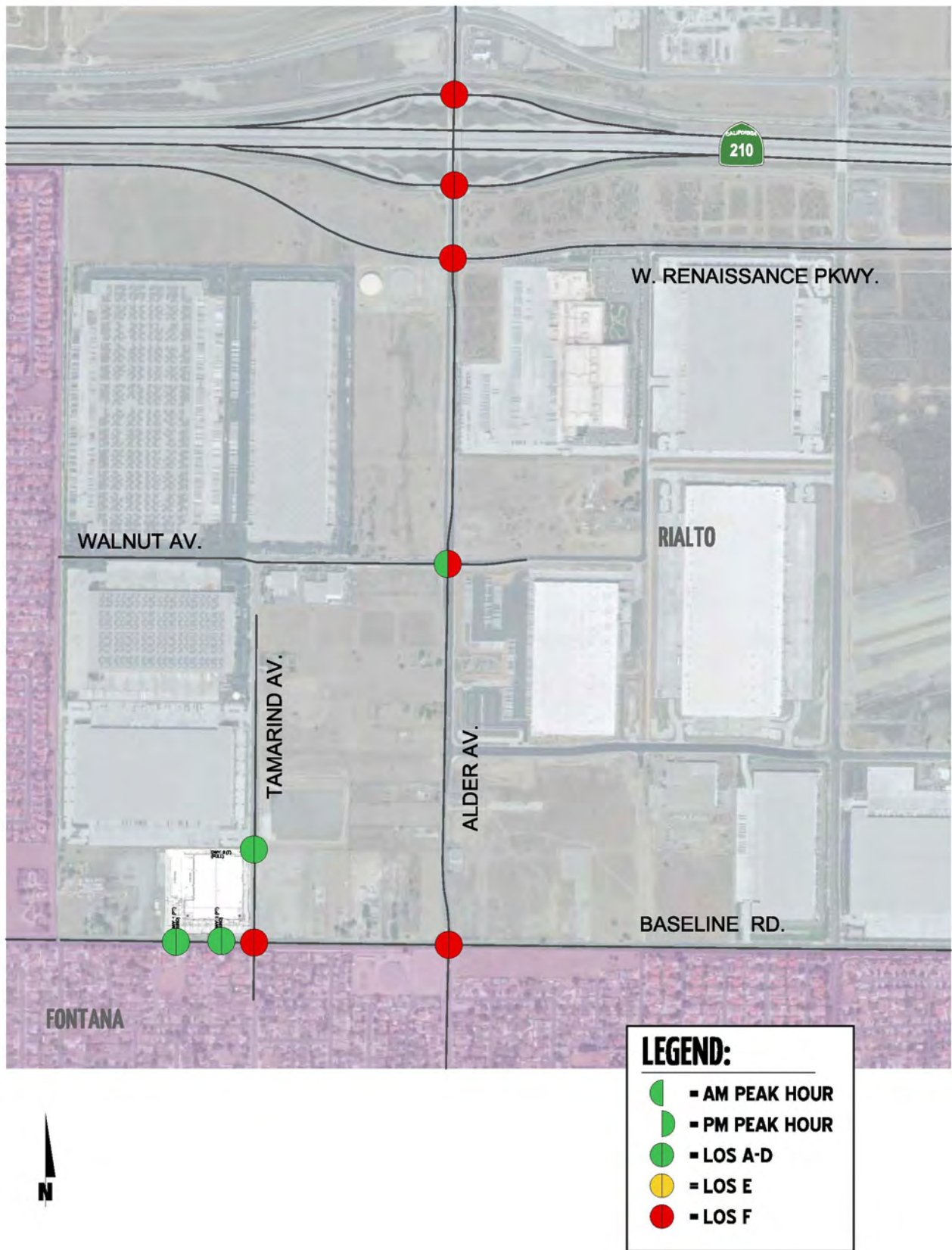
INTENTIONALLY LEFT BLANK



SOURCE: Urban Crossroads

FIGURE 21
EAPC (2020) Traffic Volumes (In PCE)
Baseline and Tamarind Warehouse Project

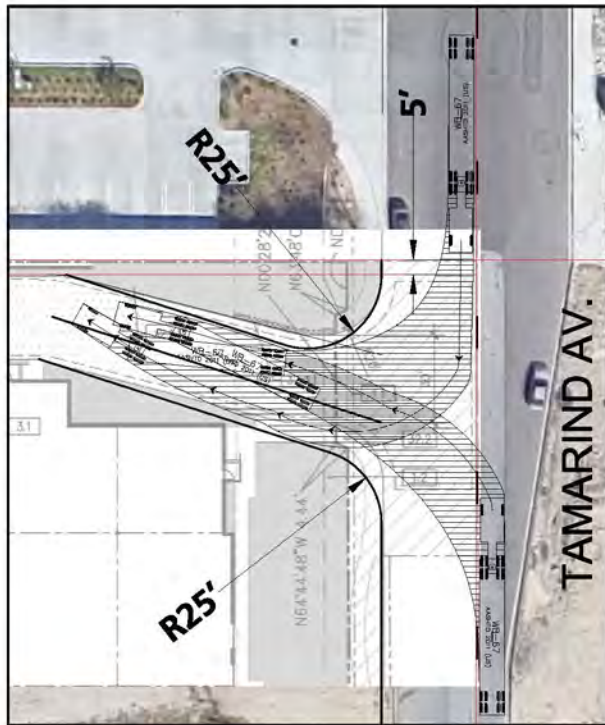
INTENTIONALLY LEFT BLANK



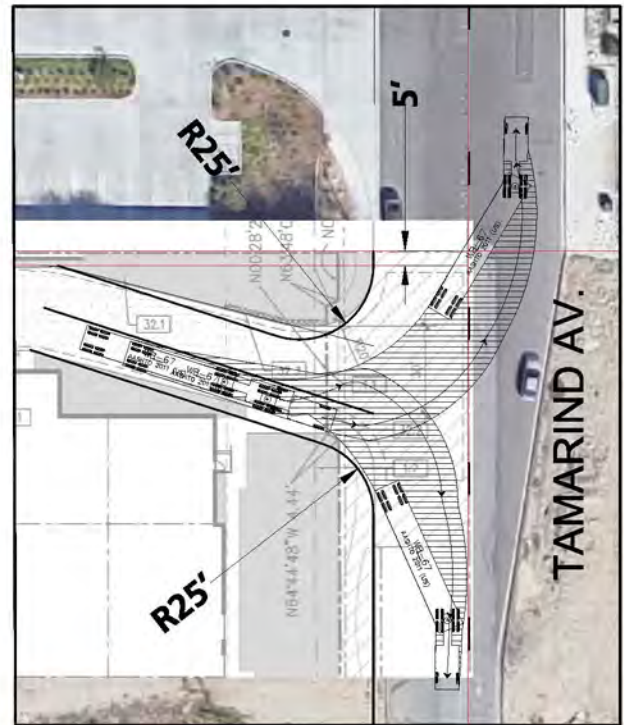
SOURCE: Urban Crossroads

FIGURE 22
EAPC (2020) Summary of LOS
Baseline and Tamarind Warehouse Project

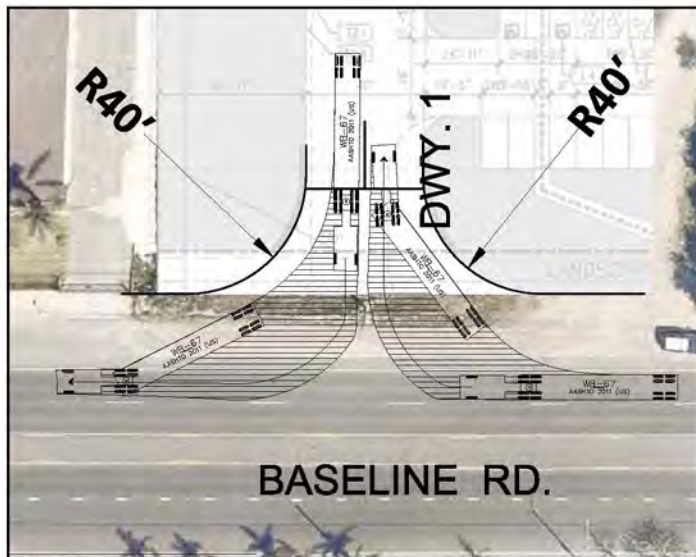
INTENTIONALLY LEFT BLANK



INBOUND

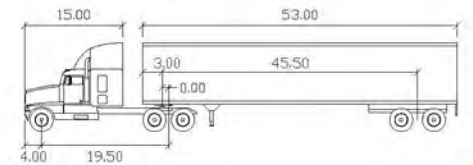


OUTBOUND



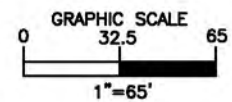
BASELINE RD.

LEGEND:



WB-67

	Feet
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0



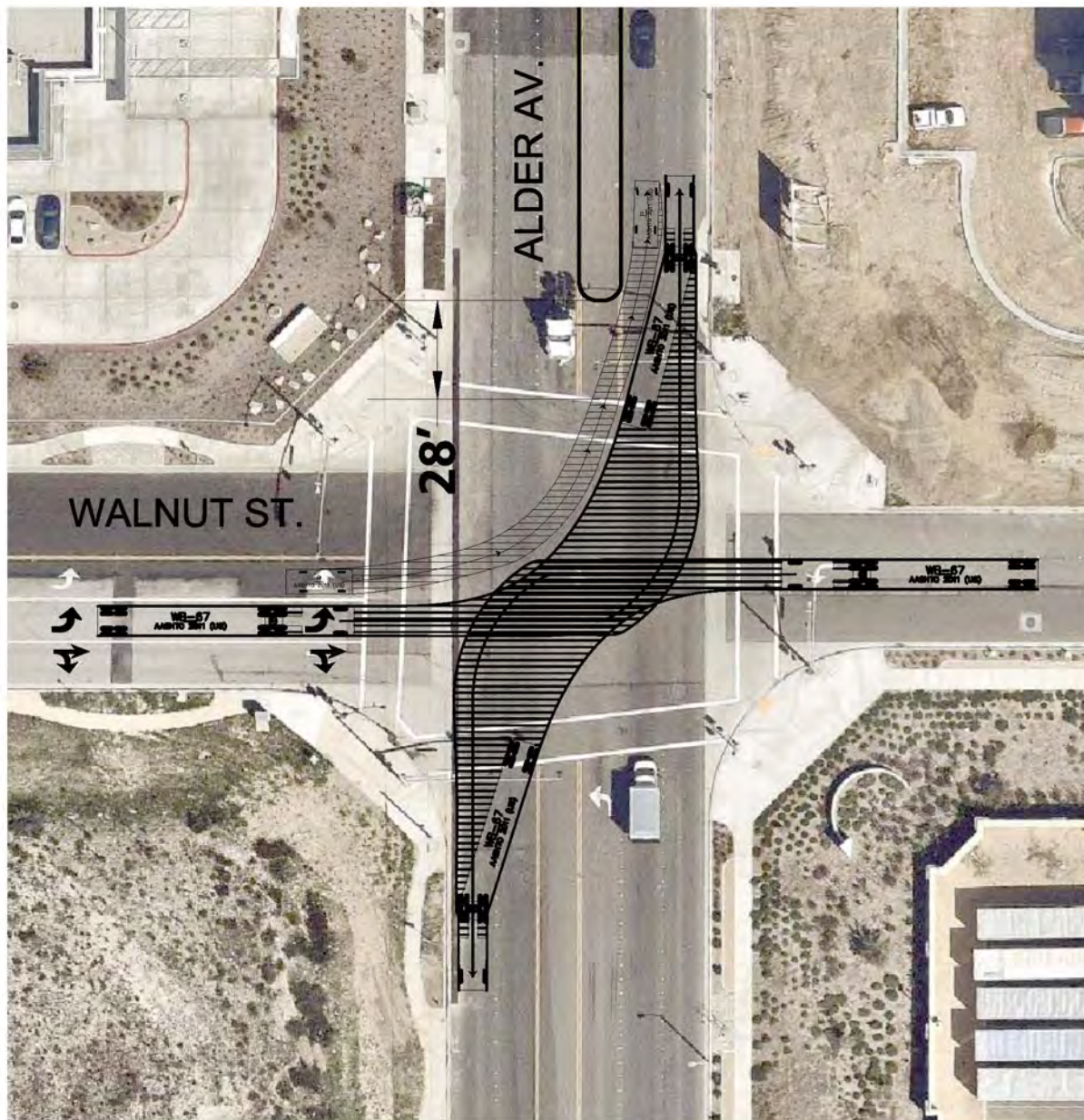
SOURCE: Urban Crossroads

FIGURE 23

Truck Access at Project Driveways

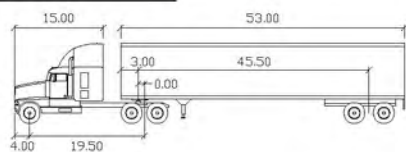
Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK

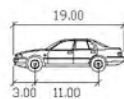


NOTE: EASTBOUND/WESTBOUND LEFTS WILL NOT GO CONCURRENTLY (LEAD-LAG LEFT TURN OPERATION)

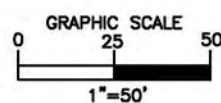
LEGEND:



WB-67		feet	
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		



P		feet	
Width	7.00		
Track	6.00		
Lock to Lock Time	6.0		
Steering Angle	31.6		



SOURCE: Urban Crossroads

FIGURE 24

Truck Access at Alder Avenue and Walnut Street

Baseline and Tamarind Warehouse Project

INTENTIONALLY LEFT BLANK