BRIDGE POINT NORTH RIALTO

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Prepared For:

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

Prepared By:

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March 2019

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Background and Project Description

Project Title

Bridge Point North Rialto

Lead Agency Name and Address

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

Contact Person and Phone Number

Daniel Casey, Senior Planner
(909) 820-2535

Project Location

The Bridge Point North Rialto Project (Project) is located north of State Route 210 (SR-210), west of Interstate 215 (I-215), and east of Interstate 15 (I-15) as depicted in **Figure 1, Regional Location Map**. The overall Project site is located on approximately 15.95 acres directly west of Maple Avenue, approximately 225 linear feet south of Bohnert Avenue, approximately 650 linear feet north of Casmalia Street, and approximately 680 linear feet east of Locust Avenue, as depicted in **Figure 2, Project Vicinity Map**.

Project Applicant

Bridge Development Partners, LLC

General Plan Designation

The Project is currently within an unincorporated area of San Bernardino County (County). The County's land use designation for the Project site is Single Residential (RS-1). As shown in **Figure 3, Existing Zoning,** the Project site is also located within a designated Sphere of Influence (SOI) within the City of Rialto (City). The City's land use designation for the Project site is Residential 6 (R6).

Zoning

The County's zoning designation for the Project site is Single Residential (RS-1). In accordance with Section 18.20.080 and Section 18.06.030 of the City's Municipal Code, newly annexed areas are automatically placed in the Single Family Residential (R-1 A) zone unless otherwise designated as a part of the annexation procedure. As shown in **Figure 3, Existing Zoning** and **Figure 4, Proposed Zoning,** the proposed Project is adjacent to the Rialto Airport Specific Plan Area. The proposed Project would include a Specific Plan Amendment to incorporate the Project area into the Rialto Airport Specific Plan and would be zoned as Planned Industrial Development (I-PID).

Project Setting

The Project site is located in a predominately industrial and residential area. The land uses surrounding the Project site consist of a mix of uses including industrial, residential, and vacant parcels. Single family residential uses are immediately north and east of the proposed Project site and vacant parcels and industrial uses are located south and west of the proposed site.

II. Description of Proposed Project

The proposed Bridge Point North Rialto Project (Project) is comprised of one 382,018 square foot warehouse building with approximately 6,000 square feet of office space and associated parking and landscaping on approximately 15.95 acres as shown in **Figure 3, Site Plan.** The proposed Project is located within Annexation Island 4, an "island" or small pocket of land that is currently located within an unincorporated area of San Bernardino County, but substantially surrounded by the City of Rialto and designated as a Rialto Sphere of Influence within the City's General Plan. The proposed Project would require a Precise Plan of Design (PPD), a General Plan Amendment (GPA), a Specific Plan Amendment (SPA), a Zone Change, and an Annexation to allow for these parcels within the portion of Annexation Island 4, known as Annexation Island 4 Industrial, to be rezoned from Single Residential (RS-1) to Planned Industrial Development (I-PID) upon annexation by the City of Rialto and approval of the associated GPA and SPA. The Project would also require a Tentative Parcel Map (TPM) to allow for parcel consolidation. For additional information regarding the requested land use entitlements, please reference Section III, Required Permits.

The warehouse distribution building would be one level, a maximum building height of approximately 50 feet, and would include 48 dock doors on the western side of the building. West of the building, adjacent to the dock doors, would be 48 trailer parking stalls. Surface parking totaling 141 standard stalls and 8 dedicated ADA stalls would be located on the northern, western and southern sides of the building. Landscaping in the amount of 85,247 square feet and permeable paving in the amount of 24,165 square feet, for a total of 109,412 square feet of permeable area, is anticipated for the site. Roadway frontage improvements including sidewalk, curb, and gutter improvements would be provided along the west side of Maple Avenue on the eastern site boundary and at the terminus of Vineyard Avenue on the western site boundary.

The proposed warehouse distribution Project is currently planned as a "speculative building." Therefore, the future tenants of the building are not currently known. Without knowing the future tenants, an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use approximate potential on-site employees, hours of operation, and vehicular traffic generation based on the Project's proposed square footage and use as a warehouse distribution building. In an abundance of caution, this Initial Study and the associated technical reports have assumed uses and intensities that may be greater than what might actually be expected at buildout and operation, resulting in a possible conservative/worst-case estimation of impacts.

Access and Parking

Vehicular access provisions for the Project site would consist of two full-movement driveways on Maple Avenue and one driveway on the west side of the building on Vineyard Avenue. Passenger vehicles would enter the site via the full-movement driveways on Maple Avenue, depending on which is closest to their parking area destination. Trucks would only enter and exit the site via the Vineyard Avenue driveway along the western site boundary. Street improvements would be provided on the eastern site boundary along the west side of Maple Avenue and on the western site boundary at the terminus of Vineyard Avenue. Street improvements would include improvements to curbs, gutters, sidewalks, street lights, traffic signal equipment and signing and striping as required.

Landscaping

Proposed landscaping would cover approximately 12.3 percent or 85,247 square feet of the site. An additional 24,165 square feet of permeable pavers would be provided for a total of 109,412 square feet of permeable area. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 18.61.250 and Section 18.61.270 which specify landscape design guidelines. Minimum setbacks from the

property line to the building would be 25 feet along Maple Avenue (with the exception of the southeast corner, which would be approximately 12 feet), 90 feet along the northern site boundary, 100 feet along the western site boundary, and 90 feet along the southern site boundary.

Construction and Phasing

Construction of the proposed Project is expected to commence in April of 2019 with a construction duration of approximately 18 months and would be completed in one phase. Total grading for the proposed Project is estimated to require 94,200 cubic yards (cy) of cut and 94,200 cy of fill; earthwork would balance on-site and no import or export of soils is required.

Existing Project Site

The Project site is located on Assessor Parcel No(s). (APN) 1133-201-04, 1133-221-02, 1133-221-06, and 1133-221-07. The site is comprised of 11.66 acres of vacant land, 4.29 acres of developed land, disturbed habitat, non-native grasslands, and ornamental vegetation. The southeastern portion of the Project site consists of one single family residence, one metal storage garage, a metal canopy structure, and outbuildings including a number of small sheds and canopies. The site generally slopes downward from the northwest corner of the property to the southeast corner of the property. There is existing utility access (water, sewer, electricity, gas) to the Project site.

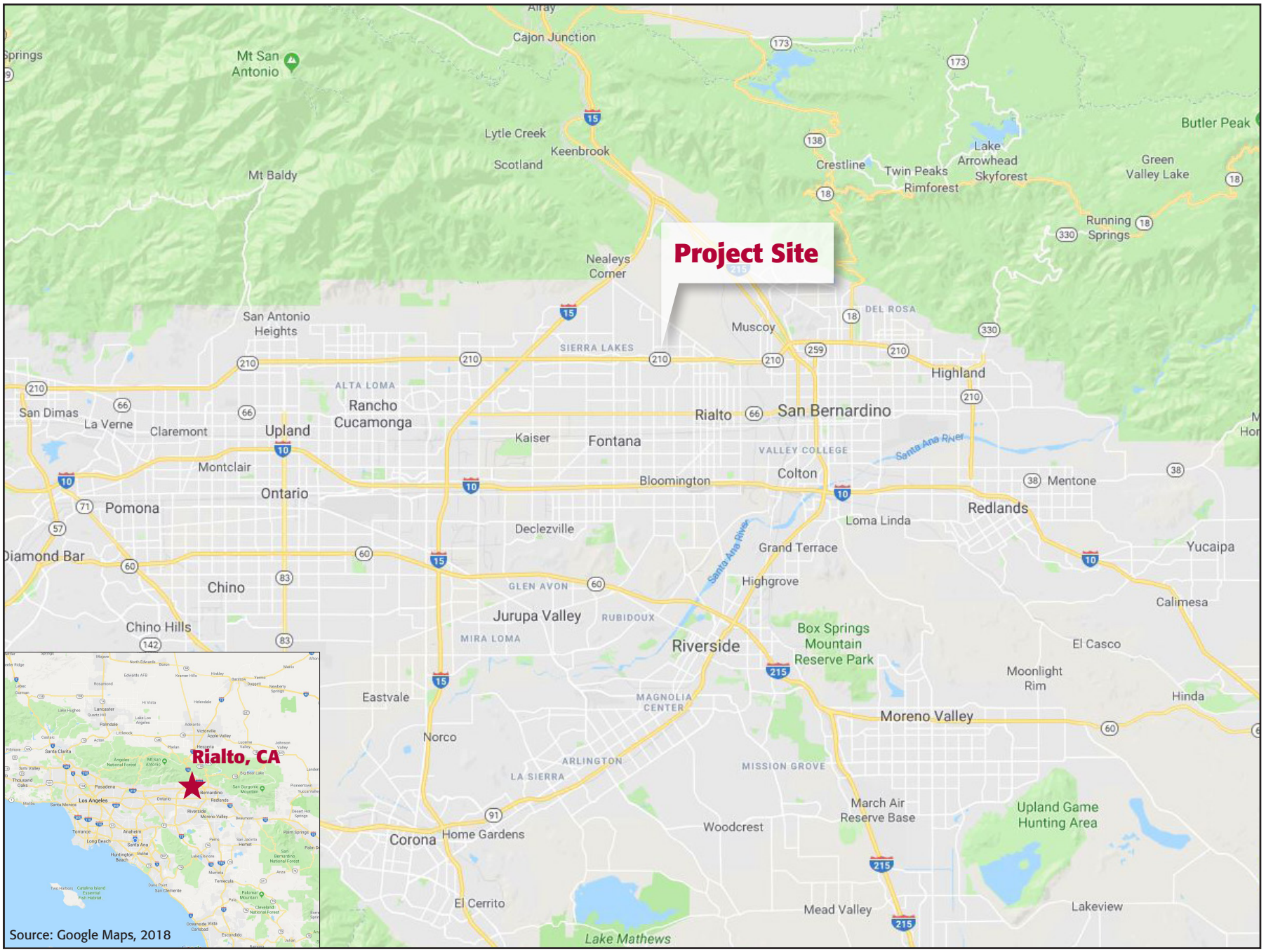


FIGURE 1: Regional Location Map
Bridge Point North Rialto
Rialto, CA

Not to scale

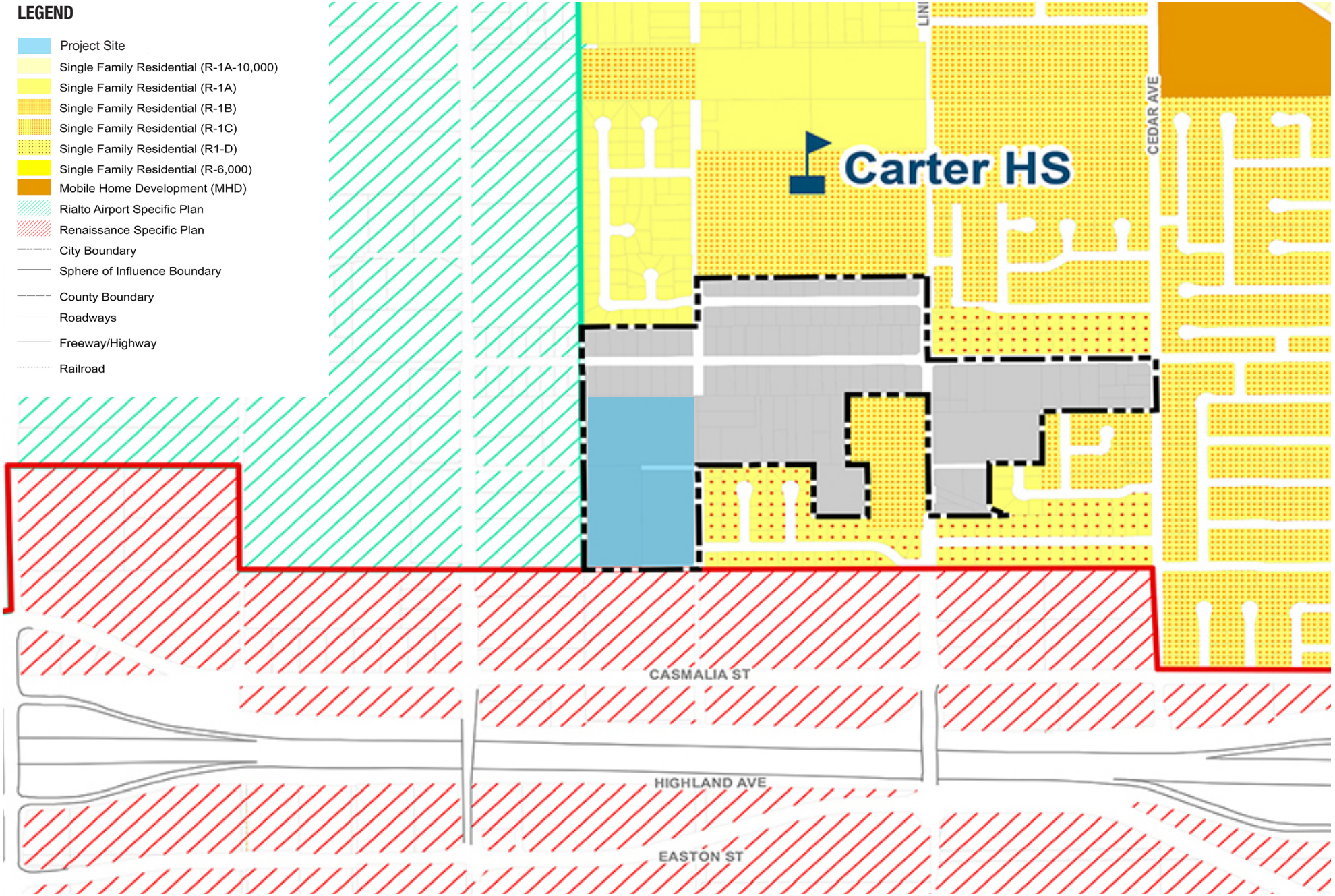
Kimley»Horn

Source: Google Earth, 2019

FIGURE 2: Vicinity Map
Bridge Point North Rialto
Rialto, CA

Not to scale

Kimley»Horn



Source: City of Rialto Zoning Map, 2019

FIGURE 3: Existing Zoning
Bridge Point North Rialto
Rialto, CA

Not to scale

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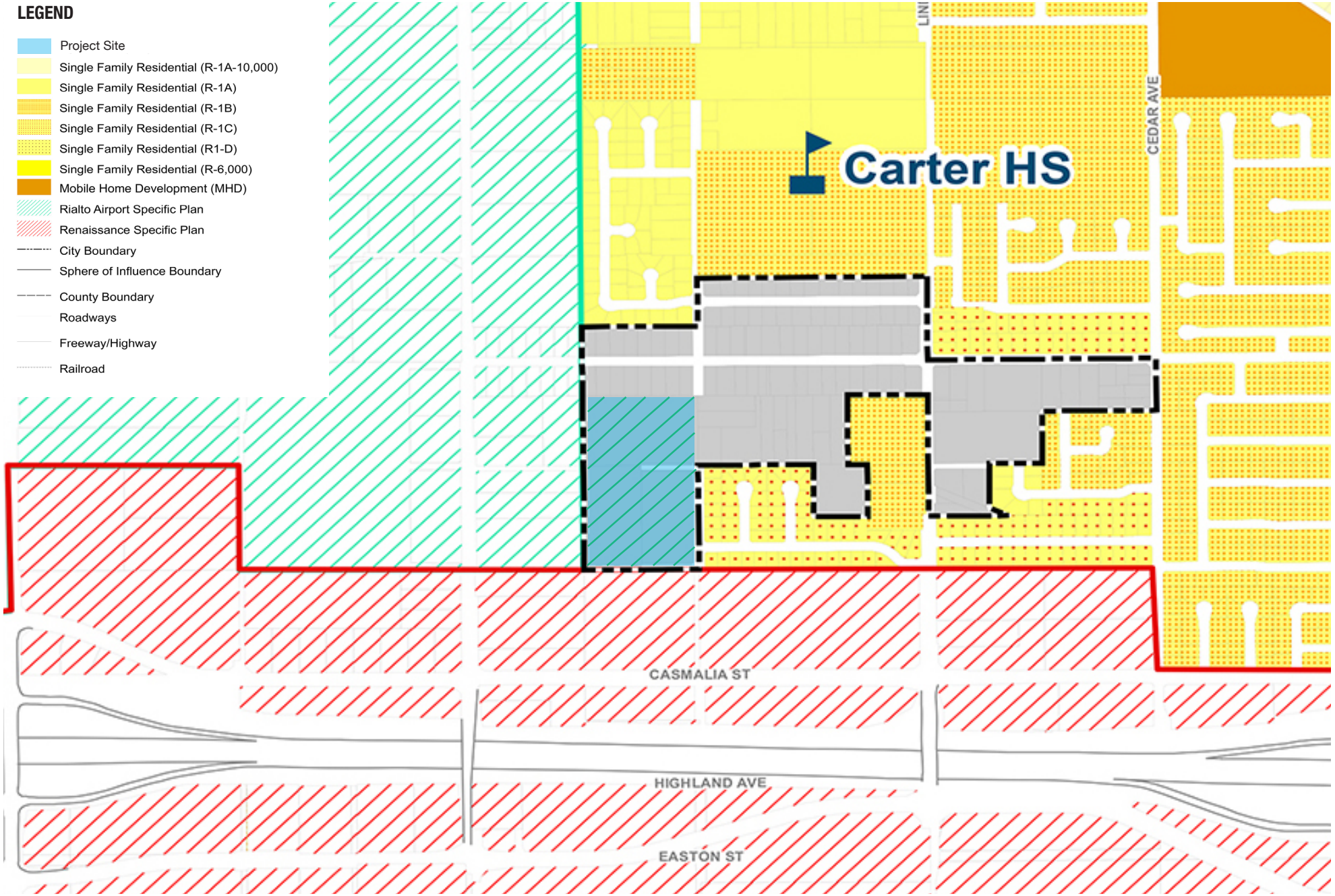

Source: City of Rialto Zoning Map, 2019

FIGURE 4: Proposed Zoning
Bridge Point North Rialto
Rialto, CA

Not to scale

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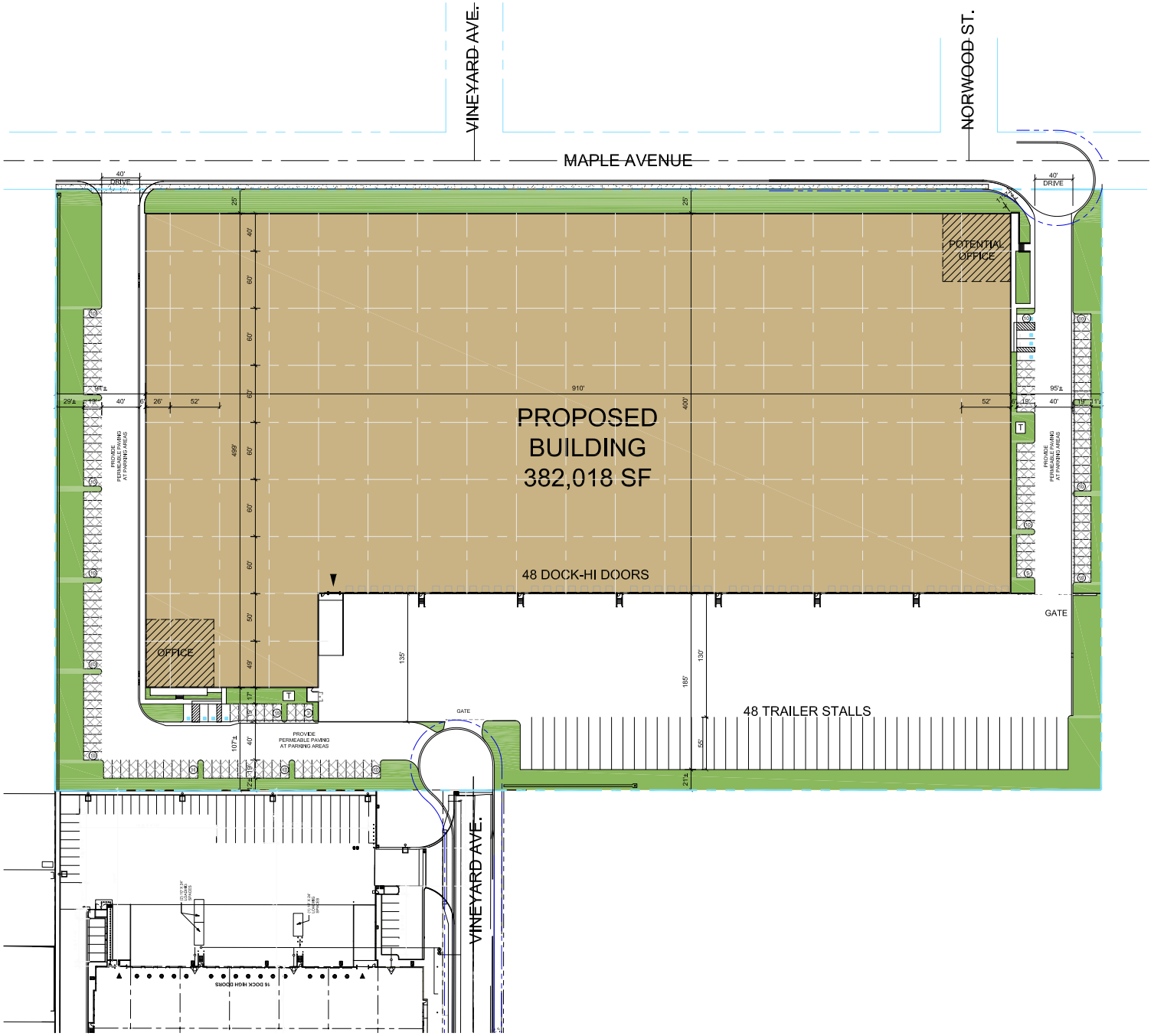

Source: Herdman Architecture+Design, 2017

FIGURE 5: Site Plan
Bridge Point North Rialto
Rialto, CA

Kimley»Horn

III. Required Permits

The City of Rialto (City) is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study. The Local Agency Formation Commission for San Bernardino County (LAFCO) is a responsible agency, which requires LAFCO to consider the information contained in this Initial Study prior to any action or approval of the proposed Project by the City.

As part of the proposed Project's implementation, the City is also considering the associated discretionary entitlement applications. The Rialto City Council will take final action (i.e. approval, continuance, denial) upon the applications listed below, except for the Precise Plan of Design application which will be acted upon by the City of Rialto Development Review Committee.

- Precise Plan of Design (PPD) No. 2018-0074 to establish the site layout and architectural design of the proposed 382,018 square foot speculative distribution warehouse building.
- General Plan Amendment (GPA) No. 2018-0001 to change the existing general plan land use designation from Residential (R6) to Rialto Airport Specific Plan.
- Specific Plan Amendment (SPA) No. 2018-0005 to change the boundary of the Specific Plan to include the Project site and to change the zoning to I-PID.
- Zone Change No. 2018-0001 to change the existing prezoning from Residential (R1) to Rialto Airport Specific Plan I-PID.
- Annexation (ANN) No. 2018-0001 to annex the project site consisting of approximately 15.95 acres from the County of San Bernardino into the City of Rialto.
- Tentative Parcel Map (TPM) No. 2018-0006 to merge four (4) parcels (Assessor Parcel No(s). 1133-201-04, 1133-221-02, 1133-221-06, and 1133-221-07) into one (1) parcel for the development of a proposed 382,018 square foot speculative distribution warehouse building.

The PPD package is comprised of the following components: site plan, floor plan, roof plan, elevation plan, conceptual grading plan, preliminary Water Quality Management Plan, color elevations, color and materials board, and conceptual landscape plan. The GPA, Zone Change and Annexation would allow for the parcels within Annexation Island 4 Industrial to be rezoned from Single Residential (RS-1) to I-PID within the Rialto Airport Specific Plan upon annexation by the City of Rialto. The TPM would allow for the consolidation of four parcels into one parcel.

Additional permits may be required upon review of construction documents. Other permits required for the proposed Project may include the issuance of encroachment permits for new driveways, sidewalks, and utilities, walls, fences, security and parking area lighting; building permits; and permits for new utility connections. These additional permits are considered ministerial, and thus issuance of these permits would not trigger the need to further comply with CEQA. Development of the proposed Project does not require the issuance of any discretionary permits from any other federal, State, or local agency.

IV. 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" or “Less Than Significant Impact with Mitigation Incorporated” as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities/Service Systems
☒ Mandatory Findings of Significance		

V. Determination

On the basis of this evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project 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 proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, (b) none of the conditions described in Guidelines Section 15162 for a Subsequent EIR or Section 15163 for a Supplemental EIR have occurred and (c) only minor technical changes or additions to the previous environmental documents are necessary.

Signature

Daniel Casey, Senior Planner

Date

For: City of Rialto

VI. Environmental Evaluation

This section evaluates the potential environmental effects of the proposed Project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant after the implementation of feasible mitigation measures.

B. "Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measure has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."

C. "Less Than Significant Impact" applies where the Project creates no significant impacts, only Less than Significant Impacts.

D. "No Impact" applies where the Project does not create an impact in that category.

1. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) Have a substantial adverse effect on a scenic vista? ***Less Than Significant Impact.***

The proposed Project would not have a substantial adverse effect on a scenic vista. The Applicant proposes the construction of one warehouse distribution building that would be a maximum of approximately 50 feet in height, similar to the adjacent industrial buildings and below the 75-foot maximum height allowed for within the I-PID zone. Development of the Project site would convert the partially developed land to an industrial use upon approval of the associated Specific Plan Amendment which would designate the site as I-PID, consistent with adjacent industrial uses. The Project site is located at an elevation of approximately 1,532 feet above mean sea level (msl) and is in an area with flat topography. The land uses surrounding the Project site consist of a mix of industrial and residential uses: industrial developments and vacant land are to the south; industrial developments are to the west; single family residential uses and industrial uses are to the north; and single family and industrial uses are to the east. Consistent with the Rialto Airport Specific Plan, the site would provide a transition between the residential uses to the north and east and the industrial uses

to the south and west. Industrial uses are located predominantly to the west and south of the proposed Project and residential uses are predominantly located to the east and north of the proposed Project. Sensitive land uses including Wilmer Amina Carter High School and Roger Birdsdall Park are approximately 800 feet and 1,250 feet northeast respectively from the project site. None of these areas, including the Project site, contain any landforms that would be considered scenic.

The City of Rialto General Plan encourages the protection of scenic resources and views of the San Gabriel and San Bernardino Mountains, and the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by limiting building heights. The General Plan lists two pertinent policies as follows:

> **Policy 2-14.1:** Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development; and
>
> **Policy 2-14.2:** Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.

The La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside are located in a southerly direction from the Project site. Views of these areas from the proposed Project site and surrounding roadways are heavily obscured by intervening urban development including, structures, landscaping, and overhead utility lines. Implementation of the proposed Project would not result in a degradation of views to these areas. Impacts in this regard would be less than significant.

The San Bernardino Mountains are located approximately 12 miles to the east of the proposed Project site. Although partially obscured by intervening urban development including structures, landscaping, and overhead utilities, views of the San Bernardino Mountains are afforded from the Project site and from Vineyard Avenue and Maple Avenue. The San Gabriel Mountains are located approximately 3 miles north of the Project site. Although the San Gabriel Mountains are relatively close to the Project site, the vista is blocked by existing urban development including a landfill and existing industrial and residential developments. Although the proposed Project would result in a change to the visual environment and reduce the availability of some distant views, this change would not substantially affect the aesthetic nature of the proposed Project site, area, or the views from the proposed Project area. In addition, while the proposed Project would change the visual character of the site and alter views from some surrounding areas, these changes would not be considered to have a significant impact on a scenic vista. Because the views of the distant locations are already compromised, the further reduction in viewing opportunities are considered less than significant. No mitigation is required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?* ***No Impact.***

There are no State or County designated scenic highways proximate to the Project site.[1] There are also no historically significant buildings on the site. The Project site does not contain any

[1] California Department of Transportation. Official Designated Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed August 13, 2018.

rock out-crops, but does have landscape trees scattered intermittently throughout the site which would be removed as a part of Project implementation. The City of Rialto does not have a preservation ordinance regarding the removal of trees on private property, therefore, the proposed Project would not conflict with any regulations regarding removal of the trees located on-site. Additionally, the trees located on the Project site do not constitute a significant scenic or visual resource. Therefore, the proposed Project would not damage any scenic resources, including trees, rock outcroppings, or historic buildings and is not located near a State scenic highway. Impacts would not occur and mitigation is not required.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ***Less than Significant Impact.***

The Project site is located in a predominately industrial and residential area. The land uses surrounding the Project site consist of a mix of uses including industrial, residential, and vacant parcels. Single family residential uses are immediately north and east of the proposed Project site and vacant parcels and industrial uses are located south and west of the proposed site.

The proposed Project would change the site appearance from a vacant parcel and a parcel with single family residential uses to one with a modern warehouse distribution facility. The aesthetic appearance of the site would be consistent with the Planned Industrial Development (I-PID) zoning designation as defined in the Rialto Airport Specific Plan. Consistent with the intent of the I-PID zone to provide transitions between residential and industrial uses, the proposed Project would be configured to minimize the visual distinction between residential uses to the north and east and more intense industrial uses located to the west. Landscaping would be provided on the perimeter of the site and the truck access driveway and truck docks would be positioned on the west side of the Project site, in an area of the site furthest from the residences located across Maple Avenue and largely shielded from view along Maple Avenue by the warehouse distribution building. The northwest portion of the proposed distribution warehouse would extend beyond the truck yard, further shielding the truck yard from the view of the residences located north of the Project site. In addition, the proposed Project would conform to design guidelines intended to create a uniform and consistent theme for industrial developments. Therefore, although the visual characteristics of the site would change, the proposed Project would be consistent with the surrounding areas, the intent of the Specific Plan, and with adopted development regulations. The proposed Project would not substantially impact or degrade the visual quality of the Project site or its surroundings. Impacts in this regard would be less than significant and no mitigation is required.

Construction of the proposed Project may create temporary aesthetic nuisances associated with construction activities including demolition, grading, and construction and the presence of debris, equipment, and truck traffic. The visual impact associated with the construction of the proposed Project would be characteristic of a typical construction site of this scale. The temporary nature of these activities, would cease upon completion of construction, and would not result in a substantial degradation to the Project site or surrounding area. In addition, no significant aesthetic resources would be altered or destroyed as a result of construction-related activities. For these reasons, the short-term construction impacts of the proposed Project would be a less than significant impact in relation to changing the visual character of the Project site and its surroundings. No mitigation is required.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ***Less Than Significant Impact.***

The existing sources of light and glare within the existing developed portion of the proposed Project and from the surrounding areas is consistent with a predominately urbanized area.

Sources of glare during the day come from vehicle windshields, and windows on businesses and homes; and nighttime light comes from sources in the surrounding commercial and industrial buildings, homes, schools, streets, intersections, and vehicles. The proposed Project would introduce new sources of light needed to illuminate the outside of the warehouse, building entrance areas, the parking lots, and vehicles on-site. Additionally, the proposed Project would create new sources of glare from reflection off windows and walls on new buildings, reflection from windshields of vehicles, and from new surface parking lots.

The City of Rialto General Plan encourages the reduction of light and glare through the incorporation of the following policy:

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

As discussed above, the proposed Project would introduce additional nighttime lighting on the Project site, which would be visible from the surrounding area. The lighting used for the proposed Project would be consistent with the existing sources of nighttime lighting in the area from the surrounding uses and street lighting along Locust Avenue, Maple Avenue and Bohnert Avenue. As part of the lighting plan for the proposed Project, the lighting for the warehouse distribution building would be designed in accordance with the City's Zoning Code and would comply with all applicable development standards. In addition, the proposed Project would not use building materials (i.e., reflective glass) or lighting that would cause a substantial new source of glare. Incorporation of these design features would ensure that the introduction of the new sources of light and glare associated with the proposed Project would be less than significant. No mitigation would be required.

Cumulative Impacts

The potential aesthetic impacts related to views and aesthetics are generally site specific. As discussed above, project-related impacts to scenic vistas would be less than significant, and the proposed Project would not result in any impacts to on-site visual resources because there are none. In addition, the proposed Project would also be consistent with the land use and development regulations contained in pertinent planning documents. Lighting and sources of glare, while not always site-specific, would be consistent with the majority of the surrounding urban area and would be used during similar hours as surrounding uses. Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, while the proposed Project in conjunction with past, present, and reasonably foreseeable development would change the appearance of the site and surrounding area, all development projects would be expected to be conditioned to follow applicable local planning and design guidelines regarding building design including materials, coloration, and landscaping as specified in Sections 18.61.060, 18.61.080 through 18.61.100, 18.61.120 through 18.61.140, 18.61.220, 18.61.250, and 18.61.270 of the City's Municipal Code regarding lighting standards and limitation. Therefore, aesthetic impacts are not expected to be cumulatively considerable and impacts would be less than significant.

2. Agricultural and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Dept. 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

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?* ***No Impact.***

The proposed Project site and surrounding areas are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the State of California Important Farmland Map[2]. The proposed Project site is designated as a combination of Urban and Built-Up Land and Other Land. Other Land is a category used for low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres as well as vacant and nonagricultural land surrounded on all sides by urban development that is greater than 40 acres. As the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the proposed Project would not result in a conversion of documented agricultural lands to non-agricultural use. No impact would occur and no mitigation is required.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* ***No Impact.***

The proposed Project site is not zoned for agricultural use, is not under a Williamson Act contract as shown on the 2015-2016 Williamson Act Contract Map, and as discussed above, is designated as Urban and Built-Up Land[3]. The Project site is currently zoned by San Bernardino County as Single Residential (RS-1) and would be zoned as Light Industrial (M-1) upon annexation by the City. Therefore, the proposed Project would not conflict with a Williamson Act Contract and would not conflict with an existing zoning for agricultural use. No impact would occur and no mitigation is required.

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))?* ***No Impact.***

The proposed Project site is currently zoned by San Bernardino County as Single Residential (RS-1) and will be zoned as Light Industrial (M-1) upon annexation by the City. The proposed Project site is not currently zoned as forest land, timberland, or timberland zoned for production. Therefore, improvements planned as part of the proposed Project would not conflict with existing zoning or requested rezoning. Thus, no impact would result and no mitigation is required.

d) *Result in the loss of forest land or conversion of forest land to non-forest use*? ***No Impact.***

The proposed Project site does not contain forest land. Therefore, no impact would occur in regard to changing forest land to a non-forest use. No mitigation is required.

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[2] California Department of Conservation, State of California Important Farmland Map. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed August 14, 2018.
[3] California Department of Conservation, State of California. San Bernardino County Williamson Act FY 2015/2016. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanBernardino_so_15_16_WA.pdf. Accessed August 14, 2018.

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? ***No Impact.***

The proposed Project site does not contain any land used for or designated as agricultural or forest land. Therefore, no impact would occur in this regard and no mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the proposed Project would have no impact on agricultural and forestry resources. Therefore, the proposed Project would not contribute to a cumulatively considerable impact.

3. Air Quality

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion

An Air Quality Assessment and Health Risk Assessment were prepared for the proposed Project was prepared by Kimley-Horn and Associates (September 2018). The reports are provided in **Appendix A;** the results and conclusions of the report are summarized herein.

The Project site is located within the South Coast Air Basin (Basin) within the City of Rialto, which includes parts of San Bernardino, Riverside, and Los Angeles counties and all of Orange County. The Basin is bound on the west by the Pacific Ocean and on the east, north, and south by mountains. To the north are the San Gabriel Mountains; to the north and east are the San Bernardino Mountains; to the southeast are the San Jacinto Mountains; and to the south are the Santa Ana Mountains. The Basin forms a low plain and the mountains channel and confines airflow that traps air pollutants. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. The SCAQMD and the California Air Resources Board (CARB) monitor air quality within the Basin. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary.

Air quality impacts were assessed in accordance with methodologies recommended the CARB and the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod version 2016.3.2).

The attainment status for the Basin is included in **Table 1, Attainment Status of the South Coast Air Basin**. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Areas for which there is insufficient data available are designated as unclassified. As shown in the table, the region is designated as a nonattainment area for the federal ozone, coarse particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) standards and is also a nonattainment area for the state standards for state ozone, PM_{10}, and $PM_{2.5}$ standards.

Table 1: Attainment Status of the South Coast Air Basin

Criteria Pollutant	Federal Designation	State Designation
Ozone (O_3)	Nonattainment	Nonattainment
Course Particulate Matter (PM_{10})	Nonattainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Maintenance	Attainment
Nitrogen Dioxide (NO_x)	Maintenance	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment
Sulfates (SO_{4-2})	No Standard	Attainment
Hydrogen Sulfide (H_2S)	No Standard	Unclassified*
Visibility Reducing Particles	No Standard	Unclassified*

Sources: EPA website, https://www.epa.gov/green-book, September 2018;
CARB website, http://www.arb.ca.gov/desig/adm/adm.htm, August 2014.
*If there is inadequate or inconclusive data to make a definitive attainment designation, districts are considered "unclassified"

To determine whether a project would create potential air quality impacts, The City of Rialto uses SCAQMD Air Quality Thresholds. The screening thresholds for construction and daily operations are shown in **Table 2, SCAQMD Daily Emissions Thresholds.**

Table 2: SCAQMD Daily Emissions Thresholds

Pollutant	Thresholds (lbs/day)	
	Construction	Operations
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3

Source: SCAQMD web page, www.aqmd.gov

a) *Conflict with or obstruct implementation of the applicable air quality plan?* ***No Impact.***

The U.S. Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within the Basin, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes

a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the Southern California Association of Governments (SCAG), and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The proposed Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

The violations to which Consistency Criterion No. 1 refers are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standard (NAAQS). The Project would not exceed the short-term construction standards or long-term operational standards and would therefore not violate any air quality standards. Thus, no impact is expected, and the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Although the Project would modify the current land use designation of M1 to I-PID, the overall intensity and density of the development would be consistent with the industrial land uses in the Rialto General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, no significant impact would occur, as the Project is also consistent with the second criterion.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* ***Less Than Significant Impact with Mitigation Incorporated.***

Construction Emissions

Construction associated with the proposed Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the proposed Project is estimated to last approximately 18 months. Construction-generated emissions associated the proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Project construction would include demolition, site preparation, grading, paving, construction of buildings, and architectural coating. Approximately 1,532 square feet of existing on-site buildings would be demolished. Site grading would be balanced, and the import or export of soil would not be required. Project construction requires concrete/industrial saws, rubber-tired dozers, and excavators during demolition; dozers and tractors/loaders/backhoes during site preparation; graders, rubber-tired dozers, excavators, and tractors/loaders/backhoes during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. See **Appendix A** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the proposed Project are summarized in in **Table 3, Construction-Related Emissions (Maximum Pounds Per Day)**.

Table 3: Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
2019	4.86	54.60	34.20	0.08	12.18	20.66
2020	57.11	31.77	31.60	0.08	2.26	5.13
SCAQMD Threshold	*75*	*100*	*550*	*150*	*55*	*150*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.						
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.						

As shown in **Table 3**, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed Project would be subject to SCAQMD Rules 402, 403, and 1113, as discussed below, to further reduce specific construction-related emissions.

Mitigation Measures

AQ-1: In accordance with SCAQMD Rule 403, excessive fugitive dust emissions must be controlled by regular watering or other dust prevention measures, and with Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site as specified in the SCAQMD's Rules and Regulations, the following shall be implemented during construction:

a. All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust.

b. Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to particulate matter generation.

c. Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance.

d. Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, watered twice daily, or non-toxic soil binders shall be applied.

e. All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour.

f. Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area.

g. Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) are required to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer must be used at truck exit routes.

h. On-site vehicle speed must be limited to 15 miles per hour.

i. All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site.

j. Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ-2: In accordance with SCAQMD Rule 1113, manufacturers, distributors, and end users of architectural and industrial maintenance coatings shall reduce ROG emissions from the use of these coatings by placing limits on the ROG content of various coating categories.

Operational Emissions

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Refer to the discussion below for a more detailed discussion of these sources. Long-term operational emissions attributable to the proposed Project are summarized in **Table 4, Long-Term Operational Emissions (Maximum Pounds Per Day).**

Table 4: Long-Term Operational Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
Summer Emissions						
Area Source Emissions	8.62	0.00	0.06	0.00	0.00	0.00
Energy Emissions	0.58	5.31	4.46	0.03	0.40	0.40
Mobile Emissions	2.27	41.83	23.55	0.16	1.88	6.40
Off-Road Emissions	0.43	3.89	3.54	0.00	0.27	0.29
Total Emissions	11.90	51.04	31.61	0.19	2.55	7.10
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source Emissions	8.63	0.00	0.06	0.00	0.00	0.00
Energy Emissions	0.58	5.31	4.46	0.03	0.40	0.40
Mobile Emissions	2.15	41.87	22.13	0.15	1.88	6.40
Off-Road Emissions	0.43	3.89	3.54	0.00	0.27	0.29
Total Emissions	11.79	51.08	30.19	0.19	2.56	7.10
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.						

Note that emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors. As shown in **Table 4,** the Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

Area Source and Off-Road Emissions

Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site. Forklifts and other equipment required for loading/unloading would be electric or powered by natural gas. These emissions are depicted as off-road sources in **Table 4.** As shown in **Table 4**, unmitigated area source emissions from the proposed project would not exceed SCAQMD thresholds for either the winter or summer seasons. Therefore, mitigation measures are not required to reduce criteria pollutants and no significant impacts are anticipated.

Energy Source Emissions

Energy source emissions would be generated due to electricity and natural gas usage associated with the proposed Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in **Table 4**, unmitigated energy source emissions from the proposed Project would not exceed SCAQMD thresholds for criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, impacts associated with operational air quality would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using the applicable Institute of Transportation Engineers trip generation rate within CalEEMod as recommended by the SCAQMD. Trip generation rates associated with the Project were based on the standard rates for High-Cube Warehouse facilities, as recommended by the SCAQMD and is appropriate for the purposes of air quality emissions analyses. It should be noted that the traffic analysis uses the ITE Code 150 (Warehousing) rate as required by the City of Rialto for traffic impact purposes. Based on the High-Cube Warehouse rates recommended by the SCAQMD, the proposed Project would generate 642 daily trips (40 percent trucks). As shown in **Table 4**, the anticipated mobile source emissions do not exceed SCAQMD thresholds for criteria pollutants. Therefore, air quality impacts associated with mobile source emissions from the Project would be less than significant.

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)?* ***Less Than Significant Impact.***

Cumulative Short-Term Emissions

The Basin is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. As discussed above, the Project construction-related emissions by themselves would not have the potential to exceed the SCAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether individual Project emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the Air Basin, which would include related projects. Although Project emissions would not exceed thresholds without compliance with SCAQMD rules and regulations, implementation of these rules are required for all projects and would further minimize the proposed Project construction-related impacts. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Construction emissions associated with the proposed Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of

significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 4**, the proposed Project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the proposed Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute to a cumulatively considerable net increase of any nonattainment criteria pollutant.

d) Expose sensitive receptors to substantial pollutant concentrations? ***Less Than Significant Impact.***

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill. Residential areas are considered to be sensitive receptors to air pollution because residents (including children and elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Sensitive land uses surrounding the project consist mostly of single-family residences, educational institutions, and recreational facilities. The Health Risk Assessment (HRA) for the project (Appendix A) evaluates the potential health risks associated with Toxic Air Contaminants (TAC), including Diesel Particulate Matter (DPM), resulting from the implementation of the proposed Project.

Localized Construction Significance Analysis

The nearest sensitive receptors are the single-family residences located 50 feet (15 meters) north of the Project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 5, Equipment-Specific Grading Rates,** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate source receptor area (SRA) for the LSTs is the Southwest San Bernardino Valley area (SRA 34) since this area includes the Project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 4 acres in a single day.

Table 5: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
	Tractors/Loaders/Backhoes	2	0.5	8	1.0
Total Acres Graded per Day					**4.0**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences located 50 feet (15 meters) north of the Project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. **Table 6, Localized Significance of Construction Emissions (Maximum Pounds Per Day)** presents the results of localized emissions during construction.

Table 6: Localized Significance of Construction Emissions (Maximum Pounds Per Day)

Construction Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
Demolition (2019)	35.78	22.06	1.71	2.03
Site Preparation (2019)	45.57	22.06	6.45	10.11
Grading (2019)	54.52	33.38	3.63	5.20
Building Construction (2019)	21.08	17.16	1.21	1.29
Building Construction (2020)	19.19	16.85	1.05	1.12
Paving (2020)	14.07	14.65	0.69	0.75
Architectural Coating (2020)	1.68	1.83	0.11	0.11
SCAQMD Threshold (linearly interpolated for 4 acres at 25 meters per the SCAQMD LST guidance)	*237*	*1,466*	*7*	*12*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.				

Table 6 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the proposed Project is a warehouse, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. LSTs for receptors located within 50 meters for SRA 34, including single-family residences located immediately north and east of the Project site, were utilized in this analysis because operational emission sources will be farther from receptors than emissions sources during construction. A 4-acre LST threshold was interpolated for the Project, as the site disturbance is between the provided SCAQMD LST disturbance sizes of 2 and 5 acres.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 7, Localized Significance of Operational Emissions (Maximum Pounds Per Day)**, include all on-site Project-related stationary sources and 100 percent of the Project-related new mobile sources.

Table 7: Localized Significance of Operational Emissions (Maximum Pounds Per Day)

Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
On-Site Emissions	51.08	30.19	2.56	7.10
SCAQMD Threshold (adjusted for 4 acres at 50 meters)	*268*	*1,044*	*3*	*9*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.				

This figure is conservative, considering only 5 percent of the Project-related new mobile sources would occur on-site. Table 7 shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Carbon Monoxide Hotspots

An analysis of CO hotspots is needed to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO 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 control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of a SCAQMD CO hotspot analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm Federal standard. The proposed Project considered herein would not produce the volume of traffic required to generate a CO hotspot in the context of the SCAQMD's CO hotspot analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 1,360 additional vehicle trips (2,280 passenger car equivalent trips) (conservatively based on ITE Code 150, Warehousing) attributable to the Project. Therefore, impacts would be less than significant.

Operational-Related Diesel Particulate Matter

CARB identified DPM as a TAC in 1998. Mobile sources (including trucks, buses, automobiles, trains, ships, and farm equipment) are by far the largest source of diesel emissions. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Diesel exhaust is composed of two phases, either gas or particulate – both contribute to the risk. The gas phase is composed of many of the urban TACs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particulate phase has many different types that can be classified

by size or composition. The sizes of diesel particulates of greatest health concern are fine and ultrafine particles. These particles may be composed of elemental carbon with adsorbed compounds such as organics, sulfates, nitrates, metals, and other trace elements. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines. As the project proposes a warehouse facility and associated truck traffic in the vicinity of residences, an analysis of DPM was performed using the U.S. EPA-approved AERMOD model.

Vehicle DPM emissions were estimated using emission factors for course particulate matter less than 10 microns in diameter (PM_{10}) generated with the 2014 version of the EMission FACtor model (EMFAC) developed by CARB. EMFAC is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC2014, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. The model includes the emissions benefits of the truck and bus rule and the previously adopted rules for other on-road diesel equipment.

For this project, annual average PM_{10} emission factors were generated by running EMFAC for vehicles in the SCAQMD within the South Coast portion of San Bernardino County. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed, temperature, and relative humidity. The model was run for speeds traveled on and within the vicinity of the project site. The vehicle travel speeds for each segment modeled are summarized below.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant (TAC) emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 50 feet from the property boundary and major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the Project would have a less than significant impact.

- Idling – on-site loading/unloading (15 minutes per truck trip);
- 10 miles per hour – on-site vehicle movement including driving and maneuvering; and
- 30 miles per hour – off-site vehicle movement including driving and maneuvering.

Based on the AERMOD outputs, the highest expected hourly average diesel PM_{10} emission concentrations from diesel truck traffic on the project site would be 0.022 µg/m3. The highest expected annual average diesel PM_{10} emission concentrations at the project site would be 0.008 µg/m3. The calculations conservatively assume no cleaner technology with lower emissions in future years. Cancer risk calculations are based on 70-, 30-, and 9-year exposure periods. As shown in **Table 8**, Risk Assessment Results, the highest calculated carcinogenic risk as a result of the project is 6.20 per million for 70-year exposure, 5.22 per million for 30-year exposure, and 3.75 per million for 9-year exposure. As shown, impacts related to cancer risk would be less than significant at the project site.

Table 8: Risk Assessment Results

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1, 2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
70-Year Exposure	6.20	10	No
30-Year Exposure	5.22	10	No
9-Year Exposure	3.75	10	No

Notes:
1. Refer to Appendix A (Modeling Data).
2. The maximum cancer risk would be experienced north of the project site.

e) *Create objectionable odors affecting a substantial number of people?* ***No Impact.***

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, there would be no impacts from the proposed Project.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As described in this section, the proposed Project's operational emissions would not exceed thresholds. Therefore, the proposed Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

4. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

A Biotic Resources Assessment Report was prepared for the proposed Project by Rocks Biological Consulting (September 2018). The Biotic Resources Assessment Report is included as **Appendix B** and the results are summarized herein.

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 Wildlife or the USFWS? ***Less than Significant Impact with Mitigation Incorporated.***

The California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) may list species as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA), respectively. The USFWS can designate critical habitat that identifies specific areas that are essential to the conservation of a listed species.

As a part of the Biotic Resources Assessment Report prepared for the Project, a query of the CDFW's California Natural Diversity Database (CNDDB) was conducted. Results included historical occurrences of seven special-status wildlife species as well as three special-status plant species and one sensitive vegetation community within one mile of the Project site. The USFWS results included historical occurrences of three special-status wildlife species within one mile of the Project site. As shown in **Table 9, Special-Status Plant Species – Potential for Occurrence**, a CNPS multiple quadrangle query was conducted adjacent to the Project site to check for additional special-status plant species and used knowledge of local flora and fauna to assess the potential for further sensitive plant and wildlife species to occur.

The Project site does not support suitable habitat for special-status plant species because of its highly disturbed condition. In addition, no special-status wildlife species have a moderate or high potential to occur within the survey area. The Project site is within the County of San Bernardino's Burrowing Owl Overlay Zone (Biotic Resources Overlay Map, County of San Bernardino 2012). However, based on the lack of suitable habitat, the proposed Project has low potential to support burrowing owl. As discussed below, despite the Project site's low potential to support burrowing owl, a pre-construction burrowing owl survey should be conducted prior to Project construction to ensure that burrowing owl have not colonized the Project site.

The potential for the survey area to support special-status plant species was assessed based on general biological surveys; analysis of CNDDB and CNPS data; and knowledge of the habitat affinities and biogeography of special-status plants in southern California. Based on site suitability and local databases, no special-status plants have either moderate or high potential to occur on site.

The CNDDB results, habitat assessment, and potential for occurrence for each plant species are included in **Table 9, Special-Status Plant Species – Potential for Occurrence**, below.

Table 9: Special-Status Plant Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
Bristly sedge (*Carex comosa*)	CRPR 2B.1	Perennial rhizomatous herb. Blooms May-Sep. Coastal prairie, marsh/swamp lake margins, valley/foothill grasslands. Elev 0-2,050 ft.	No potential to occur. No suitable wetland habitat present on site.
Catalina mariposa lily (*Calochortus catalinae*)	CE, FT, CRPR 1B.1	Perennial bulbiferous herb. Blooms Mar-Jun. Chaparral, cismontane woodlands, coastal scrub, valley/foothill grasslands. Elev 49-2,296 ft.	Low potential to occur. Limited suitable habitat present within buffer.
Chaparral ragwort (*Senecio aphanactis*)	CRPR 2B.2	Annual herb. Blooms Jan-Apr. Chaparral, cismontane woodland, and coastal scrub. Elev 50-2,625 ft.	Very low potential to occur. Limited suitable habitat present within buffer.
Horn's milk-vetch (*Astragalus hornii* var. *hornii*)	CRPR 1B.1	Annual herb. Blooms May-Oct. Lake margins, meadows and seeps, playas. Elev 196-2,788 ft.	No potential to occur. No suitable lake margins, meadows, or seeps present.

Table 9: Special-Status Plant Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
Leafy burrobush (*Ambrosia monogyra*)	CRPR 2B.2	Perennial shrub. Blooms Aug-Nov. Sandy chaparral, Sonoran desert scrub. Elev 32-1,640 ft.	No potential to occur. Suitable sandy habitat not present.
Marsh sandwort (*Arenaria paludicola*)	CE, FE, CRPR 1B.1	Perennial stoloniferous herb. Blooms May-Aug. Marshes and swamps (freshwater or brackish). Elev 10-560ft.	No potential to occur. Marsh habitat is not present on site.
Mesa horkelia (*Horkelia cuneata* var. *puberula*)	CRPR 1B.1	Perennial herb. Blooms Feb-Jul (Sep). Maritime chaparral, cismontane woodland, and coastal scrub. Elev 230-2,657 ft.	Low potential to occur. Limited suitable habitat present within buffer. Species not observed during surveys.
Nevin's barberry (*Berberis nevinii*)	CE, FE, CRPR 1B.1	Perennial evergreen shrub. Blooms Feb-Jun. Chaparral, cismontane woodland, coastal scrub, and riparian scrub. Elev 230-2,705 ft.	No potential to occur. Species is visible year-round and would have been observed if present.
Paniculate tarplant (*Deinandra paniculata*)	CRPR 4.2	Annual herb. Blooms Apr-Nov. Coastal scrub, valley/foothill grassland, vernal pools. Elev 82-3,084 ft.	Low potential to occur. Species was not observed during surveys during blooming period and would have been observed if present.
Parish's bush-mallow (*Malacothamnus parishii*)	CRPR 1A	Perennial deciduous shrub. Blooms Jun-Jul. Chaparral and coastal scrub. Elev 1,000-1,493 ft.	No potential to occur, species believed to be extirpated. Outside of known elevation range for species.
Parish's desert-thorn (*Lycium parishii*)	CRPR 2B.3	Perennial shrub. Blooms Mar-Apr. Coastal scrub and Sonoran desert scrub. Elev. 442-3280 ft.	Low potential to occur. Species is visible year-round and would have been observed if present.
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	CRPR 1B.1	Annual herb. Blooms Apr-Jun. Chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elev 900-4,000 ft.	Low potential to occur. Limited suitable habitat present within buffer.
Penninsular spineflower (*Chorizanthe leptotheca*)	CRPR 4.2	Annual herb. Blooms May-Aug. Chaparral, coastal scrub, lower montane coniferous forest. Elev 984-6,233 ft.	Low potential to occur. Limited suitable habitat present within buffer.
Plummer's mariposa-lily (*Calochortus plummerae*)	CRPR 4.2	Perennial bulbiferous herb. Blooms May-Jul. Chaparral, cismontane woodland, coastal scrub,	Low potential to occur. Limited suitable habitat present within buffer.

Table 9: Special-Status Plant Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
		lower montane coniferous forest, valley and foothill grassland. Elev 330-5,580 ft.	
Pringle's Monardella (*Monardella pringlei*)	CRPR 1A	Annual herb. Blooms May-June. Coastal Scrub (sandy). Elev. 980-1310 ft.	No potential to occur. Known from only two locations near Colton, last seen in 1941.
Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*)	CRPR 4.3	Annual herb. Blooms Jan-Jul. Chaparral and coastal sage scrub. Elev 3-2,905 ft.	Low potential to occur. Limited suitable habitat present within buffer.
Salt marsh bird's-beak (*Chloropyron martimum* ssp. *maritimum*)	CE, FE, CRPR 1B.2	Hemi-parasititc annual herb. Blooms May-Oct. Coastal dunes and coastal salt marsh. Elev 0-100 ft.	No potential to occur. No suitable coastal dune or salt marsh habitat.
Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*)	CE, FE, CRPR 1B.1	Perennial herb. Blooms Apr-Sep. Chaparral and coastal alluvial fan scrub. Elev 298-2,000 ft.	Low potential to occur. No chaparral or coastal alluvial fan scrub present.
Slender-horned spineflower (*Dodecahema leptoceras*)	CE, FE, CRPR 1B.1	Annual herb. Blooms Apr-Jun. Sandy soils in chaparral, cismontane woodland, alluvial fan coastal scrub. Elev 655-2,490 ft.	No potential to occur. No suitable habitat present.
Smooth tarplant (*Centromadia pungens* ssp. *laevis*)	CRPR 1B.1	Annual herb. Blooms Apr-Sep. Chenopod scrub, meadows and seeps, playa, riparian woodland, valley and foothill grassland. Elev 0-2,100 ft.	Low potential to occur. Species was not observed during surveys during blooming period and would have been observed if present.
Western spleenwort (*Asplenium vespertinum*)	CRPR 4.2	Perennial rhizomatous herb. Visible Feb-Jun. Chaparral, cismontane woodland, coastal scrub. Elev 590-3,280 ft.	No potential to occur. Limited suitable habitat present within buffer.
White rabbit-tobacco (*Pseudognaphalium leucocephalum*)	CRPR 2B.2	Perennial herb. Blooms Aug-Nov. Chaparral, cismontane woodland, coastal scrub, and riparian woodland. Elev 100-4,035 ft.	Low potential to occur. Limited suitable habitat present within buffer.

Table 9: Special-Status Plant Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
Notes: FT – Federally Threatened (USFWS) FE – Federally Endangered (USFWS) CE – California Endangered (CDFW) CRPR – California Rare Plant Rank 1A – Presumed extirpated in California and rare or extinct elsewhere 1B – Plants rare, threatened, or endangered in California and elsewhere 2B – Plants Rare, threatened, or endangered in California, but more common elsewhere 4 – Plants of limited distribution 0.1 – Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat) 0.2 – Moderately threatened in California (20-80% occurrences threatened/moderate degree and immediacy of threat) 0.3 – Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)			

The potential for the survey area to support special-status wildlife based on general biological surveys was analyzed using CNDDB and USFWS data and knowledge of the habitat affinities and natural history of special-status wildlife in southern California. As shown in **Table 10, Special-Status Wildlife Species – Potential for Occurrence**, based on site suitability and local databases, no special-status wildlife species have either moderate or high potential to occur on site.

Table 10: Special-Status Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
Invertebrates			
Crotch bumblebee (*Bombus crotchii*)	S1	Found in grassland and scrub communities with a variety of shallow nectar sources.	No potential for occurrence. Suitable habitat and nectar sources not present within Project site.
Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)	FE	Found in sandy areas composed of Delhi Fine Sands, stabilized by sparse native vegetation.	None. Delhi Fine Sands not present within Project site.
Quino checkerspot butterfly (Euphydryas editha quino)	FE	Open sage scrub habitats in southwestern Riverside County, San Diego County, and northern Baja California.	None. No suitable habitat present on site.
Reptiles			
California glossy snake (*Arizona elegans occidentalis*)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral.	Low potential to occur. Species not observed during survey.
Coast horned lizard (*Phrynosoma blainvillii*)	SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Requires open areas, bushes, and	Low potential to occur. Small amount of suitable habitat on site but species is usually observed closer to the coast.

Table 10: Special-Status Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
		fine loose soil.	
Coast whiptail (*Aspidoscelis tigris stejnegeri*)	SSC	Variety of rocky, sandy, dry habitats including sage scrub, chaparral and woodlands on friable loose soil.	Low potential to occur. Small amount of suitable habitat on site but species is usually observed closer to the coast.
Orange-throated whiptail (*Aspidoscelis hyperythra*)	SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub.	Low potential to occur. Small amount of suitable habitat on site but species was not observed during survey.
Southern California legless lizard (*Anniella stebbinsi*)	SSC	Found in warm loose soil with plant cover, with moisture being an essential feature. Occurs in sparsely vegetated areas of beach dunes, chaparral pine-oak woodlands, desert scrub, sandy washes, and stream terraces.	No potential to occur. Suitable habitat not present within Project site.
Southern rubber boa (*Charina umbratica*)	ST	Found in oak-conifer and mixed- conifer forests at elevations between 5,000 and 8,200 feet.	No potential to occur. Suitable habitat not present within Project site.
Birds			
Bell's sage sparrow *(Artemisiospiza belli belli)*	WL	Occurs mainly in coastal sage scrub and chaparral habitats.	No potential to occur. No suitable habitat present on site.
Burrowing owl (*Athene cunicularia*)	SSC	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	Low potential to occur. No burrowing owls or active burrows were observed within the Project site. Some suitable burrows off-site but within the 100-foot survey buffer. California ground squirrels occupied the site.
Coastal California gnatcatcher (*Polioptila californica californica*)	FT, SSC	Diegan coastal sage scrub dominated by California sagebrush and flat-top buckwheat below 2,500 feet elevation in Riverside County and below 1,000 feet elevation along coastal	No potential to occur. No suitable coastal sage scrub present on site.

Table 10: Special-Status Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential to Occur within Project Area
		slope.	
Least Bell's vireo (*Vireo bellii pusillus*)	FE	Riparian woodland with understory of dense young willows or mulefat and willow canopy.	No potential to occur. No suitable riparian habitat present on site.
Mammals			
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	SSC	Found in low elevation grasslands, alluvial sage scrub and coastal sage scrub.	Low potential to occur. Site lacks alluvial sage scrub and coastal sage scrub.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC	Inhabits coastal sage scrub, grasslands, and chaparral communities.	Low potential to occur. Very few burrows observed that are consistent with pocket mouse size.
Pocketed free-tailed bat (*Nyctinomops femorosaccus*)	SSC	Rugged cliffs, rocky outcrops, and slopes in desert shrub and pine and oak forests.	No potential to occur. No suitable rocky outcrops present on site.
San Bernardino kangaroo rat (*Dipodomys merriami parvus*)	FE, SSC	Found on the gentle slopes of alluvial fans, on flood plains, along washes, and on adjacent upland areas, including alluvial sage scrub, coastal sage scrub, and chaparral.	No potential to occur. Suitable alluvial sage scrub not present within Project site.
San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)	SSC	Typical habitat includes early stages of chaparral, open coastal sage scrub and grasslands near the edges of brush.	Low potential to occur. Minimal open habitat and species not observed during survey.
San Diego desert woodrat (*Neotoma lepida intermedia*)	SSC	Common to abundant in Joshua tree, pinyon-juniper, mixed and chamise- redshank chaparral, sagebrush, and most desert habitats.	No potential to occur. Suitable habitat not present on site.
Western yellow bat (*Lasiurus xanthinus*)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands and sometimes even residential areas.	No potential to occur. No suitable habitat present on site.

Notes:
FE – Federally Endangered (USFWS) ST – State Threatened (CDFW)
SSC – Species of Special Concern (CDFW)
S1 – California State Ranking: Critically imperiled in the state due to extreme rarity. WL – Watch List (CDFW)

The Project site currently has low potential to support the state special-status species burrowing owl (*Athene cunicularia*). The Project site has no potential to support the federally endangered Delhi Sands flower-loving fly *(Rhaphiomidas terminatus abdominalis)*, the federally endangered least Bell's vireo *(Vireo bellii pusillus),* the federally endangered and state special-status species San Bernardino kangaroo rat *(Dipodomys merriami parvus)*, or the federally threatened and state special status coastal California *gnatcatcher (Polioptila californica californica)*. No additional special-status animals have moderate or high potential to occur on site. There is no potential for special-status plants or habitats to occur on site.

No burrowing owl individuals, active burrows or signs of burrowing owls were observed within the Project site. Unoccupied suitable burrows were observed off-site within the 100-foot survey buffer, and California ground squirrels *(Otospermophilus beecheyi)* were observed during the biological survey. Ground squirrels can colonize open sites and squirrel activity on site could result in additional suitable burrows for burrowing owl refuge and nesting in the future. However, based on the presence of California ground squirrels and the Project site's location in the Burrowing Owl Overlay Zone, a pre-construction burrowing owl survey should be conducted prior to Project construction to ensure that burrowing owl have not colonized the Project site. To avoid impacts on burrowing owl, the following mitigation measure (BIO-1) is recommended based on the CDFW Staff Report on Burrowing Owl Mitigation (2012):

Mitigation Measure

BIO-1: **Burrowing Owl Pre-Construction Survey:** A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls no less than 14 days prior to Project site disturbance and a final pre-construction survey within 24 hours prior to Project site disturbance. If burrowing owls are documented on site, then a plan for exclusion or avoidance shall be made in coordination with CDFW. If the survey is negative, the Project may proceed without further restrictions related to burrowing owls.

The Project site is a largely disturbed area comprised of developed land, disturbed habitat, non-native grasslands, and ornamental vegetation. The Project site is composed entirely of non-native habitat and no special-status plant, wildlife species or sensitive habitats were observed within the Project boundaries. Furthermore, special-status plant, wildlife species or sensitive habitats are not likely to occur based on the disturbed nature of the site. Impacts on native vegetation communities or habitats would be less than significant.

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 Wildlife (CDFW) or U.S. Fish and Wildlife Service?* **No Impact.**

The Project site is comprised of developed land, disturbed habitat, non-native grasslands, and ornamental vegetation. The southeastern portion of the Project site consists of one single family residence, one metal storage garage, and a metal canopy structure. Outbuildings include a number of small sheds and canopies. There are no native habitats on site. There are no USGS-designated blue line streams or associated jurisdictional features on the Project site. No areas of ponded water were observed on site, and no evidence of vernal pools or fairy shrimp habitat was observed on the parcels. The nearest stream occurs approximately one-mile northeast of the Project site. No impacts to riparian habitat or other sensitive natural community would occur as a result of the proposed Project; no mitigation is required.

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?* **No Impact.**

As discussed above in threshold 4.b, the Project site does not contain potential jurisdictional features, including federally protected wetlands and other features that carry water. Therefore, no impacts would occur and no mitigation is required.

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?* ***Less Than Significant Impact with Mitigation Incorporated.***

Wildlife Corridors: The Project site is located in a predominately industrial and commercial area and is not suitable as a wildlife movement corridor. Construction of the proposed Project would not impact a wildlife corridor. Therefore, there would be no impact to migratory wildlife or corridors and no mitigation is required.

Nesting Birds: Suitable avian nesting habitat is present within the Project site. Thus, the proposed Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities occur during the nesting season (January 15 to August 31). Impacts on nesting birds are prohibited by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). With the implementation of Mitigation Measure BIO-2, impacts on nesting birds would be less than significant.

Mitigation Measure

BIO-2: **Nesting Bird Pre-Construction Survey:** Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (January 15 to August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within ten days prior to any disturbance of the Project site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. The biologist will use their discretion to establish nest buffers. Generally, raptor species will have an avoidance buffer of 500 feet and passerine bird species will have an avoidance buffer of 50-100 feet.

e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?* ***No Impact.***

The proposed Project would not conflict with any local policies or ordinances protecting biological resources, as the site has been disturbed and there are no identified biological resources that are subject to such regulation; no impact would occur and no mitigation is required.

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?* ***No Impact.***

The Project site is not subject to a conservation plan; no plans have been adopted in the area of the Project site. No impact relative to adopted habitat conservation or other approved local, regional or State plans would occur.

Cumulative Impacts

Mitigation measures have been identified above (Mitigation Measures BIO-1 and BIO 2) that would serve to reduce the severity of biological impacts. Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However,

similar to the proposed Project, all cumulative projects would be subject to individual project review and conformance with conservation plans and standard provisions for compliance with state and federal protection laws. Since project-related impacts would be minimized by mitigation and cumulative projects would also be required to follow suit, the cumulative impact from other past, present, and reasonably foreseeable projects, would be expected to be less than significant. Therefore, cumulative impacts would be less than significant.

5. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

A Cultural Resource Study Findings Memorandum for the proposed Project was prepared by ASM in September 2018. The report evaluated cultural and tribal resources on the Project site and in surrounding areas. The Cultural Resources Study Findings Memorandum is provided in **Appendix C**; the results and conclusions of the study related to Tribal Cultural Resources are summarized herein.

a) Cause a substantial adverse change in the significance of a historical resource? ***No Impact.***

The Cultural Resources Study Findings Memorandum for the proposed Project site included a records search at the South Central Coastal Information Center (SCCIC), a search of the Sacred Lands File of the California Native American Heritage Commission (NAHC), a pedestrian survey of accessible portions of the Project area, and review of aerial photographs and topographic maps to determine the presence or absence of historical resources. The Cultural Resources Study Findings Memorandum was completed in compliance with California Environmental Quality Act (CEQA) requirements and has been included to this Initial Study as Appendix C to address the potential environmental impacts of the proposed Project pursuant to the required provisions of CEQA, Public Resources Code Section 21000 et seq., and State CEQA Guidelines Section 15063.

The SCCIC and NAHC records searches provide a listing of, and information about previous cultural resource studies that have been conducted in a designated radius to a particular location. The records searches show studies that have been conducted as well as a separate data set that shows instances where physical cultural resource(s) have been located. The purpose of the searches is to provide information regarding the presence or absence of historic and archaeological resources that have been located in an area surrounding a particular Project site. Both records searches conducted for the proposed Project used a radius of 1-mile from the proposed Project site. The records search identified 36 previous cultural resource studies that had been conducted within a 1.0-mile radius from the Project site between 1973 and 2016. Three of these studies involved a very small portion of the Project area.

The records search also indicated there were a total of 13 physical cultural resources previously recorded within the 1-mile of the Project site. None of these resources were located within the proposed Project site. All of the resources documented within the records search radius are historic, the vast majority of which are historic buildings or structures.

As discussed above, historic aerials for various years from 1938 through 2012 were evaluated along with historic topographic maps from various years ranging from 1896 through 2015. The topographic maps do not show structures or land use within proximity of the Project area between 1896 and 1926. One structure appears within the center of the Project area on the 1929 map, but this structure is no longer shown on the 1936 map. The southern half of the Project area appears to have been in use as an orchard sometime during or prior to 1955 through the 1965; however, the orchard no longer appears on the 1968 map. A structure is shown on the 1968 map along the eastern edge in the northeast portion of the former orchard area, just south of Vineyard Avenue. Two additional structures appear on the 1980 map, and one more is depicted on the 1988 map, when Maple Avenue first appears along the eastern edge of the Project area.

In contrast to the topographic maps, the aerial photo from 1938 shows the Project in use as an orchard, while the 1959 image indicates that the land had been cleared by this time, and the structure depicted on the 1968 topo is already evident. The 1980 image shows that the area around the structures at the southwest corner of the intersection of Maple and Vineyard is well-developed and surrounded by fences and large hedges or trees. The remainder of the Project area remains cleared and undeveloped, though evidently heavily disturbed, through the 2014 aerial image.

Both an archaeological and architectural history field survey were conducted on August 30, 2018, to determine the presence of any previously undocumented cultural resources. For the archaeological survey, accessible portions of the parcel including any areas not obscured by rubble, dirt piles, or other debris, as well as areas with extant structures or other related objects, were walked in transects spaced approximately 15 meters apart and oriented primarily north/south along the long axis of the parcel. Documentation of the buildings included multiple photographs (exterior only) from the public right-of-way and within the site to document the resources and their setting. The buildings' plans, architectural features, condition, and historical integrity were noted. In order to determine whether the buildings might be associated with a potential historic district, a brief windshield survey of the surrounding neighborhood and select comparable areas of Rialto was conducted to identify comparable properties.

Archival research was conducted to develop a general historic context for Rialto and site-specific information. Research was conducted through the City of Rialto, Rialto Public Library, Rialto Historical Society, San Bernardino County Historical Archives, and the San Bernardino County Hall of Records. Archival information at these repositories is limited as the area was undeveloped county land for most of its history. County deed records for the Project area are available only after the 1970s. City building permits are not available for buildings more than 15 years old. The years of the buildings' construction were confirmed by the San Bernardino County Assessor's year-built data; full property records were not obtained.

In evaluating the currently extant buildings within the Project area, a number of factors were considered relevant to making a recommendation of eligibility, including:

- the history of Rialto;
- the history of the buildings' construction, use, and association with local development in Rialto;
- the history of the surrounding community and the buildings' relationship to that community;

- the buildings' association with important people or events;
- whether the buildings are the work of a master architect, craftsman, artist, or landscaper;
- whether the buildings are representative of a particular style or method of construction; and
- whether the buildings have undergone structural alterations over the years, the extent to which such alterations have compromised their historical integrity, and the current condition of the properties.

The California Register of Historical Resources (CRHR) Significance Criteria program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. The criteria established for eligibility for the CRHR are directly comparable to the national criteria established for the National Register of Historic Places (NRHP).

In order to be eligible for listing in the CRHR, a building must satisfy at least one of the following four criteria:

1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

2) It is associated with the lives of persons important to local, California, or national history.

3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Three buildings on the property are older than 45 years: the house, the garage, and the chicken coop. All three buildings are recommended not eligible for the CRHR, neither individually nor as a contributor to any historic district under any criteria. The property does not collectively represent Rialto's significant historic themes under any of the CRHR criteria. Therefore, the property at 18293 Vineyard Avenue is not a potential contributor to any historic district.

In consideration of the buildings' individual eligibility, 18293 Vineyard Avenue is not associated with significant historic themes or events in Rialto's history. Thus, 18293 Vineyard Avenue is recommended as not eligible for the CRHR under Criterion 1. The home has been occupied by the current owner, Robert Berry, since 1968 and he acquired it from the original owner who built the house himself. As no historically significant individuals were identified that were associated with 18293 Vineyard Avenue, the buildings are recommended as not eligible for the CRHR under Criterion 2. The house at 18293 Vineyard Avenue is an example of the Ranch style and has elements, such as the low-pitched roof and large windows, that are associated with that style. However, it is not a particularly good representation of the Ranch style and there are other better examples in Rialto. Furthermore, no evidence was found that the building is a work of a master architect or a noted local architect as the homeowner indicated that the previous owner had built it himself. Therefore, the home at 18293 Vineyard Avenue is recommended as not eligible for the CRHR under Criterion 3. The buildings at 18293 Vineyard Avenue are recommended not eligible under CRHR Criterion 4 as they are common property types that do not have the potential to provide information about

history or prehistory that is not available through historic research. As the buildings at 18293 Vineyard Avenue are not recommended eligible for the CRHR either individually or as contributors to a historic district, they are not historical resources for the purposes of CEQA.

As discussed above, no historic resources were identified within the Project site that would require any further consideration under CEQA; the proposed Project would not impact any known historical structures. Therefore, no impacts would occur and mitigation is not required.

b) *Cause a substantial adverse change in the significance of an archaeological resource?* ***Less Than Significant Impact with Mitigation Incorporated.***

The Project area includes a mix of uses; a currently occupied home and outbuilding complex along the eastern edge while the remainder of the Project site is vacant. It has undergone a large amount of disturbance over time, beginning with its agricultural use and continuing into the present day. The portion of the Project area north of Vineyard is very heavily disturbed with large piles of dirt and debris along the western edge and the remainder graded, run through with informal tracks, and littered with modern dumping and refuse. Vineyard Avenue within the Project parcel is a dirt track, providing access to the gate that surrounds the still extant and occupied structures at the southwest corner of the intersection of Maple and Vineyard. The occupied compound encompasses the western half of the Project area south of Vineyard and the entire area is heavily modified. The eastern half of the Project parcel south of Vineyard is graded and also runs through with various tracks and a small amount of modern refuse. The Project area was carefully inspected for any sign of the presence of cultural materials.

The Project site has been previously disturbed and the surrounding area is predominately urbanized with industrial and residential uses located in the vicinity of the Project site. No archaeological resources have been recorded on the Project site, and due to the level of past disturbance, it is not anticipated that archaeological sites would be found. Because the proposed Project involves development of a site that has been so heavily disturbed, it is not anticipated that intact subsurface archaeological resources would be encountered during excavation and grading activities. Although the potential for disturbance of undiscovered resources during grading and excavation activities is considered low, CUL-1 through CUL-7, are required to reduce this potential impact to a level considered less than significant.

CUL-1: Retain a Native American Monitor/Consultant: The Project Applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant would only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

:

CUL-2: **Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

CUL-3: **Monitoring and Treatment Plan:** If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, in coordination with San Manuel Band of Mission Indians (SMBMI), and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

CUL-4 **Unanticipated Discovery of Human Remains and Associated Funerary Objects**: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

CUL-5: **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native

American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD). If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

CUL-6 Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

CUL-7 Archaeological/Cultural Reports: Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and City for dissemination to SMBMI. The City and/or Project Applicant shall, in good faith, consult with SMBMI throughout the life of the Project.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* ***Less than Significant Impact with Mitigation Incorporated.***

No paleontological resources are known to be on or adjacent to the Project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities. Should evidence of paleontological resources be encountered during grading and construction, operations would be required to cease, and the City of Rialto would be required to be contacted for determination of appropriate procedures. Compliance with the City's standard conditions would preclude significant impacts to paleontological resources. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial.

To reduce this potentially significant impact to a less than significant level, all construction related impacts of fossils or fossil-bearing deposits shall be monitored in accordance with Mitigation Measure CUL-8, to the satisfaction of the City Public Works/Engineering Department.

Mitigation Measure

CUL-8: Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City Public Works/Engineering Department, demonstrate that a qualified paleontological monitor has been retained to be present during brushing and clearing, excavation, or any mass grading activities. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.

d) Disturb any human remains, including those interred outsides of formal cemeteries? ***Less Than Significant Impact with Mitigation Incorporated.***

The Project site is not located within a known or suspected cemetery and there are no known human remains within the Project site. However, this does not preclude finding human remains during project-related ground disturbance. In compliance with State regulations, should any human remains be encountered during construction activities, State Health and Safety Code Section 7050.5 states that no further disturbances shall occur in the immediate area until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In addition, in accordance with State and local guidelines, if the Coroner determines the remains to be of a Native American, the Coroner shall contact the Native American Heritage Commission within 24 hours for identification of the most likely descendent of the deceased Native American. Additionally, if the remains are determined to be Native American, the City would work with local Native American representatives to ensure that the remains and any associated artifacts are treated in a respectful and dignified manner. Despite the applicable regulatory framework and the relatively low likelihood of discovery, it remains possible that the proposed Project

would discover human remains during subsurface activities, which could then result in the remains being inadvertently damaged.

To reduce this potentially significant impact to a less than significant level, all construction related impacts of human remains shall be monitored in accordance with Mitigation Measure CUL-4 and to the satisfaction of the City Public Works/Engineering Department.

Cumulative Impacts

The proposed Project would result in no impacts to historical, known archaeological or paleontological resources, or known human remains. Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the chances of cumulative impacts occurring as a result of Project implementation plus implementation of other projects in the region is not likely since proposed Projects would be subject to individual project-level environmental review. Since there would be no project-related impacts and due to existing laws and regulations in place to protect cultural resources and prevent significant impact to paleontological resources, the potential incremental effects of the proposed Project would not be cumulatively considerable.

6. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion

A Geotechnical Investigation was prepared for the proposed Project by Leighton Consulting, Inc. (November 2017). The report is provided in **Appendix D**; the results and conclusions of the report are summarized herein.

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.* ***Less Than Significant Impact.***

The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). Based on the City of Rialto General Plan, the proposed Project site is not located within an AP Earthquake Fault Zone. Furthermore, no evidence of faulting was observed during the investigation and no known active faults have been mapped onsite nor trending toward the site. Therefore, the potential for damage due to direct fault rupture is considered to be low. The possibility of significant fault rupture on the Project site is considered to be less than significant and no mitigation is required.

ii. *Strong seismic ground shaking?* ***Less Than Significant Impact.***

The Project site is located in an area of high regional seismicity and numerous faults capable of producing significant ground motions are located in the region. The closest known active earthquake fault to the proposed Project is the San Jacinto fault located approximately 0.7 mile northeast of the Project site. The Cucamonga fault and the San Andreas fault are also located in the regional vicinity and ground shaking originating from these or other faults in the region could subject the proposed Project site to strong ground motions and impact the proposed Project. The proposed Project would be required to be constructed in conformance with the California Building Code, City regulations, and other applicable standards. Conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to a less than significant level. No mitigation is required.

iii. *Seismic-related ground failure, including liquefaction?* ***Less than Significant Impact.***

Liquefaction is the loss of strength that generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. Liquefaction generally occurs in cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The potential for liquefaction generally occurs during strong ground shaking within relatively loose sediments where the groundwater is usually less than 50-feet. Although the California Geological Survey has not yet conducted detailed seismic hazard mapping in the area, the proposed Project is not identified within an area susceptible to liquefaction in the San Bernardino County Official Land Use Plan, General Plan, or Geologic Hazard Overlay. [4]. Furthermore, the Project site is located outside of areas identified within the City's General Plan to have a moderate liquefaction susceptibility[5]. Based on the listed mapping and the subsurface conditions encountered during the geotechnical

[4] San Bernardino County, 2010. San Bernardino County Geologic Hazard Overlay Maps. Available at: http://cms.sbcounty.gov/lus/planning/zoningoverlaymaps/geologichazardmaps.aspx. Accessed August 31, 2018.
[5] City of Rialto, 2010. The City of Rialto General Plan. Available at: http://yourrialto.com/general-plan/. Accessed January 3, 2019.

investigation from the boring locations, impacts from liquefaction are considered less than significant.

iv. *Landslides?* ***No Impact.***

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project site is relatively flat and, according to the San Bernardino County Geologic Hazard Overlay Map, is not located within an area susceptible to landslides[6]. Therefore, there would be no impact from landslides on the proposed Project and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil? ***Less Than Significant Impact.***

Grading during the construction phase of the proposed Project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil would be controlled using standard erosion control practices during construction. Accordingly, the proposed Project would be required to prepare a SWPPP under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement BMPs to minimize stormwater runoff during construction. Adherence to the SWPPP with the recommendations of the Water Quality Management Plan prepared for the proposed Project would reduce possible impacts related to the erosion to less than significant. No mitigation is required.

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? ***Less Than Significant Impact with Mitigation Incorporated.***

The Project site is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The Geotechnical Investigation for the proposed Project site found impacts due to liquefaction to be less than significant. There would be no impacts from landslides because the proposed Project site is flat and is not located near any areas with steep topography that would be susceptible to landslides.

The proposed Project is mapped as being underlain with young alluvial fan deposits from the late Holocene. These alluvial valley deposits are unconsolidated to slightly consolidated coarse-grained sand to bouldery alluvial-fan deposits of the Lytle Creek fan. Prior geotechnical testing conducted by CHJ Inc, and documented in the 2017 Geotechical Investigation included as Appendix D, encountered boulders up to 24 inches in diameter. Additionally, up to 2 feet of artificial fill was encountered in two of the CHJ test pits located in the central and southwestern areas of the site. The subsurface soils found in their test pits were found to be dense to very dense gravelly sand with cobbles and boulders to their maximum depth explored. Furthermore, the 2017 Geotechnical Investigation encountered alluvial soil deposits consisting of gravelly sand and cobbles and the native subsurface soils encountered consisted mainly of sand, gravel, and cobbles to the maximum depth explored.

[6] Ibid. Accessed August 31, 2018.

The Geotechnical Investigation concluded that development of the site is feasible from a geotechnical viewpoint; liquefaction and seismic settlement are not considered constraints to the project. The Geotechnical Investigation includes recommendations to ensure that soils are made appropriate for development of the proposed Project on the Project site. The recommendations are included as a part of mitigation measure GEO-1, below. Implementation of mitigation that incorporates compliance with the recommendation of the Geotechnical Investigation would reduce impacts associated with consolidation and collapse to less than significant.

Mitigation Measure

GEO-1: Prior to issuance of a grading permit, the developer shall, to the satisfaction of the City Public Works Director, show that precise grading plan(s) include(s) all recommendations contained in the geotechnical investigation report prepared for the proposed Project. The performance standard for this measure is to assure that all recommended grading and structures for the Project conform to City standards.

d) *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2013), creating substantial risks to life or property?* ***Less Than Significant Impact.***

Boring logs were taken from three locations to evaluate general infiltration rates of the subsurface soils at the depths and locations tested. The well permeameter tests were conducted based on the USBR 7300-89 method and in general accordance with San Bernardino County guidelines. The tests were conducted at depths ranging from approximately 6 to 10 feet to estimate the infiltration rate for use of the proposed infiltration facilities.

Small-scale infiltration test rates were measured at the 3 well permeameter locations (LB-1 through LB-3). At location LB-1, the small-scale infiltration test rate was estimated to be 2.7 inches per hour, and was tested within sandy gravel alluvial soils. At location LB-2, the small-scale infiltration test rate was estimated to be 8.0 inches per hour, and was tested within sandy gravel alluvial soils. At location LB-3, the small-scale infiltration test rate was estimated to be 10.0 inches per hour, and was tested within sandy gravel alluvial soils. These are raw values, before applying an appropriate factor of safety or correction factor. Based on these results, the onsite soils at the depths tested resulted are anticipated to have high infiltration rates.

Soils from the boring logs were classified using the Unified Soil Classification System (USCS) in accordance with ASTM-D2488. The near-surface soils generally consist of sand, gravel, and cobble. The soils do not require special design considerations related to expansive soils. In addition, the proposed Project would be required conform to the California Building Code, city regulations, and other applicable construction and design standards. Conformance with standard engineering practices, design criteria would ensure impacts related to expansive soil potential remain less than significant.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* ***No Impact.***

The proposed Project does not include the implementation of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the potential cumulative impact related to earth and geology is typically site specific. The analysis herein determined that the proposed Project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with mitigation assigned to the proposed Project, would render potentially adverse geological and soil effects of the proposed Project to a level considered less than significant. Moreover, these existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the City of Rialto and surrounding region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed Project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the region. The impacts of the proposed project-related to geology and soils would be less than cumulatively considerable.

7. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

A Greenhouse Gas Emissions Assessment for the proposed Project was prepared by Kimley-Horn and Associates (September 2018). The report is provided in **Appendix A;** the results and conclusions of the report are summarized herein.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors. California is a significant emitter of GHGs in the world. The State of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions statewide. The SCAQMD has formed a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. For all industrial projects, the SCAQMD adopted a screening threshold of 10,000 million tons of carbon dioxide equivalents ($MTCO_2e$) per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. As the proposed Project involves the construction of a new warehouse, the 10,000 $MTCO_2e$ per year industrial screening threshold has been selected as the significance threshold. A GHG Assessment for the Rialto Annexation Island 4 Industrial Project was prepared by Kimley-Horn and Associates (August 2018). The report is provided in **Appendix A**; the results and conclusions of the report are summarized herein.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Less than Significant Impact.***

Short-Term Construction Greenhouse Gas Emissions

The proposed Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed Project is depicted in **Table 11, Construction-Related Greenhouse Gas Emissions**.

Table 11: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Total Construction Emissions	860
30-Year Amortized Construction	29
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

Project construction would result in the generation of approximately 860 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions. The amortized Project emissions would be 29 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the proposed Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project site, the emissions associated with solid waste generated from the Project site, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions associated with proposed Project are summarized in **Table 12, Project Greenhouse Gas Emissions**. As shown in **Table 12**, the Project would generate approximately 9,323 $MTCO_2e$ annually GHG emissions from both construction and operations and the proposed Project would not exceed the SCAQMD GHG threshold of 10,000 $MTCO_2e$ per year. Therefore, Project-related GHG emissions would be less than significant and no mitigation measures are required.

Table 12: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year
Construction Amortized Over 30 Years	29
Area Source	0
Energy	5,963
Mobile	2,663
Waste	180
Water and Wastewater	488
Total	**9,323**
SCAQMD Threshold	*10,000*
Exceeds SCAQMD Threshold?	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

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 City of Rialto currently follows the 2014 San Bernardino County Regional Greenhouse Gas Reduction Plan (GHGRP) to identify opportunities for a cleaner city. The GHGRP has served as a long-term vision for how Rialto can be more environmentally friendly and provides guidance for residents, City staff, and decision makers in the community on how to achieve future sustainability goals. The goals outlined in the GHGRP target GHG emissions in 2020; see **Table 13, San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency** for Project consistency with these goals. As shown in **Table 13, San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency**, the Project would not conflict with Rialto's Goals within the GHGRP.

Table 13: San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency

SANBAG Goals		Compliance	
GOAL 1:	Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.	N/A:	This is not a project-specific policy and the project is not located in Downtown or along Foothill Boulevard. Therefore, this Goal is not applicable.
GOAL 2:	Establish a balanced land use pattern, and facilitate developments that provide jobs for city residents in order to reduce vehicle trips citywide.	Consistent:	The Project would provide jobs and improve the jobs-housing balance in the City.
GOAL 3:	Support a complementary mix of land uses, including residential densities to support a multimodal transit node at the rail station.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 4:	Design new streets to be pedestrian friendly. Require developers to investigate and provide features that will enhance the pedestrian environment.	N/A:	This is not a project-specific policy and is therefore not applicable. The project would not include new streets or pedestrian destinations.
GOAL 5:	Implement the Bikeway Master Plan which promotes a safe and efficient network of bikeways for recreational and commuter use within the city.	N/A:	This is not a project-specific policy and is therefore not applicable. The Project would not obstruct implementation of the Bikeway Master Plan.
GOAL 6:	Provide for all residents and businesses to have equal access to reliable and convenient public transit services.	N/A:	This is not a project-specific policy and is therefore not applicable. The Project would not modify transit access or service.
GOAL 7:	Actively encourage and create incentives for energy efficiency, where possible.	Consistent:	This is not a project-specific policy and is therefore not applicable. Project complies with CALGreen and Title 24 energy standards and will use energy efficiently.
GOAL 8:	Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.	N/A:	This is not a project-specific policy and is therefore not applicable. The Project is not near Downtown or the Rialto Metrolink Station.
GOAL 9:	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.	N/A:	This is not a project-specific policy and is therefore not applicable. Project is not a commercial land use and would not be a major employment center requiring transportation improvements. There is an existing transit stop is along Bohnert Avenue approximately 200 feet north of the Project site. No additional transportation improvements will be necessary.
Source: San Bernardino Associated Governments, *Regional Greenhouse Gas Reduction Plan*, 2014.			

Since the anticipated operational year of the Project is 2020, the Project will also be compared to SCAG's RTP/SCS. Adopted on April 7, 2016, the RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS

establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of Assembly Bill (AB) 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the proposed Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The proposed Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 14, Regional Transportation Plan/Sustainable Communities Strategy Consistency.**

Table 14: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 1:	Align the plan investments and policies with improving regional economic development and competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 2:	Maximize mobility and accessibility for all people and goods in the region.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 3:	Ensure travel safety and reliability for all people and goods in the region.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Preserve and ensure a sustainable regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Maximize the productivity of our transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 6:	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent:	The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. Although alternative transportation is not applicable to the proposed Project, this development project is required to comply with the provisions of the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6) and the Green Building Standards Code (CALGreen) (Title 24, Part 11).

Table 14: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 7:	Actively encourage and create incentives for energy efficiency, where possible.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Encourage land use and growth patterns that facilitate transit as well as non-motorized transportation.	Consistent:	See response to RTP/SCS Goal 6.
SCAG Goals		**Compliance**	
GOAL 9:	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	N/A:	This is not a transportation improvement project and is therefore not applicable.
Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2016.			

The Rialto General Plan determined that implementation of GHG policies as well as compliance with applicable State standards would ensure consistency with state and regional GHG reduction planning efforts. The goals stated in the GHGRP and the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 14**, the proposed Project would be consistent with the stated goals of the RTP/SCS and the CARB Scoping Plan. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the Climate Change Scoping Plan (CCSP) in 2008, which outlines actions recommended to obtain that goal. The CCSP provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in **Table 15, Project Consistency with Applicable CARB Scoping Plan Measures,** the proposed Project is consistent with most of the strategies, while others are not applicable to the proposed Project.

The 2017 CCSP Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 15: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for CA Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with California Environmental Quality Act (CEQA) projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle Greenhouse Gas Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The proposed Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the proposed Project would be required to comply with the Pavley emissions standards.
		2012 LEV III CA GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 Readopted 2015 Regulations to Achieve GHG Reductions Subarticle 7 Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The proposed Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the proposed Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related Greenhouse Gas Targets.	SB 375 CA Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The proposed Project would provide development in the region that is consistent with the growth projections in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The proposed Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation. However, the Project proposes a warehouse that would support the goods movement and logistics industry, consistent with the Goods Movement Action Plan. The Project would not conflict with implementation of the Plan, specifically, the regulations for truck emissions and limitations on truck idling.
	Medium/Heavy-Duty Vehicle	2010 Amendments to Truck and Bus Regulation,	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The proposed Project would not conflict with

Table 15: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Drayage Truck Regulation and Tractor-Trailer GHG Regulation	implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the proposed Project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded Under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The proposed Project would not conflict with implementation of this measure. The proposed Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 CALGreen	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 28 percent of its power supply from renewable sources in 2016. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 CALGreen	**Consistent.** The proposed Project would comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The proposed Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 12.50 of the Rialto Municipal Code).
		SBX 7-7 Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 CALGreen	**Consistent.** The State is to increase the use of green building practices. The proposed Project would implement required green building strategies through existing regulation that requires the proposed Project to comply with various CALGreen requirements. The proposed Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
	Recycling and Waste	Title 24 Part 11 CALGreen	**Consistent.** The proposed Project would not conflict with implementation of these measures. The proposed

Table 15: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Recycling and Waste Management		AB 341 Statewide 75 Percent Diversion Goal	Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The proposed Project site is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The proposed Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The proposed Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the proposed Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

The Project is estimated to emit approximately 9,323 $MTCO_2e$ per year directly from on-site activities and indirectly from off-site motor vehicles, see **Table 12**. The GHG emissions caused by long-term operation of the proposed would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would comply with all applicable measures are enacted that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed Project as well as other cumulative related projects, which are discussed further in Section 16, would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in **Table 13** and **Table 14**, the proposed Project would not conflict with the GHGRP or the RTP/SCS. As a result, the Project would not conflict with any GHG reduction plans including the CARB Scoping Plan. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

8. Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

A *Phase I Environmental Site Assessment* and *A Geophysical Survey and Subsurface Investigation were* prepared for the proposed Project by Ardent Environmental Group, Inc. (October 2017 and November 2017 respectively) and are provided as **Appendix E**; the results of the reports are summarized herein.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***Less Than Significant Impact with Mitigation Incorporated.***

Per the Phase I Environmental Site Assessment (ESA), the Project site is comprised of two parcels known as the Blackmon Homes Parcel and the Robert Berry Parcel. The Project site was used for agricultural purposes or vacant land from at least 1938 and 1959. In 1959, the

Robert Berry Parcel was developed as the current residence. The Blackmon Homes Parcel remained vacant. Since 1968, Mr. Robert Berry (the owner of the Robert Berry Parcel) used this property as a residence. From approximately 1980 through 2000, Mr. Berry operated a small "mom and pop" backhoe construction business, known as R.B Equipment Company, at the site. Currently, the Blackmon Homes Parcel is vacant land and the Robert Berry Parcel is used as a residence.

The Robert Berry Parcel contains three main buildings and a number of small outbuildings. The main buildings include the main residence, metal storage garage, and the metal canopy structure. Outbuildings include a number of small sheds and canopies and two mobile homes. The residence was reportedly constructed in 1959, and the metal storage garage and canopy structure were constructed later. The main residence and two mobile homes are reportedly connected to two septic tanks. Due to the type of activities (i.e. residence), these features would not be considered an environmental concern. However, another septic system consisting of two buried 55-gallon drums with holes drilled in the bottom, are reportedly used for wastewater discharge from the metal storage garage. This building was formerly used by Mr. Berry for maintenance and repair of backhoes. Based on the type of operations associated with this septic system, this feature would be considered a possible environmental concern to the site.

As part of the on-site backhoe construction business, two small fuel underground storage tanks (USTs, one 575-gallon and one 925-gallon) were reportedly clustered in the mid-portion of the Robert Berry Parcel, next to the metal canopy structure. The USTs were reportedly removed in 1987 by Mr. Berry, with no oversight from a regulatory agency. According to Mr. Berry, no confirmation samples were collected following removal. The site has an active status for these USTs with the San Bernardino County Fire Department (SBCFD), lead regulatory agency for permitted USTs. Based on this information, residual contamination might be present in the location of the former USTs.

According to the Phase I ESA, and during the review of historical aerial photographs, stockpiled soil was noted in the mid-portion of the Blackmon Homes Parcel. According to Mr. Berry, excess soil generated during construction projects by Blackmon Homes, Inc. (owner of the Blackmon Homes Parcel) was deposited on-site. Blackmon Homes Inc. was a general contractor who built residences. During the site visit for the Phase I ESA, no stained or odorous soil, or evidence of hazardous materials or wastes (e.g. transite pipelines, 55-gallon drums, batteries, etc.) were noted. Based on this information, these soils would not be considered an environmental concern to the site.

Based on the age of the on-site buildings (at least 1959), asbestos containing building materials (ACMs) and lead based pain (LBP) may be present. Prior to demolition of the on-site structures, Ardent Environmental recommends a comprehensive asbestos and LBP survey should be conducted. If present, these materials should be removed (asbestos) and/or stabilized (LBP) prior to demolition. Implementation of Mitigation Measure HAZ-1, would reduce the impacts to a less than significant level.

Groundwater has been reported in the site vicinity at depths of at least 300 feet below the ground surface (bgs) and flows in a southeasterly direction. Since the 1940's, a large property located approximately 1-mile northwest of and upgradient from the site was used by firework manufacturers and other businesses used the perchlorate salts and/or solvents in their manufacturing processes. In 2002, the Regional Water Quality Control Board, Santa Ana Region began actively working with Potentially Responsible Parties (PRPs) to characterize the extent of the impacted media. Between 2003 and 2013, a number of investigations have been completed to determine the extent of soil and groundwater contamination. In September 2009, the EPA added the property to the National Priority List (NPL) as a Federal

Superfund Site. Based on recent plume maps, the site is located directly downgradient from this property, and therefore, groundwater beneath the site has been impacted with VOCs and perchlorates. Based on the historical land use (agricultural, residential, and backhoe construction company), there is a low likelihood that historical on-site activities would have used these types of chemicals. In addition, based on our review of regulatory databases and files, there has been no indication that would suggest that occupants of the site have used these chemicals. Based on this information, there is a low likelihood that the site has contributed to the local groundwater issues. Due to the depth of groundwater (at least 300 feet bgs) and relatively low concentrations of VOCs reported in near-by wells, there is a low likelihood that the residual contaminants would pose a significant risk to future occupants through vapor intrusion. Based on these data, the VOC and perchlorate impacted groundwater would not be considered an environmental concern to the site or possible human health risk to future occupants through vapor intrusion.

Ardent Environmental recommended a geophysical survey be completed to assess the location of the septic tank associated with the metal storage garage, and possibly used to locate the former UST excavation. A subsurface investigation should be completed in the vicinity of these former features to assess whether impacted soil remains.

In November 2017, Ardent Environmental performed a geophysical survey and subsurface investigation for the site as a result of the recommendations in the Phase I ESA (October 2017). Based on the results of the geophysical survey, the 925- and 575-gallon USTs had been removed. The report indicated no detectable to low concentrations of petroleum hydrocarbons and no detectable concentrations of VOCs were found in the soil samples collected in the area of the former USTs location. In addition, soil vapor was collected from the former USTs location and resulted in residual concentrations being well below the screening levels provided by DTSC and EPA. The septic system was also assessed. The geophysical survey identified the location of the reported buried drums and soil and soil gas samples were collected from this location. Similar to the results of the samples taken from the former USTs area, the soil collected in the vicinity of the septic system resulted in no detectable to low concentrations of petroleum hydrocarbons, no detectable concentrations of VOCs and residual concentrations being well below the screening levels provided by DTSC and EPA. The report concluded that there is a low likelihood that elevated concentrations of petroleum hydrocarbons and/or VOCs are present in the vicinity of the former USTs and septic system. The report recommended no further investigations or remediation.

Mitigation Measure

HAZ-1: Prior to demolition of the on-site structures, the Project Applicant shall obtain a qualified specialist to prepare a comprehensive asbestos and LBP survey. If present, these materials should be removed (asbestos) and/or stabilized (LBP) prior to demolition.

Once the proposed Project is constructed, hazardous materials would be limited to those associated with a warehouse facility. These include cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Adherence to federal, State, and local health and safety requirements regarding these substances would preclude potential impacts. No additional mitigation is required.

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?* ***Less Than Significant Impact.***

The proposed Project is anticipated to be built speculatively and is not anticipated to result in releases of hazardous materials into the environment. The proposed facility would be expected to use limited hazardous materials and substances which would be limited to cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. All materials and substances would be subject to applicable health and safety requirements. A less than significant impact would occur and no mitigation is required.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***Less Than Significant Impact.***

The Project site is located approximately 0.2 miles southwest of Wilmer Amina Carter High School located at 2630 North Linden Avenue, Rialto. Although the proposed warehouse distribution building is speculative in nature, the specific use that would occupy the industrial building would comply with the allowable uses identified in the Rialto Airport Specific Plan, the City's General Plan, and the City's Zoning Code. Furthermore, allowable land uses would comply with all applicable local, State and Federal hazardous materials regulations. As such, there will be no significant impact.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* ***Less Than Significant Impact with Mitigation.***

The Project site is not included on a hazardous site list compiled pursuant to California Government Code Section 65962.5.[7] However, a Phase I Environmental Site Assessment was prepared for the Project site by Ardent Environmental in October 2017 and according to that report, there were two Recognized Environmental Condition (REC)s (as defined by ASTM Practice E 1527-13) identified in association with the Project site that required additional investigation. In November 2017, Ardent Environmental performed a geophysical survey and subsurface investigation for the site and determined that there is a low likelihood that elevated concentrations of petroleum hydrocarbons and/or VOCs are present in the vicinity of the two RECs. However, Ardent Environmental recommends a comprehensive asbestos and LBP survey should be conducted prior to demolition. Implementation of Mitigation Measure HAZ-1 would reduce potential impacts to the public or environment to a less-than-significant level.

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.***

As a part of the proposed Project, a Specific Plan Amendment would be required to modify the boundary of the Rialto Airport Specific Plan Area to include the Project site. However, the Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The closest airport is the San Bernardino International Airport, located approximately 9 miles southeast of the Project site. Accordingly, the proposed Project is not located within the vicinity of a public use airport and would not create a safety hazard for

[7] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed September 4, 2018.

people residing or working in the Project area. No impacts would occur and no mitigation is required.

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.***

As discussed above, the Rialto Municipal Airport ceased operations in 2014 and the closest public use airport is located approximately 9 miles southeast of the Project site. The closest private airport is the Lake Arrowhead Airport, located approximately 18 miles northeast of the Project site. Accordingly, the proposed Project is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the Project area. No impacts would occur and no mitigation is required.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* ***No Impact.***

The proposed Project would not impair or physically interfere with an adopted emergency response or evacuation plan. Primary access to all major roads would be maintained during construction of the proposed Project. Therefore, no associated impacts would occur.

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?* ***No Impact.***

The proposed Project would not expose people or structures to a risk of loss, injury or death involving wildland fires. The Project site is in a developed urban area and it is not adjacent to any wildland areas. The proposed Project is not located in a fire hazard zone in the City's General Plan. Therefore, no impact would occur in regard to wildland fires and no mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed Project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

9. Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

A *Preliminary Hydrology Report* was prepared for the proposed Project by Huitt-Zollars, Inc. (July 2018) and are provided as **Appendix F.** A Water Quality Management Plan was prepared for the proposed Project and is provided as **Appendix G**. The results and conclusions of both reports are summarized herein.

a) *Violate any water quality standards or waste discharge requirements?* ***Less Than Significant Impact.***

The Project site is a largely disturbed area comprised of disturbed land and non-native grassland. The northern and western portions of the Project site are currently vacant disturbed areas, while the remaining portion of the Project site consists of three main buildings and a number of small outbuildings; one single family residence, one metal storage garage, and a metal canopy structure. Outbuildings include a number of small sheds and canopies. The site generally slopes downward from the northwest corner of the property to the southeast corner of the property. Offsite tributary flow of approximately 3.2 acres from the northwest and 3.0 acres from the north run onto the property.

Most onsite runoff (approximately 13.5 acres) would be collected by catch basins and conveyed to the onsite underground infiltration system at the south area of the Project site for treatment. The remaining area (2.5 acres) would surface flow to a proposed infiltration basin at the southwest corner of the site.

Runoff from the northerly parking lot would be collected by catch basins and drain southerly to the proposed on-site underground infiltration system through the proposed storm drain located along the east side of the building. Runoff from the easterly side of the roof would be collected by roof drains and by proposed area drain inlets along the vegetated swale east of the building. The runoff would then drain to the proposed onsite underground infiltration system through the proposed storm drain located along the east side of the building. Runoff from the westerly side of the roof along with the truck loading docks and trailer parking areas would be directed to catch basins and enter the proposed onsite underground infiltration system through the proposed storm drain located southwest of the building. Runoff from the southerly parking lot would flow to a catch basin and enter the proposed onsite underground infiltration system through the existing storm drain located along the east side of the building.

The underground system would be designed to hold and infiltrate the required design capture volume. The excess runoff would discharge through an outlet pipe that connects the underground system to the existing storm drain line in Maple Avenue. The infiltration basin would be designed to hold and infiltrate the required design capture volume from the southwest portion of the Project Site, consisting of 2.5 acres. The excess runoff would discharge through a 12-inch outlet pipe that connects to the proposed outlet pipe after treatment.

The northwesterly offsite tributary flow would be collected by catch basins at the end of Vineyard Ave and by a concrete U-ditch and then conveyed in a separate proposed storm drain line along the western portion of the Site. The separate storm drain is proposed to avoid mixing of onsite and offsite storm water. The storm drain line would be directed to Maple Avenue bypassing the onsite treatment. Only the onsite runoff would be treated.

The north offsite tributary flow would be collected by a concrete U-ditch along the northerly boundary at the top of the proposed slope. The intercepted flow would be discharged directly into the existing Maple Avenue storm drain line.

The proposed Project would meet stormwater treatment requirements in the San Bernardino MS4 Permit; and therefore, impacts to water quality as a result of the proposed Project would

be less than significant. The majority of the site drains to a proposed underground infiltration basin, which would meet the performance criteria for low impact design (LID) BMP Design and infiltrate the design capture volume. The design capture volume would infiltrate, and flows greater than the design capture volume would drain directly to the onsite storm drain system that conveys runoff to the existing storm drain line in Maple Avenue.

To minimize water quality impacts during construction of the proposed Project, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The SWPPP would incorporate Best Management Practices (BMPs) such as gravel bags, silt fence, and fiber rolls. Preparation and implementation of a SWPPP would reduce potential impacts to water quality during construction to a less than significant level. No mitigation is required.

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)?* ***No Impact.***

The proposed Project does not propose to use groundwater. Although the proposed Project would result in additional impervious surfaces on site, the proposed Project would construct an underground infiltration facility which would detain and treat water prior to discharging into the public storm drain system. Therefore, the proposed Project would not significantly impact local groundwater recharge. No impacts would occur in this regard and no mitigation is required.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?* ***No Impact.***

The proposed Project would not substantially alter the existing drainage patterns of the site or vicinity. The proposed condition would mimic the existing southeasterly drainage pattern. The proposed runoff would drain to an on-site underground infiltration system; overflow would discharge to the Maple Avenue storm drain. The underground infiltration system would lengthen the time of concentration thus mimicking the existing conditions. The Project site does not contain any streams or rivers; therefore, none would be altered by the proposed Project. Therefore, no impact would occur and no mitigation is required.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?* ***Less Than Significant Impact.***

Refer to response VI.9(c) above. The proposed Project would not substantially alter existing drainage patterns of the site or Project vicinity. The proposed Project does not include any streams or rivers. On-site surface run-off would be directed to the on-site underground infiltration facility. The proposed underground infiltration facility would also minimize the potential for flooding to occur on site or off site. Impacts would be less than significant and no mitigation is required.

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?* ***Less Than Significant Impact.***

The proposed Project discharges stormwater to the existing Maple Avenue storm drain line. All proposed Project site drainage and storm drain facilities would be sized adequately for 100-year storm event. Due to the incorporation of the on-site underground infiltration facility and adherence to the San Bernardino County Flood Control District methodologies, the proposed Project would not release more stormwater than existing conditions.

In addition, the proposed Project would be required to prepare a SWPPP under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement BMPs to minimize stormwater runoff during construction. Adherence with the recommendations of the Water Quality Management Plan prepared for the proposed Project, and preparation of a SWPPP would reduce possible impacts related to the stormwater drainage system to less than significant. No mitigation is required.

f) *Otherwise substantially degrade water quality?* ***Less Than Significant Impact.***

Water quality impacts other than those described in Response V.9(a) above are not anticipated with implementation of the proposed Project. Impacts resulting from the proposed Project would be less than significant and no mitigation is required.

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?* ***No Impact.***

The proposed Project is not within a 100-year floodplain and does not propose housing. Therefore, no flood-related impacts would occur in this regard and no mitigation is required.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?* ***No Impact.***

The proposed Project is not within a 100-year floodplain. Therefore, no flood-related impacts would occur in this regard and no mitigation is required.

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?* ***No Impact.***

The closest dam or levee is the Lytle Creek Levee System which is located approximately 1.5 miles northeast of the Project site. The City of Rialto General Plan Flood Hazard Zone Map and the dam inundation boundary files available from the State of California Emergency Management Agency show that the proposed Project is outside of the 500-year floodplain[8]. The Lytle Creek Levee System was federally authorized and subsequently constructed by the United States Army Corps of Engineers (USACE) and is now operated and maintained by the San Bernardino County Flood Control District. The Lytle Creek Levee System is subject to periodic inspection by the USACE and accreditation by FEMA. Continued maintenance of the Levee System in accordance with Federal law would provide sufficient safeguards against potential damage due to levee failure. No associated flood hazard impacts would occur.

[8] San Bernardino County, 2010. San Bernardino County Geologic Hazard Overlay Maps. Available at: http://myplan.calema.ca.gov. Accessed August 13, 2018.

j) Inundation by seiche, tsunami, or mudflow? **No Impact.**

The proposed Project is located approximately 46 miles east of the Pacific Ocean. There is no risk of exposure to inundation by seiche or tsunami. The proposed Project is relatively flat so the potential for a mudflow is unlikely. Therefore, no impact would occur and no mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the potential impacts related to hydrology and storm water runoff are typically site specific and site specific BMPs are implemented at the project level. The analysis above determined that the implementation of the proposed Project would not result in significant impacts. Therefore, the proposed Project would have no impact under most hydrology criteria, and therefore could not contribute toward a cumulative impact. In regards to proposed Project impacts that would be considered less than significant, such impacts are not expected to result in compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices. Potential impacts are considered less than cumulatively considerable.

10. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) *Physically divide an established community?* ***No Impact.***

Projects that are typically considered to have the potential to divide an established community include the construction of a new freeways, highways, or roads, or other uses that physically separate an existing or established neighborhood. The proposed Project does not include the construction of public roadways, structures, or other improvements that would be located between existing neighborhoods. Therefore, the proposed Project would not physically divide or separate neighborhoods within an established community. The Project site is directly west of Maple Avenue, approximately 225 linear feet south of Bohnert Avenue, approximately 650 linear feet north of Casmalia Street, and approximately 680 linear feet east of Locust Avenue. The Project site is located in a predominately industrial and residential area. The land uses surrounding the Project site consist of a mix of uses including industrial, residential, and vacant parcels. Single family residential uses are immediately north and east of the proposed Project site and vacant parcels and industrial uses are located south and west of the proposed site. Wilmer Amina Carter High School, Trapp Elementary School and Roger Birdsall Park are located to the north and northeast of the Project site, however as residential uses are also located to the north and east of the Project site, the proposed Project would not divide the surrounding community or prohibit access to parks, schools, or any other amenities in the surrounding area.

As discussed above, the proposed Project is predominantly surrounded by industrial and residential uses and would not physically separate any residential areas. Industrial developments and vacant land are to the south; industrial developments are to the west; single family residential uses and industrial uses are to the north; and single family and industrial uses are to the east. Industrial uses are located predominantly to the west and south of the proposed Project and residential uses are predominantly located to the east and north of the proposed Project. Accordingly, the proposed Project would generally blend in with the surrounding uses and would not physically divide an established community. Therefore, no impacts would occur and no mitigation is required.

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?* ***No Impact.***

The proposed Project is located within Annexation Island 4, an "island" or small pocket of land that is currently located within an unincorporated area of San Bernardino County, but substantially surrounded by the City of Rialto and designated as a Rialto Sphere of Influence within the City's General Plan. The proposed Project would require approval of an Annexation by the City of Rialto and the San Bernardino County Local Agency Formation Commission (LAFCO), as well as approval of a General Plan Amendment (GPA), a Specific Plan Amendment (SPA), and a Zone Change by the City of Rialto to allow for the proposed Project site to be incorporated into the Rialto Airport Specific Plan and rezoned from Single Residential (RS-1) to Planned Industrial Development (I-PID) upon annexation by the City of Rialto.

As discussed above, upon annexation the proposed Project would be zoned as I-PID within the Rialto Airport Specific Plan, which is intended to provide transitions between existing adjacent residential uses and areas designated for General Manufacturing (I-GM). Per the Rialto Airport Specific Plan, distribution, light manufacturing/processing, manufacturing, and storage warehouse uses are permitted within the I-PID zone. The truck access driveway and truck docks are located on the west side of the Project site, in an area of the site furthest from the residences located across Maple Avenue. The northwest portion of the proposed distribution warehouse would extend beyond the truck yard, further obstructing the truck yard from the view of the residences located north of the Project site. Although the proposed warehouse distribution building is speculative in nature, the specific use that would occupy the distribution warehouse building would comply with the allowable uses identified in the General Plan and Specific Plan. Furthermore, allowable land uses would comply with all applicable local, State and Federal hazardous materials regulations. The proposed Project is consistent with the pertinent land use planning and policy documents, including the General Plan, Specific Plan, Zoning Regulations and the City's municipal Code. The proposed Project would have no impact on a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* ***No Impact.***

The City of Rialto has not adopted a Habitat Conservation Plan. The Project site is not located within an area designated as a habitat conservation area or subject to a natural community conservation plan. Therefore, the proposed Project would not conflict with either type of plan, impacts would not occur, and no mitigation is required.

Cumulative Impacts

The proposed Project does not conflict with any applicable land use regulations, land use policies, or land use planning documents. The proposed Project does not propose any new roadways or other significant infrastructure improvements that would restrict access, require a diversion of existing travel routes, or otherwise divide an established community. Therefore, the proposed Project would not contribute towards any cumulative impacts in these regards. The proposed Project would not result in an impact on any sensitive plant or animal species covered by a habitat conservation plan or natural community conservation plan, nor does it hinder the implementation or establishment of such plans. For these reasons, the proposed Project would not contribute to a cumulative impact or result in land use conflicts. Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, these projects would be subject to project level review of their land use impacts. As discussed above, the proposed Project would not impact land use policies, therefore, taken with past, present and reasonably foreseeable projects impacts are not considered cumulatively considerable, and no mitigation is required.

11. Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☒	☐
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Discussion

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?* ***Less Than Significant Impact.***

The proposed Project site does not have history of known mining or quarry operations. The Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to classify land in California according to its potential to contain mineral resources. The City of Rialto General Plan shows the Mineral Lands Classification (MLC) maps of the proposed Project site based on SMARA classifications. According to the General Plan, the majority of the proposed Project site is classified as MRZ-2 (PCC-1), which is defined as areas where geologic data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present. These areas are recently designated MRZ-2 areas[9].

The Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) addresses the needs of state and local governments, and the oil and gas industry by regulating statewide oil and gas activities with uniform laws and regulations. DOGGR maintains a mapping system that shows the location of all oil and gas wells within the state. According to the DOGGR mapping system, the closest well that was used for oil and gas production is an underground idle pipe located approximately 7 miles to the southeast of the Project site. DOGGR does not map any wells on the proposed Project site[10] and there is no known history of oil or gas wells having been drilled within the Project site.

Although the proposed Project site has been mapped within a MRZ-2 (PCC-1) zone, the site does not have history of aggregate resource mining. In addition, the site is currently designated for residential uses and use of the site for mining would be inconsistent with pertinent planning and policy documents and due to the proximity of adjacent land uses, the site is not conducive for use as a mine. Therefore, impacts related to the loss of availability of a known mineral resource would be considered less than significant and no mitigation is required.

[9] Rialto, City of, 2010. General Plan. Available at: http://yourrialto.com/wp-content/uploads/2016/08/General-Plan-Update-2010.pdf Accessed August 8, 2018.
[10] California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. Available at: http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx. Accessed August 8, 2018.

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?* ***Less Than Significant Impact.***

The proposed Project site has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. Additionally, the proposed Project site is not currently used (or planned for use) as a mineral resource recovery site. Therefore, no impacts to mineral resources in this regard would be less than significant and mitigation is not required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the proposed Project would not result in direct or indirect permanent or temporary impacts related to mineral resources. Implementation of the proposed Project would not result in the loss of an area that is designated for mineral resource extraction and would not result in the inability to use any other areas for such purpose. Therefore, the proposed Project would not result in incremental effects to the loss of mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable future projects. Thus, no cumulative impacts related to mineral resources would occur.

12. Noise

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☒	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

An Acoustical Assessment was prepared for the proposed Project by Kimley-Horn and Associates (September 2018). The Acoustical Assessment is included as **Appendix H** and the results are summarized herein.

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is generally characterized by a certain consistent noise level that varies by area. This is called ambient, or background noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting; time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz). Intensity describes the sound's loudness and is measured in decibels (dB). Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. Decibels are measured using a logarithmic scale; thus, the average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness. This relation holds true for sounds of any loudness.

Because community noise fluctuates over time, a single measure called the Equivalent Sound Level (Leq) is often used to describe the time-varying character of community noise. The Leq is

the energy-averaged A-weighted sound level during a measured time interval, and is equal to the level of a continuous steady sound containing the same total acoustical energy over the averaging time period as the actual time-varying sound.

Another sound measure known as the Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5 dB adjustment to sound levels during evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB adjustment to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours. The CNEL is used by the State of California and the City to evaluate land use compatibility with respect to transportation noise.

The City's Noise Control (Section 23.76.050 of the City's Municipal Code) specifies that exterior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 50 dBA between 10:00 p.m. and 7:00 a.m. in residential areas, shall not exceed 65 dBA in commercial areas at any time, and shall not exceed 70 dBA in industrial areas at any time. Interior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA between 10:00 p.m. and 7:00 a.m. in residential areas.

Additionally, Section 23.81.170 of the City's Municipal Code limits construction activities to occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, between 9:00 a.m. and 6:00 p.m. on Saturdays, and is prohibited on Sundays unless otherwise agreed to by the City.

Existing Noise Environment

The City is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

The northwest portion of the Project site is currently vacant; however, the southeastern portion of the Project site consists of one single family residence, one metal storage garage, and a metal canopy structure. Outbuildings include a number of small sheds and canopies.

There are several existing structures along the eastern portion of the Project site. The site is bounded by residential uses to the north, Maple Avenue and residential uses to the east, industrial uses and vacant lots to the south, as well as Locust Avenue and industrial uses to the west.

To quantify existing ambient noise levels in the Project area, Kimley-Horn and Associates conducted three short-term noise measurements on September 6, 2018, see **Appendix H**. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 10:30 a.m. and 11:15 a.m. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 16, Existing Noise Measurements.**

Table 16: Existing Noise Measurements

Site #	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	At the southeastern corner of the Maple Avenue and Norwood Street intersection	53.2	46.5	69.7	11:04 a.m.
2	At the northern terminus of North Ashford Avenue	52.0	43.3	62.0	10:50 a.m.
3	Along the south side of Bohnert Avenue, approximately 800 feet west of Maple Avenue	61.9	44.7	74.6	10:31 a.m.
Source: Noise measurements taken by Kimley-Horn and Associates, September 6, 2018. See Appendix H for results.					

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?* ***Less Than Significant Impact with Mitigation Incorporated.***

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the construction site. At the nearest, Project construction would occur at 50 feet from existing single-family residences. However, it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed **Table 17, Typical Construction Noise Levels**.

Table 17: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 Feet from Source		Typical Noise Level (dBA) at 100 Feet from Source[1]	
	L_{max}	L_{eq}	L_{max}	L_{eq}
Air Compressor	80	76	74	70
Backhoe/Front End Loader	80	76	74	70
Compactor (Ground)	80	73	74	67
Concrete Mixer Truck	85	81	79	75
Concrete Mixer (Vibratory)	80	73	74	67
Concrete Pump Truck	82	75	76	69
Concrete Saw	90	83	84	77
Crane	85	77	79	71
Dozer/Grader/Excavator/Scraper	85	81	79	75
Drill Rig Truck	84	77	78	71
Generator	82	79	76	73
Gradall	85	81	79	75
Hydraulic Break Ram	90	80	84	74
Jackhammer	85	78	79	72
Mounted Impact Hammer	90	83	84	77

Table 17: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 Feet from Source		Typical Noise Level (dBA) at 100 Feet from Source[1]	
	L_{max}	L_{eq}	L_{max}	L_{eq}
Pavement Scarifier/Roller	85	78	79	72
Paver	85	82	79	76
Pneumatic Tools	85	82	79	76
Pumps	77	74	71	68
Truck (Dump/Flat Bed)	84	80	78	74

Note:
[1] Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$
Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2006.

As shown in **Table 17**, exterior noise levels could affect the nearest existing sensitive receptors in the vicinity. The noise levels calculated in **Table 18, Project Construction Noise Levels**, show estimated exterior construction noise without accounting for attenuation from existing physical barriers. Sensitive uses in the Project site vicinity include residential uses approximately 50 feet to the north and 100 feet to the east. These sensitive uses may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the Project site and not concentrated in one area near surrounding sensitive uses. The Rialto Municipal Code does not establish quantitative construction noise standards. Instead, the City has established allowable hours of construction. Pursuant to the Rialto Municipal Code, allowable construction hours are limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activities are prohibited on Sundays unless agreed to by the City.

Construction activities may also cause increased noise along access routes to and from the site due to movement of equipment and workers. Soil hauling is not anticipated to occur along local roadways due to the Project being designed to have balanced earthwork. Additionally, implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Thus, upon implementation of Mitigation Measure NOI-1, a less than significant noise impact would result from construction activities.

Table 18: Project Construction Noise Levels

Construction Phase	Receptor Location			Modeled Exterior Construction Noise Level	
	Land Use	Direction	Distance (feet)[1]	dBA L_{eq}	dBA L_{max}
Demolition	Residential	North	600	63.0	68.0
		East	115	77.4	82.3
Site Preparation	Residential	North	150	72.5	74.5
		East	100	76.0	78.0
Grading	Residential	North	100	79.0	80.3
		East	80	80.9	82.2
Building Construction	Residential	North	200	72.3	72.0
		East	100	78.4	78.0
Paving	Residential	North	150	67.1	70.5

Table 18: Project Construction Noise Levels

Construction Phase	Receptor Location			Modeled Exterior Construction Noise Level	
	Land Use	Direction	Distance (feet)[1]	dBA L_{eq}	dBA L_{max}
		East	100	70.6	74.0
Architectural Coating	Residential	North	200	61.6	65.6
		East	100	67.7	71.6
Notes: [1] Distance is from the nearest receptor to the main construction activity area on the Project site.					
Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to Appendix H for results.					

Operations

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-Site Traffic Noise

Mechanical Equipment

The Project is surrounded by industrial and residential uses. The nearest sensitive receptors to the Project site are the residences 50 feet to the north and the residences 100 feet to the east of the Project site. Potential stationary noise sources related to long-term operations in the Project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 50 to 60 dBA at 50 feet. HVAC equipment is expected to be roof-mounted at a minimum distance of approximately 100 feet from receptors to the east and 200 feet from receptors to the north. Typical noise levels from HVAC equipment at 100 feet are approximately 54.0 dBA, which is less than a perceptible difference in noise level when compared to existing noise measurements at the closest receptor. Given this exterior noise, typical home construction attenuates noise by 24 dBA[11], resulting in an interior noise level of 30.0 dBA. Additionally, roof-mounted HVAC equipment is anticipated to be installed closer to the middle of the building and the distance to sensitive receptors will likely be farther, which will reduce noise levels. Furthermore, equipment will likely be located behind a parapet for additional noise attenuation. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to stationary noise levels.

[11] U.S. EPA, *Protective Noise Levels*, 1978.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading/unloading activities would occur on the west side of the Project site. Driveways and access to the site would occur along Maple Avenue and Vineyard Avenue from Locust Avenue.

Typically, heavy truck operations generate a noise level of 68 dBA at a distance of 30 feet. The closest residences would be located approximately 400 feet north of the loading areas. The Project site layout is designed such that the warehouse structure will act as a noise barrier between loading dock operations and sensitive receptors. Additionally, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities. The closest residences would experience truck noise levels of approximately 31 dBA, which is below the 60 dBA exterior and 45 dBA interior residential noise guidelines designated in the Rialto General Plan. Noise levels associated with trucks and loading/unloading activities would be less than significant.

Parking Noise

The proposed Project would accommodate the need for parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 60 to 63 dBA and may be an annoyance to adjacent noise-sensitive receptors. However, given the distance to the closest noise-sensitive receptors, these noise levels would be reduced to below the noise level thresholds of 60 dBA for exterior noise and 45 dBA for interior noise. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Parking lot noise would occur within the surface parking lot on-site. It is also noted that parking lot noise occurs at the adjacent properties under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along Locust Avenue and Maple Avenue. Actual noise levels over time resulting from parking lot activities is anticipated to be far below the City's noise guidelines. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. Based on the Traffic Impact Analysis, the proposed Project would result in approximately 1,360 daily trips (conservatively based on ITE Code 150 Warehousing). The Operational Year "2020 Without Project" and "2020 Plus Project" scenarios are compared in **Table 19, Opening Year 2020 Traffic Noise Levels**. As shown in **Table 19,** roadway noise levels would range from 64.1 dBA to 66.8 under "2020 Without Project" conditions and from 65.3 dBA to 68.3 dBA under "2020 Plus Project" conditions. The highest increase in noise levels would occur along Locust Avenue. As shown in **Table 19**, Locust Avenue is expected experience an increase in ambient noise levels of 1.5 dBA. This level is below the perceptible noise level

change of 3.0 dBA. Additionally, Locust Avenue is zoned as General Industrial (GI) and the Rialto General Plan designates these zones to have acceptable noise levels up to 75 dBA. Since the noise level increase along Locust Avenue is not perceptible and does not exceed acceptable noise levels, no significant impacts would occur.

Table 19: Opening Year 2020 Traffic Noise Levels

Roadway Segment	2020 Without Project		2020 Plus Project		Change	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline		
Casmalia Street						
Alder Avenue to Locust Avenue	13,062	66.6	13,998	67.5	0.9	No
Locust Avenue to Ayala Drive	7,516	64.1	8,248	65.3	1.2	No
Locust Avenue						
Vineyard Avenue to Casmalia Street	13,913	66.8	15,661	68.3	1.5	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: Based on traffic data within the *Traffic Impact Study for the Proposed Rialto Annexation Island 4 Industrial Project*, prepared by Kimley-Horn, 2018. Refer to Appendix A for traffic noise modeling assumptions and results.						

The Horizon Year "2035 Without Project" and "2035 Plus Project" scenarios were also compared. As shown in **Table 20, Horizon Year 2035 Traffic Noise Levels**, roadway noise levels would range from 65.1 dBA to 67.6 under "2035 Without Project" conditions and from 66.1 dBA to 68.9 dBA under "2035 Plus Project" conditions. As shown in **Table 20**, the highest noise levels would occur along Locust Avenue. Project-generated traffic would result in an increase in future ambient noise levels of 1.3 dBA. Since the noise level increase is below 3.0 dBA and the impacted roadways are within an industrial zone with acceptable noise levels of 75 dBA, a less than significant impact would occur.

Table 20: Horizon Year 2035 Traffic Noise Levels

Roadway Segment	2035 Without Project		2035 Plus Project		Change	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline		
Casmalia Street						
Alder Avenue to Locust Avenue	13,915	67.2	14,851	68.1	0.9	No
Locust Avenue to Ayala Drive	8,809	65.1	9,541	66.1	1.0	No
Locust Avenue						
Vineyard Avenue to Casmalia Street	15,404	67.6	17,152	68.9	1.3	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: Based on traffic data within the *Traffic Impact Study for the Proposed Rialto Annexation Island 4 Industrial Project*, prepared by Kimley-Horn, 2018. Refer to Appendix H for traffic noise modeling assumptions and results.						

Mitigation Measures

NOI-1: Prior to Grading Permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City of Rialto Director of Public Works or City Engineer that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Property owners and occupants located within 200 feet of the Project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet shall also be posted at the Project construction site. All notices and signs shall be reviewed and approved by the City of Rialto Development Services Department, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- Prior to issuance of any Grading or Building Permit, the Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Chapter 9.50, Noise Control (from October 1st to April 30th, allowable construction hours are between 7:00 a.m. and 5:30 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and from May 1st to September 30th, allowable construction hours are between 6:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays; construction activities are not permitted on Sundays or legal holidays).

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* ***Less Than Significant Impact.***

Once operational, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 inches per second [in/sec]) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 21, Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 21**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec peak particle velocity (PPV) at 25 feet from the source of activity.

Table 21: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 100 Feet (in/sec)[1]
Large Bulldozer	0.089	0.011
Caisson Drilling	0.089	0.011
Loaded Trucks	0.076	0.010
Rock Breaker	0.059	0.007
Jackhammer	0.035	0.004
Small Bulldozer/Tractors	0.003	0.000

Notes:
[1] Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 12-2
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, 2006.

The nearest sensitive receptors are the residential uses approximately 50 feet to the north and the nearest structures are approximately 80 feet or more from the active construction zone. Using the calculation shown in **Table 21**, at 80 feet the vibration velocities from construction equipment would not exceed 0.016 in/sec PPV, which is below the FTA's 0.20 PPV threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with the proposed Project would be less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* ***Less Than Significant Impact.***

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing land uses. As shown in **Table 19, Opening Year 2020 Traffic Noise Levels,** noise levels range from 64.1 dBA to 66.8 dBA for "2020 Without Project". When determining significance, a 3 dBA increase is considered just-perceptible and a 5 dBA increase is considered clearly noticeable. As shown in **Table 19**, the noise levels range from 65.3 dBA to 68.3 dBA for "2020 Plus Project". The maximum increase in noise would be 1.5 dBA, which would occur along Locust Avenue from Vineyard Avenue to Casmalia Street within an industrially-zoned area. This noise level increase is below the perceptible noise level change of 3.0 dBA. Additionally, the truck route along Locust Avenue is zoned as General Industrial (GI) and the Rialto General Plan designates these zones to have acceptable noise levels up to 75 dBA. Since the noise level increase along Locust Avenue is not perceptible and does not exceed acceptable noise levels, no significant impacts would occur.

d) *Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* ***Less Than Significant Impact.***

Refer to response (a) above. Construction activities would be limited to the daytime hours which have higher ambient noise levels and construction equipment would be equipped with state-mandated sound muffling features to assure that construction equipment does not create a significant temporary increase in ambient noise levels in the Project vicinity. The existing area includes noise associated with other nearby industrial uses and the SR-210 freeway.

As noted above, construction equipment would travel throughout the site and would be focused on the interior of the site, thus not occurring near sensitive receptors for extended periods of time. Accordingly, the construction activities have limited ability to the influence the ambient noise levels. Furthermore, the Project would implement noise-attenuating measures that would further minimize potential short-term construction noise impacts (refer to Mitigation Measure NOI-1). The Project is not considered a new development that can materially increase ambient CNEL. Finally, even if the Project could create substantial increase in ambient noise levels (which it cannot) the City's noise ordinance exempt construction noise activity performed within certain hours. Mitigation Measure NOI-1 below mandates that the Project adhere to the construction hour limitations. Therefore, the Project would not create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project and impacts would be less than significant.

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?* ***No Impact.***

The proposed Project is not located within the vicinity of a public use airport. Therefore, there is no impact surrounding the proposed Project concerning airport noise, including from a public airport.

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? ***No Impact.***

The proposed Project is not located within the vicinity of a private airstrip. Therefore, there is no impact surrounding the proposed Project concerning airport noise, including from a private airstrip.

Cumulative Impacts

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. If both the combined and incremental effects criteria are exceeded, the applicable noise and land use compatibility standards must also be exceeded. Noise is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the Project site's general vicinity would contribute to cumulative noise impacts. **Table 22, Cumulative Noise Scenario**, lists the traffic noise effects along roadway segments in the Project vicinity for "Existing", "2035 Without Project", and "2035 Plus Project" conditions, including incremental and net cumulative impacts. These scenarios include planned traffic from cumulative projects and future growth. The highest increase in noise levels would occur along Locust Avenue. As shown in **Table 22**, Locust Avenue is expected experience an increase in ambient noise levels of 1.3 dBA by the year 2035 with the addition of the Project. This level is below the perceptible noise level change of 3.0 dBA. Additionally, the truck route along Locust Avenue is zoned as General Industrial (GI) and the Rialto General Plan designates these zones to have acceptable noise levels up to 75 dBA. Since the noise level increase along Locust Avenue is not perceptible and does not exceed acceptable noise levels, no significant impacts would occur.

Table 22: Cumulative Noise Scenario

Roadway Segment	Existing	2035 Without Project	2035 Plus Project	Combined Effects	Incremental Effects	Cumulative Significant Impact?
	dBA@ 100ft from Road CL	dBA@ 100ft from Road CL	dBA@ 100ft from Road CL	Difference in dBA Existing and 2035 Plus Project	Difference in dBA 2035 Without Project and 2035 Plus Project	
Casmalia Street						
Alder Avenue to Locust Avenue	66.5	67.2	68.1	1.6	0.9	No
Locust Avenue to Ayala Drive	64.0	65.1	66.1	2.1	1.0	No
Locust Avenue						
Vineyard Avenue to Casmalia Street	66.6	67.6	68.9	2.3	1.3	No
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: Based on data within the Project *Traffic Impact Study for the Proposed Rialto Annexation Island 4 Industrial Project*, prepared by Kimley-Horn and Associates, 2018. See Appendix H for traffic noise modeling results.						

13. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

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)?* ***Less than Significant Impact.***

The proposed Project would result in the construction of one 382,018 square feet warehouse distribution building with approximately 6,000 square feet of office space and associated parking and landscaping on approximately 15.95 acres. The proposed Project does not involve any residential development. Vehicular access provisions for the Project site would consist of four full movement driveways; two would be located at the terminus of Vineyard Avenue east of the Project site and two would be located along Maple Avenue. The driveways on Maple Avenue and the northerly driveway at the terminus of Vineyard Avenue would provide access for passenger vehicles and the easterly driveway at the terminus of Vineyard Avenue (along the western site boundary) would provide access for trucks. All Project driveways would be unsignalized. Street improvements would be provided along Maple Avenue on the western site boundary and at the terminus of Vineyard Avenue on the eastern site boundary and would include improvements to curbs, gutters, sidewalks, street lights, traffic signal equipment and signing and striping as required. The Project would also require the development of associated utilities infrastructure to support the project. The proposed Project would not result in the extension of infrastructure beyond areas currently served.

Unemployment in San Bernardino County is currently 4.2 percent, within the Riverside-San Bernardino-Ontario Municipal Service Area (MSA) it is 4.5 percent,[12] and within the City of

[12] California Employment Development Department, Labor Market Information. Available at: http://www.labormarketinfo.edd.ca.gov. Accessed September 26, 2018.

Rialto unemployment is 4.6 percent.[13] The proposed Project would create new jobs and increase demand for new employees. By providing jobs, the proposed Project is expected to benefit the local community while having little effect on population growth. Given the need for jobs to meet existing population, and the relatively small number of jobs created by the proposed Project compared to those on a regional basis, the proposed Project would not induce substantial population growth. Accordingly, although the proposed Project would create job opportunities, an industrial project such as this is not considered inherently growth inducing. Therefore, the proposed Project would not result in any adverse change in the population, housing, or employment projections developed by or for the City of Rialto. Impacts in this regard would be less than significant and no mitigation is required.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* ***Less Than Significant Impact****.*

The Project site is a largely disturbed area comprised of disturbed land and non-native grassland. The northern and western portions of the Project site are currently vacant disturbed areas, while the remaining portion of the Project site consists of three main buildings and a number of small outbuildings; one single family residence, one metal storage garage, and a metal canopy structure. Outbuildings include a number of small sheds and canopies. The Project would result in the demolition of the single family residence, which would not displace a substantial number of people such that construction of replacement housing within the City of Rialto or any other community would be required. Therefore, this impact would be less than significant.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* ***Less Than Significant Impact.***

The proposed Project consists of the construction of one distribution warehouse building on a site that is largely vacant with the exception of one single family residence, one metal storage garage, and a metal canopy structure as well as associated outbuildings. As the Project site does not include significant numbers of housing, the construction of replacement housing would not be required; therefore, no mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the proposed Project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the proposed Project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

[13] California Employment Development Department, *Labor Force and Unemployment Rate* for Cities and Census Designated Places. Available at: http://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed August 9, 2018.

14. Public Services

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

Discussion

a) Would the project adversely impact:

i. *Fire protection?* ***Less Than Significant Impact.***

The Project site is currently located in an unincorporated area of San Bernardino County. As such, the San Bernardino County Fire Department currently provides fire protection services to the Project site from Fire Station 77, located at 17459 Slover Avenue in the community of Bloomington. However, should the project be annexed into the City of Rialto, the City of Rialto Fire Department (RFD) would provide fire protection services for the Project site and the City. The RFD service area includes fire protection for over 100,000 residents in a 22-square mile area. The RFD is led by a Division Chief (although the position is currently vacant), three Battalion Chiefs, an EMS Coordinator, and Assistant Fire Marshall. The Rialto Fire Department deploys from four fire stations, Stations 201, 202, 203, and 204, staffed 24 hours per day by career firefighters. 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 Hazardous Materials unit and an Urban Search and Rescue unit. Station 203, located at 1550 North Ayala Drive, is the closest to the proposed Project site and is approximately 1.5 miles southeast of the Project site. [14]

[14] Rialto, City of, 2018. City of Rialto Fire Department. Available at: http://yourrialto.com/residents/fire-department/. Accessed August 13, 2018.

The Fire stations and their complement of personnel is as follows:

Fire Station 201 - 131 South Willow Avenue: (1) Captain, (1) Engineer, (3) Firefighter/Paramedics, (2) Ambulance Operator/Paramedics, and (2) Ambulance Operator/Emergency Medical Technicians.

Fire Station 202 - 1700 North Riverside Avenue: (1) Captain, (1) Engineer, (2) Firefighter/Paramedics, and (1) Firefighter.

Fire Station 203 – 1550 North Ayala Drive: (1) Captain, (1) Engineer, (3) Firefighter/Paramedics.

Fire Station 204 – 3288 N. Alder Avenue: (1) Captain, (1) Engineer, (1) Firefighter/Paramedic.

Development of the proposed Project would incrementally increase the demand for fire protection services; however, the proposed Project is not expected to substantially increase service demand such that a new fire station would need to be constructed.

In order to address the potential increases in demand for fire service calls, upon annexation, the proposed Project would be required to pay fees based on the City of Rialto Development Fee Schedule. Fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from the proposed Project. Therefore, upon payment of fees, impacts would be considered less than significant and no mitigation is required.

ii. *Police protection?* ***Less Than Significant Impact.***

As previously discussed, the Project site is currently located in an unincorporated area of San Bernardino County. As such, the San Bernardino County Sheriff's Department currently provides police protection services to the Project site from the Fontana Station, located at 17780 Arrow Boulevard in the City of Fontana. Should the project site be annexed into the City of Rialto, police protection services would be provided by the City of Rialto Police Department. The proposed Project would be within the South Area Command in Area 1, which covers the City north of Foothill Boulevard and west of Lilac Avenue. The closest police station is located at 128 N. Willow Avenue in the City of Rialto, approximately 3.5 miles southeast of the Project site. Currently, the Rialto Police Department consists of a total of 106 Sworn staff and 39.5 non-sworn[15], who would serve the needs of the proposed Project and future workers.

In order to address the potential increases in demand for fire service calls, upon annexation, the proposed Project would be required to pay fees based on the City of Rialto Development Fee Schedule. Fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from the proposed Project. The proposed Project does not propose or require new or physically altered police protection facilities. Therefore, impacts would be less than significant and no mitigation is required.

[15] City of Rialto, 2018 – City of Rialto Police Department. – Organizational Chart. Available at: http://www.rialtopd.com/index.php/divisions-1/department-organizational-chart. Accessed August 13, 2018.

iii. *Schools?* ***No Impact.***

The proposed Project is a non-residential land use. Implementation of the proposed Project would not directly result in an increased population in the City and would therefore not increase the need for the construction of additional school facilities. The Rialto Unified School District would require development fees be paid by the Applicant. Upon payment of the required fees, no significant impact to school services or facilities would occur and no mitigation is required.

iv. *Parks?* ***Less than Significant Impact.***

The City has established park development fees to offset the costs associated with increased maintenance and the addition of park facilities resulting from new development. The City's park development fees are generated based on the type of land use. Residential uses are required to pay a park development fee; however, commercial and industrial uses are not obligated to contribute to park development fees. The proposed Project does not have a residential component. As such, the proposed Project would not create a significant increased demand or need for the construction of park facilities. Therefore, the impact would be less than significant and no mitigation is required.

v. *Other public facilities?* ***No Impact.***

The City requires that certain types of development pay impact fees to compensate for additional services provided by public facilities as a result of implementation of their project. The City of Rialto requires development fees for libraries, open space, and general facilities. The proposed Project would be subject to open space and general facilities developer fees based on the square footage of the proposed Project; however, the Project would not be subject to library facility fees. The proposed Project does not include residential uses and would not result in a direct increase in population within the City or surrounding area. Therefore, based on the payment of required developer fees and the nominal impacts to the City's population, impacts to other public facilities would be less than significant and no mitigation is required.

Cumulative Impacts

The proposed Project would not result in a significant cumulative impact to public services or facilities. Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, similar to the proposed Project, future projects would be required to compensate the City for potential increases in demand for public services. It is expected that impacts of future projects also would be reduced to less than significance by payment of fees and compensation for the provision of services. Therefore, the proposed Project would not result in substantial incremental effects to public services and facilities when taken in sum with other past, present, and reasonably foreseeable projects. Therefore, the proposed Project would not result in cumulatively considerable impacts to public services or facilities.

15. Recreation

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

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 proposed Project does not include development of any residences, which would directly increase population and result in increased demand for parks and recreational facilities. Employees of the distribution center may occasionally use parks in the vicinity of the Project area, including Birdsall Park which is located approximately 0.4 miles northeast of the project site. However, based on the City of Rialto Development Fee Schedule, and because the proposed Project consists of an industrial use which would not typically result in additional use of City parks, the proposed Project would not be subject to a park development fee. Accordingly, implementation of the proposed Project would not generate a significant increase in demand on existing public or private parks or other recreational facilities that could result in increased physical deterioration of the facility. Therefore, no impact to existing recreational facilities would occur and no mitigation is required.

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.***

As discussed above, the proposed Project consists of an industrial development and does not include any residential use that would increase the demand or increase the deterioration of an existing park or recreational facility. In addition, the proposed Project site is not identified in the Rialto General Plan or the Rialto Airport Specific Plan as a park or open space resource. The proposed Project does not include the construction of recreational facilities, nor would it require the construction or expansion of recreational facilities. Therefore, the proposed Project would not have an adverse physical effect on the environment from providing recreational resources and no impact would occur. No mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the proposed Project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, take in sum with past, present, and reasonably foreseeable projects, no cumulative impacts on recreational facilities would result from implementation of the proposed Project.

16. Transportation/Traffic

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

A Traffic Impact Study (TIS) was prepared by Kimley-Horn and Associates (October 2018) to assess the potential traffic impacts of the proposed Project. The findings of the TIS are summarized in this Initial Study; the traffic study is provided as **Appendix I**.

Discussion

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?* ***Less Than Significant Impact with Mitigation Incorporated.***

The traffic study was prepared in consultation with City of Rialto staff through the Scoping Letter Agreement process.

Peak hour intersection operations at signalized and unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 2010, consistent with the requirements of the City of Rialto Traffic Study Guidelines. The traffic study area includes nine intersections and two future driveways identified below.

Existing Intersections:

1. Alder Avenue at Casmalia St
2. Alder Avenue at SR-210 Westbound Ramps
3. Alder Avenue at SR-210 Eastbound Ramps
4. Locust Avenue at Vineyard Avenue
5. Locust Avenue at Casmalia Street
6. Maple Avenue at Bohnert Avenue
7. Ayala Drive at Casmalia Street
8. Ayala Drive at SR-210 Westbound Ramps
9. Ayala Drive at SR-210 Eastbound Ramps

Future Driveway Intersections:

- D1. Maple Avenue at North Driveway
- D2. Maple Avenue at South Driveway

Roadway segments were evaluated by comparing the traffic volume on a roadway segment to the daily capacity of that segment, to determine the volume-to-capacity (v/c) ratio. Daily capacity is based on the roadway classification, as shown in **Table 23, City of Rialto Roadway Capacity,** below.

Table 23: City of Rialto Roadway Capacity

Roadway Classification	No. of Lanes	Two-Way Traffic Volume (ADT)[2]		
		Service Level C	Service Level D	Service Level E
Local	2	2,500-2,799	2,800-3,099	3,100 +
Collector (60' or 64')	2	9,900-11,199	11,200-12,499	12,500 +
Industrial (45')	2	9,900-11,199	11,200-12,499	12,500 +
Arterial[3]	2	14,400-16,199	16,200-17,999	18,000 +
Secondary Highway	4	16,900-19,399	19,400-21,999	22,000 +
Modified Arterial (100')	4	26,200-29,599	29,600-32,999	33,000 +
Arterial (120')	6	38,700-44,099	44,100-49,499	49,500 +

Notes:
(1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only
(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.
(3) Two-lane roads designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.
Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements (2013)

The traffic study area includes three roadway segments as identified below.

- Casmalia Street: Alder Avenue to Locust Avenue
- Casmalia Street: Locust Avenue to Linden Avenue
- Locust Avenue: Vineyard Avenue to Casmalia Street

Traffic conditions within the study area were analyzed for the following scenarios:

- Existing Conditions
- Opening Year 2020 – Existing Plus Growth
- Opening Year 2020 – Existing Plus Growth Plus Project
- Opening Year 2020 Cumulative – Without Project
- Opening Year 2020 Cumulative – With Project
- Build-Out – Without Project
- Build-Out – With Project

Significance Criteria

The City of Rialto, per the City of Rialto 2010 General Plan Update, establishes minimum Level of Service standards. Per Policy 4-1.20 of the General Plan document, the City requires that signalized intersections operate at LOS D or better during the morning and evening peak hours. The one exception is Riverside Avenue from the Metrolink tracks to the City's southern border, for which the Level of Service standard is LOS E. The City's Traffic Study Guidelines require new development to mitigate impacts that cause the Level of Service to fall below an acceptable LOS, or that cause the peak hour delay to increase 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 second

The City's traffic study guidelines require unsignalized intersections to operate with no vehicular movement having an average delay exceeding 120 seconds during the morning and evening peak hours.

The minimum acceptable LOS for roadway segments in the City of Rialto is LOS D, except for Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E. The City's traffic study guidelines require that a roadway segment must be mitigated if the segment exceeds 1,500 feet and the V/C ratio exceeds 1.0, even if improved intersection at the ends of the segment do not exceed LOS D.

Existing Conditions

Existing morning and evening peak hour turning movement volumes and daily roadway volumes were collected in June and August 2018. Vehicle classifications were included, and application of Passenger Car Equivalents (PCE) were used in the traffic analysis to address the impacts of truck traffic on intersection and roadway operation. The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles.

Peak Hour Operations

As identified in **Table 24, Summary of Intersection Operation Existing Conditions**, traffic study area intersections are currently operating at an acceptable LOS during both the morning and evening peak hours.

Daily Capacity

As identified in **Table 25, Summary of Roadway Analysis Existing Conditions**, all traffic study area roadway segments are currently operating within their current Level of Service D capacity.

Table 24: Summary of Intersection Operation Existing Conditions

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay	LOS
1	Alder Avenue at Casmalia Street	S	AM	24.9	C
			PM	28.5	C
2	Alder Avenue at SR-210 WB Ramps	S	AM	25.0	C
			PM	23.6	C
3	Alder Avenue at SR-210 EB Ramps	S	AM	24.1	C
			PM	23.7	C
4	Locust Avenue at Vineyard Avenue	U	AM	24.4	C
			PM	22.8	C
5	Locust Avenue at Casmalia Street	S	AM	22.5	C
			PM	18.6	B
6	Maple Avenue at Bohnert Avenue	U	AM	10.4	B
			PM	7.5	A
7	Ayala Drive at Casmalia Street	S	AM	28.0	C
			PM	22.9	C
8	Ayala Drive at I-210 WB Ramps	S	AM	27.6	C
			PM	28.2	C
9	Ayala Drive at I-210 EB Ramps	S	AM	18.0	B
			PM	21.8	C

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized, U = Unsignalized
Source: Kimley-Horn, 2018.

Table 25: Summary of Roadway Analysis Existing Conditions

Roadway	Segment	LOS D Capacity	Existing ADT w/ PCE	LOS
Casmalia Street	Alder Avenue to Locust Avenue	32,999	12,555	B or better
	Locust Avenue to Linden Avenue	17,999	7,224	B or better
Locust Avenue	Vineyard Avenue to Casmalia Street	17,999	13,373	B or better

Notes:
PCE = Passenger Car Equivalent, ADT = Average Daily Traffic, LOS = Level of Service
Source: Kimley-Horn, 2018.

Project Opening Year (2020) Conditions

The proposed Project's Opening Year (the year the Project would be constructed and occupied) is anticipated to be 2020. Based on consultation with City staff, an ambient growth rate of 2.0 percent per year was applied to existing peak hour traffic volumes to develop Existing Plus Growth forecasts.

Peak Hour Operations

Results of the intersection LOS analysis conducted for the morning and evening peak hours for the Project Opening Year (2020) Conditions are shown in **Table 26, Summary of Intersection Operation Opening Year 2020 - Existing Plus Growth.** Review of this table indicates that with the addition of ambient growth, and assuming the planned intersection improvements, all study intersections would continue to operate at an acceptable Level of Service.

Daily Capacity

Results of the roadway segment LOS analysis conducted for the Project Opening Year (2020) Conditions are shown in **Table 27, Summary of Roadway Analysis Opening Year 2020 - Existing Plus Growth**. Review of this table indicates that the study roadway segments would continue to operate within their LOS D capacity with the addition of ambient growth traffic.

Table 26: Summary of Intersection Operation Opening Year 2020 - Existing Plus Growth

#	Intersection	Traffic Control	Peak Hour	Opening Year (2020) Conditions	
				Delay	LOS
1	Alder Avenue at Casmalia Street	S	AM	25.1	C
			PM	28.6	C
2	Alder Avenue at SR-210 WB Ramps	S	AM	25.7	C
			PM	24.0	C
3	Alder Avenue at SR-210 EB Ramps	S	AM	24.5	C
			PM	24.2	C
4	Locust Avenue at Vineyard Avenue	U	AM	25.8	D
			PM	24.0	C
5	Locust Avenue at Casmalia Street	S	AM	23.5	C
			PM	19.2	B
6	Maple Avenue at Bohnert Avenue	U	AM	10.7	B
			PM	7.5	A
7	Ayala Drive at Casmalia Street	S	AM	28.6	C
			PM	23.1	C
8	Ayala Drive at I-210 WB Ramps	S	AM	27.8	C
			PM	28.2	C
9	Ayala Drive at I-210 EB Ramps	S	AM	18.3	B
			PM	22.1	C

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized, U = Unsignalized
Source: Kimley-Horn, 2018.

Table 27: Summary of Roadway Analysis Opening Year 2020 - Existing Plus Growth

Roadway	Segment	LOS D Capacity	Existing ADT w/ PCE	Existing Plus Growth ADT	LOS
Casmalia Street	Alder Ave.to Locust Ave.	32,999	12,555	13,062	B or better
	Locust Ave.to Linden Ave.	17,999	7,224	7,516	B or better
Locust Avenue	Vineyard Ave.to Casmalia St.	17,999	13,373	13,913	B or better

Notes:
PCE = Passenger Car Equivalent, ADT = Average Daily Traffic, LOS = Level of Service
Source: Kimley-Horn, 2018.

Cumulative Conditions

In addition to ambient growth to reach Project Opening Year (2020), traffic volumes from area cumulative projects were added to existing volumes. Cumulative Projects consist of any project that has been approved but is not yet constructed/ occupied, and projects that are in various stages of the application and approval process, but have not yet been approved. A total of 16 cumulative projects were identified and included in the analysis. All 16 projects included in the cumulative analysis are located within the City of Rialto.

Trip Generation, Trip Distribution, and Assignment

Trip generation and distribution assumptions for the cumulative projects were derived from approved traffic studies, where available; and were estimated when approved studies were not available.

Peak Hour Operations

Results of the intersection LOS analysis conducted for the morning and evening peak hours for the Project Opening Year (2020) Conditions are shown in **Table 28, Summary of Intersection Operation Opening Year 2020 Cumulative Without Project.** Review of this table indicates that, with the addition of Cumulative Projects traffic, the following intersections would operate at an unacceptable Level of Service:

- #2 – Alder Avenue at SR-210 Westbound Ramps: AM – LOS F; PM – LOS E
- #3 – Alder Avenue at SR-210 Eastbound Ramps: AM – LOS E; PM – LOS F
- #4 – Locust Avenue at Vineyard Avenue: AM – LOS E; PM – LOS E
- #7– Ayala Drive at Casmalia Street: AM – LOS E

Daily Capacity

Results of the roadway segment LOS analysis conducted for the Project Opening Year (2020) Conditions are shown in **Table 29, Summary of Roadway Opening Year 2020 Cumulative Without Project.** Review of this table indicates that the study roadway segments will operate within their Level of Service D capacity with the addition of cumulative project traffic.

Table 28: Summary of Intersection Operation Opening Year 2020 Cumulative Without Project

#	Intersection	Traffic Control	Peak Hour	Opening Year (2020) Cumulative Conditions	
				Delay	LOS
1	Alder Avenue at Casmalia Street	S	AM	26.2	C
			PM	29.9	C
2	Alder Avenue at SR-210 WB Ramps	S	AM	82.5	**F**
			PM	72.6	**E**
3	Alder Avenue at SR-210 EB Ramps	S	AM	66.9	**E**
			PM	88.9	**F**
4	Locust Avenue at Vineyard Avenue	U	AM	35.4	**E**
			PM	38.0	**E**
5	Locust Avenue at Casmalia Street	S	AM	30.7	C
			PM	22.9	C
6	Maple Avenue at Bohnert Avenue	U	AM	10.7	B
			PM	7.5	A
7	Ayala Drive at Casmalia Street	S	AM	63.2	**E**
			PM	35.1	D
8	Ayala Drive at I-210 WB Ramps	S	AM	33.9	C
			PM	31.0	C
9	Ayala Drive at I-210 EB Ramps	S	AM	21.8	C
			PM	33.2	C

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized, U = Unsignalized
Source: Kimley-Horn, 2018.

Table 29: Summary of Roadway Opening Year 2020 Cumulative Without Project

Roadway	Segment	LOS D Capacity	Existing Plus Growth ADT	Cumulative Projects ADT	Opening Year + Cum. Projects ADT	LOS
Casmalia Street	Alder Ave. to Locust Ave.	32,999	13,062	2,269	15,331	B or better
	Locust Ave. to Linden Ave.	17,999	7,516	2,791	10,307	B or better
Locust Avenue	Vineyard Ave. to Casmalia St.	17,999	13,913	1,543	15,456	C or better

Notes:
ADT = Average Daily Traffic, LOS = Level of Service
Source: Kimley-Horn, 2018.

Project Traffic

Project Trip Generation

Trip generation estimates for the proposed Project are based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). ITE trip generation estimates for the proposed Project are based on the trip generation rates for ITE Land Use: Warehouse (Land Use 150).

The Project is estimated to generate 2,280 Passenger Car Equivalent (PCE) vehicle trips on a daily basis, with 191 trips in the morning peak hour, and 206 trips in the evening peak hour. The resulting trip generation estimates for the proposed Project are summarized in **Table 30, Summary of Project Trip Generation.**

Table 30: Summary of Project Trip Generation

Trip Generation Rates[1]									
				AM Peak Hour			PM Peak Hour		
ITE Land Use	**ITE Code**	**Unit**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Warehousing	150	KSF	3.560	0.237	0.063	0.300	0.080	0.240	0.320

Project Trip Generation									
				AM Peak Hour			PM Peak Hour		
Project Land Use	**Quantity**	**Unit**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Warehousing	382.018	KSF	1,360	91	24	115	31	92	123
Passenger Vehicles (60%)			816	55	14	69	19	55	74
Trucks (40%)			544	36	10	46	12	37	49

Project Trips - Passenger Car Equivalents (PCE)										
					AM Peak Hour			PM Peak Hour		
Vehicle Type	**Vehicle Mix[2]**	**Daily Vehicles**	**PCE Factor**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Passenger Vehicles	60.0%	816	1.0	816	55	14	69	19	55	74
2-Axle Trucks	0.8%	11	1.5	17	1	0	1	0	1	1
3-Axle Trucks	11.2%	152	2.0	304	20	5	25	7	21	28
4+ Axle Trucks	28.0%	381	3.0	1,143	76	20	96	26	77	103
			Total Truck PCE Trips	1,464	97	25	122	33	99	132
			Total Project PCE Trips	**2,280**	**152**	**39**	**191**	**52**	**154**	**206**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements, December 2013
PCE = Passenger Car Equivalent
KSF = Thousand Square Feet
Source: Kimley-Horn, 2018.

Trip Distribution and Assignment

Trip distribution assumptions for the Project trips were developed considering the proposed site uses, and the routes to and from the freeway system for the warehouse trucks. Trip distribution assumptions are shown on Figure 7 and Figure 8 in the traffic study.

Trip distribution percentages at each study intersection were applied to the Project trip generation to determine the Project trips through each intersection. The resulting Project related peak hour trips at the study intersections are shown on Figure 9 in the traffic study.

Project Opening Year (2020) plus Project

As identified in **Table 31, Summary of Intersection Operation Opening Year 2020 - Existing Plus Growth Plus Project**, all traffic study area intersections would continue to operate at an acceptable LOS with the addition of the proposed Project except the following intersection:

- #4 – Locust Avenue at Vineyard Avenue: PM – LOS E

The Level of Service for an unsignalized intersection is reported based on the single approach movement with the highest delay, which in this case, would be the westbound approach for intersection #4 (vehicles leaving the site). Since the east leg of Vineyard Avenue will end in a cul- de-sac at the project boundary, the only traffic on the westbound leg of Vineyard Avenue will be project traffic for this proposed project, and the warehouse project immediately adjacent to the west (PPD2107-0068). In addition, while the existing business on the south side of Vineyard Avenue does not currently use Vineyard Avenue for site ingress or egress, the property owner could choose to begin taking access via Vineyard Avenue, which would contribute a small amount of additional traffic.

The vehicles from these two projects would experience delay during the evening peak hour while waiting for an acceptable gap in traffic on Locust Avenue. While the side street approach operates at a deficient Level of Service based on the highest delay approach, the overall intersection delay would be acceptable. Any queuing that occurs on the side street is contained on the minor intersection approach, would occur for only a limited period of time during the working week, and would not impact the progression of traffic on the main arterial.

As identified in **Table 32, Summary of Opening Year 2020 - Existing Plus Growth** Plus Project, the study roadway segments will operate within their Level of Service D capacity with the addition of Project traffic.

Table 31: Summary of Intersection Operation Opening Year 2020 - Existing Plus Growth Plus Project

Int. #	Intersection	Traffic Control	Peak Hour	Opening Year (2020) Conditions		Opening Year (2020) Plus Project Conditions		Project Impact	Sig Impact?
				Delay	LOS	Delay	LOS		
1	Alder Avenue at Casmalia Street	S	AM	25.1	C	24.9	C	-0.2	No
			PM	28.6	C	29.1	C	0.5	No
2	Alder Avenue at SR-210 WB Ramps	S	AM	25.7	C	25.3	C	-0.4	No
			PM	24.0	C	24.0	C	0.0	No
3	Alder Avenue at SR-210 EB Ramps	S	AM	24.5	C	24.7	C	0.2	No
			PM	24.2	C	24.2	C	0.0	No
4	Locust Avenue at Vineyard Avenue	U	AM	25.8	D	30.1	D	4.3	No
			PM	24.0	C	44.4	**E**	20.4	**Yes**
5	Locust Avenue at Casmalia Street	S	AM	23.5	C	28.3	C	4.8	No
			PM	19.2	B	22.0	C	2.8	No
6	Maple Avenue at Bohnert Avenue	U	AM	10.7	B	12.1	B	1.4	No
			PM	7.5	A	7.7	A	0.2	No
7	Ayala Drive at Casmalia Street	S	AM	28.6	C	29.8	C	1.2	No
			PM	23.1	C	24.6	C	1.5	No
8	Ayala Drive at I-210 WB Ramps	S	AM	27.8	C	28.3	C	0.5	No
			PM	28.2	C	26.1	C	-2.1	No
9	Ayala Drive at I-210 EB Ramps	S	AM	18.3	B	18.6	B	0.3	No
			PM	22.1	C	23.5	C	1.4	No
D1	Maple Avenue at North Driveway	U	AM	N/A	-	8.8	A	N/A	-
			PM	N/A	-	8.8	A	N/A	-
D2	Maple Avenue at North Driveway	U	AM	N/A	-	8.6	A	N/A	-
			PM	N/A	-	8.6	A	N/A	-

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized
U = Unsignalized
Source: Kimley-Horn, 2018.

Table 32: Summary of Opening Year 2020 - Existing Plus Growth Plus Project

Roadway	Segment	LOS D Capacity	Existing ADTw/ PCE	Existing Plus Growth ADT	Daily Project Traffic	Existing + Growth + Project ADT	LOS
Casmalia Street	Alder Ave. to Locust Ave.	32,999	12,555	13,062	936	13,998	B or better
	Locust Ave. to Linden Ave.	17,999	7,224	7,516	586	8,102	B or better
Locust Avenue	Vineyard Ave. to Casmalia St.	17,999	13,373	13,913	1,602	15,515	C or better

Notes:
ADT = Average Daily Traffic, LOS = Level of Service
Source: Kimley-Horn, 2018.

Project Opening Year (2020) Cumulative plus Project

As identified in **Table 33, Summary of Intersection Operation, Opening Year 2020 Cumulative Plus Project**, the following intersections would continue to operate at an unacceptable Level of Service:

- #2 – Alder Avenue at SR-210 Westbound Ramps: AM – LOS F; PM – LOS F
- #3 – Alder Avenue at SR-210 Eastbound Ramps: AM – LOS E, PM – LOS F
- #4 – Locust Avenue at Vineyard Avenue: AM – LOS E; PM – LOS F
- #7– Ayala Drive at Casmalia Street: AM – LOS E

Based on the significance thresholds presented earlier in this report, the project impact would be considered cumulatively significant at the following intersections:

- #2 – Alder Avenue at SR-210 Westbound Ramps: AM and PM
- #4 – Locust Avenue at Vineyard Avenue: PM
- #5 – Locust Avenue at Casmalia Street: AM
- #7– Ayala Drive at Casmalia Street: AM

As identified in **Table 34, Summary of Roadway Analysis Existing Conditions Opening Year 2020 Cumulative Plus Project**, with the addition of project traffic, the study roadway segments would continue to operate within their Opening Year 2020 Level of Service D capacity.

Table 33: Summary of Intersection Operation, Opening Year 2020 Cumulative Plus Project

Int. #	Intersection	Traffic Control	Peak Hour	Opening Year (2020) Conditions		Opening Year (2020) Plus Project Conditions		Project Impact	Sig Impact?
				Delay	LOS	Delay	LOS		
1	Alder Avenue at Casmalia Street	S	AM	26.2	C	26.8	C	0.6	No
			PM	29.9	C	30.5	C	0.6	No
2	Alder Avenue at SR-210 WB Ramps	S	AM	82.5	**F**	83.6	**F**	1.1	**Yes**
			PM	72.6	**E**	82.6	**F**	10.0	**Yes**
3	Alder Avenue at SR-210 EB Ramps	S	AM	66.9	**E**	67.1	**E**	0.2	No
			PM	88.9	**F**	88.8	**F**	-0.1	No
4	Locust Avenue at Vineyard Avenue	U	AM	35.4	**E**	44.6	**E**	9.2	No
			PM	38.0	**E**	129.2	**F**	91.2	**Yes**
5	Locust Avenue at Casmalia Street	S	AM	30.7	C	40.0	D	9.3	**Yes**
			PM	22.9	C	26.3	C	3.4	No
6	Maple Avenue at Bohnert Avenue	U	AM	10.7	B	12.1	B	1.4	No
			PM	7.5	A	7.7	A	0.2	No
7	Ayala Drive at Casmalia Street	S	AM	63.2	**E**	71.0	**E**	7.8	**Yes**
			PM	35.1	D	38.2	D	3.1	No
8	Ayala Drive at I-210 WB Ramps	S	AM	33.9	C	35.5	D	1.6	No
			PM	31.0	C	32.6	C	1.6	No
9	Ayala Drive at I-210 EB Ramps	S	AM	21.8	C	22.0	C	0.2	No
			PM	33.2	C	35.3	D	2.1	No
D1	Maple Avenue at North Driveway	U	AM	N/A	-	8.8	A	N/A	-
			PM	N/A	-	8.8	A	N/A	-
D2	Maple Avenue at North Driveway	U	AM	N/A	-	8.6	A	N/A	-
			PM	N/A	-	8.6	A	N/A	-

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized, U = Unsignalized
Source: Kimley-Horn, 2018.

Table 34: Summary of Roadway Analysis Existing Conditions Opening Year 2020 Cumulative Plus Project

Roadway	Segment	LOS D Capacity	Existing Plus Growth ADT	Cumulative Projects ADT	Opening Year + Cum. Projects ADT	LOS
Casmalia Street	Alder Ave. to Locust Ave.	32,999	15,331	936	16,267	B or better
	Locust Ave. to Linden Ave.	17,999	10,307	586	10,893	B or better
Locust Avenue	Vineyard Ave. to Casmalia St.	17,999	15,456	1,602	17,058	D or better

Notes:
ADT = Average Daily Traffic, LOS = Level of Service
Source: Kimley-Horn, 2018.

Traffic Signal Warrant Analysis

Each proposed site driveway was analyzed, and all are forecasted to operate at LOS A in both peak hours. The driveways would not require signalization.

A signal warrant analysis was conducted for the unsignalized intersection of Locust Avenue at Vineyard Avenue. The signal warrant analysis shows that the future volumes at this intersection would satisfy only the One-Hour Signal Warrant, and only during the evening peak hour under Opening Year 2020 Cumulative Plus Project conditions. The intersection would not warrant a signal during the morning peak hour, and would not satisfy the Four-Hour or Eight-Hour Signal Warrants.

The decision to install a traffic signal should be based on engineering judgment, and not solely upon satisfying a single peak hour warrant. It is recommended that the intersection be monitored once the project is completed to observe actual peak hour operation, and a decision about signalization should be made based on those observations as well as engineering judgment regarding the other factors listed above.

Mitigation Measures

Based on the impact criteria in the City's Traffic Impact Analysis Report Guidelines and Requirements , the project-related impact would be considered significant at the following intersections:

- #2 – Alder Avenue at SR-210 Westbound Ramps
- #4 – Locust Avenue at Vineyard Avenue
- #5 – Locust Avenue at Casmalia Street
- #7 – Ayala Drive at Casmalia Street

Although Intersection #5 (Locust Avenue at Casmalia Street) would operate at LOS D, the project impact would be an increase of 9.3 seconds in the AM peak hour, and therefore, would be considered a significant impact.

The Mitigation Measures noted below are subject to the Citywide Development Impact Fee Program and the Congestion Management Program (CMP) as further discussed in **Appendix I**.

TRAF-1: **Alder Avenue at SR-210 Westbound Ramps:** Add a second northbound left-turn lane. With this improvement, the intersection would operate at an acceptable

Level of Service in both peak hours. The project will contribute on a fair-share basis to this improvement.

TRAF-2: **Locust Avenue at Vineyard Avenue:** A signal warrant analysis was conducted for the intersection of Locust Avenue at Vineyard Avenue. As mentioned earlier, since the east leg of Vineyard Avenue will end in a cul-de-sac at the project boundary, the only traffic on the westbound leg of Vineyard Avenue at Locust Avenue will be project traffic from this proposed project, and from the warehouse project immediately adjacent to the west (PPD2107-0068). The forecasted volumes for the westbound approach on Vineyard Avenue would be 12 vehicles (29 PCE) in the morning peak hour and 44 vehicles (117 PCE) in the evening peak hour.

The signal warrant analysis shows that the future PCE volumes at this intersection would satisfy only the One-Hour Signal Warrant, and only during the evening peak hour under Opening Year 2020 Cumulative Plus Project conditions. The intersection would not warrant a signal during the morning peak hour, and would not satisfy the Four-Hour or Eight-Hour Signal Warrants.

The California Manual on Uniform Traffic Control Devices (MUTCD) specifically states that, "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." The reference document goes on to state a number of other factors to take into account when considering a signal for a specific location, including whether or not a signal would improve the overall safety of the intersection, whether it would benefit or disrupt progressive traffic flow (in this case, on Locust Avenue), and consideration of site-specific characteristics such as queuing, signal spacing, and overall delay to the main street through movements.

The decision to install a traffic signal should be based on engineering judgment, and not solely upon satisfying a single peak hour warrant. It is recommended that the intersection be monitored once the project is completed to observe actual peak hour operation, and a decision about signalization should be made based on those observations as well as engineering judgment, based on the factors listed above.

TRAF-3: **Locust Avenue at Casmalia Street:** Add a second eastbound left-turn lane. The intersection is forecasted to operate at an acceptable Level of Service under all scenarios. This improvement would be consistent with the ultimate lane configuration shown in the Renaissance Specific Plan Amendment,and would more than offset the project-related increase in delay. The project will contribute on a fair-share basis to this improvement.

TRAF-4: **Ayala Drive at Casmalia Street:** Implement right-turn overlap for the eastbound approach. With this improvement, the intersection would operate at an acceptable Level of Service in both peak hours. The project will contribute on a fair-share basis to this improvement.

With implementation of Mitigation Measures TRAF-1 through TRAF-4, the proposed Project would have a less than significant impact to the intersections of Alder Avenue at SR-210 Westbound Ramps, Locust Avenue at Vineyard Avenue, Locust Avenue at Casmalia Street, and Ayala Drive at Casmalia Street.

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?* **No Impact.**

The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County, consistent with that of SANBAG. The CMP requires review of substantial individual projects, which might on their own impact the CMP transportation system. Specifically, the CMP Traffic Impact Analysis measures impacts of a project on the CMP Highway System. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

The CMP requires that a Traffic Impact Analysis include analysis of any CMP arterial monitoring intersection where the Project will add 50 or more trips during either the AM or PM weekday peak hour; and any freeway monitoring location where the Project will not add 150 or more trips, in either direction, during either the AM or PM peak hour. The proposed Project would not add 50 or more trips during either the AM or PM weekday peak hour to a designated CMP intersection; and would not add 150 or more trips to any freeway mainline location, in either direction, during either the AM or PM peak hour. Therefore, the proposed Project would not exceed a level of service standard established by the CMP for designated roads or highways. No significant impacts would occur and no mitigation is required.

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?* ***No Impact.***

The proposed Project would not include any aviation components or structures where height would be an aviation concern. No air traffic impacts would occur and no mitigation is required.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* ***No Impact.***

The Project site driveways and proposed Project improvements would be designed to provide adequate sight distance for drivers entering and exiting the Project site. The roadway infrastructure surrounding the Project site would be developed and/or expanded consistent with City standards. The proposed Project would not introduce any new design features that would create hazards to traffic. No significant impacts would occur and no mitigation is required.

e) *Result in inadequate emergency access?* ***No Impact.***

Vehicular access provisions for the Project site would consist of the following:

- Two full-movement driveways on Maple Avenue
- One driveway on the west side of the building on Vineyard Avenue

The cumulative intersection analysis for the With Project condition indicates that all Project driveways will operate at acceptable Level of Service during both peak hour periods. Constructed roadways and driveways are required to meet access standards of Rialto Fire Department. Compliance with the Fire Department requirements would ensure impacts remain less than significant.

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?* ***No Impact.***

The main alternative transportation mode available to the Project would be bus transit. Bus routes in the City of Rialto are provided via the OmniTrans transit lines, which serve several San Bernardino cities in the area. The nearest bus stops in the Project vicinity are located along Bohnert Avenue, approximately 250 feet to the north; and Baseline Road,

approximately 1½ mile to the south. OmniTrans Route 10 operates between the City of Fontana and the City of San Bernardino, traveling through Rialto along Baseline Road in the project vicinity. OmniTrans Route 22 operates between the City of Rialto and the City of Colton, traveling through Rialto along Bohnert Avenue in the project vicinity. Bike lanes exist on nearby streets providing regional access to the Project site, including Adler Avenue and Locust Avenue. Alder Avenue is a Major Arterial located approximately ½ mile west of the project site and has a bike lane in each direction. Locust Avenue is currently a two- to four-lane roadway located approximately 680 feet west of the Project site. Locust Avenue is designated as a Secondary Arterial, which would provide four travel lanes and parking / bike lanes within 88 feet of right-of-way. There are no planned or existing designated bicycle routes in the Project area. The proposed Project would not conflict with adopted policies, plans, or programs regarding alternative modes of transportation. No impact would result.

Cumulative Impacts

The traffic study addresses both the Project-specific and the Project's contribution to cumulative impacts. The Project would have a significant impact to the intersections of Alder Avenue at SR-210 Westbound Ramps, Locust Avenue at Vineyard Avenue, and Locust Avenue at Casmalia Street that can be mitigated to a less than significant level.

17. Tribal Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	☐	☐	☒	☐
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion

A *Cultural Resource Study Findings Memorandum* (September 2018) was prepared for the proposed Project to evaluate cultural and tribal resources on the Project site and in surrounding areas. The report is provided in Appendix C; the results and conclusions of the report related to Tribal Cultural Resources are summarized herein.

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). ***Less Than Significant Impact.***

As discussed above in *Section VI. (5) Cultural Resources*, the proposed Project would result in no impact to sites that are listed or eligible for listing in the California Register of Historic Resources.

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. ***Less Than Significant Impact.***

Senate Bill (SB) 18 (California Government Code Section 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the State Native American Heritage Commission (NAHC) information on a proposed project and

request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins if requested by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible.

The City completed the Government Code Section 65352.3 (commonly known as Senate Bill [SB] 18) consultation process in 2017 to incorporate five county islands from the County of San Bernardino in to the City of Rialto including the project.

A Cultural Resource Study Findings Memorandum was prepared by ASM Affiliates in September 2018 for the proposed Project and is provided as Appendix C. In accordance with Assembly Bill (AB) 52, and the California Tribal Consultation guidelines, ASM sent a request to the NAHC to search their Sacred Lands File (SLF) to ascertain whether their files contained any information relating to the presence of Native American cultural resources within the Project area. The other intent of this contact is to determine the appropriate native groups that are traditionally and culturally affiliated with the Project area so they may be provided the opportunity to provide input.

In response to the ASM letter, NAHC responded on September 11, 2018 and indicated that tribal resources exist in the Project area and recommend further contact with the Gabrieleño Band of Mission Indians – Kizh Nation. The NAHC also provided a list of six (6) tribes, including the Gabrieleño Band of Mission Indians – Kizh Nation, who may be culturally affiliated with the proposed Project site.

Per the City's standard practice and in accordance with Assembly Bill 52 (AB 52), including Section 21080.3.1(d), the City circulated letters via certified mail on February 21, 2019 to the following five (5) tribes to request comments and input on the proposed Project and the potential to affect Tribal and Cultural Resources.

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño – Tongva (Anthony Morales)
- Gabrieleño – Tongva Nation (Sandonne Goad, Sam Dunlap)
- San Manuel Band of Mission Indians
- Morongo Band of Mission Indians

As of the date of this IS/MND, the City has received one response from the Gabrieleño Band of Mission Indians – Kizh Nation regarding consultation. The City has initiated consultation with this tribe and will use commercial reasonable efforts to put mitigation measures in place in addition to Mitigation Measures CUL-1 through CUL-7 already provided in the Cultural Resources section, to satisfy the requirement or requirements set forth by the tribe requesting consultation.

Cumulative Impacts

The proposed Project would result in less than significant impacts to tribal cultural resources. Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the chances of cumulative impacts occurring as a result of Project implementation plus implementation of other projects in the region is not likely since all past, present, and reasonably foreseeable project would be have been or will be subject to individual project-level environmental review. Since there would be no project-related impacts,

and because existing laws and regulations are in place to protect tribal cultural resources and prevent significant impact to such resources, the potential incremental effects of the proposed Project would not be cumulatively considerable.

18. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

Water service is currently provided to the proposed Project by the West Valley Water District (WVWD) and upon annexation, the Project would continue to be served by WVWD. WVWD is a Special District governed by a five-member Board of Directors providing retail water to approximately 83,218 customers[16]. WVWD serves drinking water to portions of Rialto, Colton, Fontana, Bloomington, and portions of the unincorporated area of San Bernardino County and a portion of city of Jurupa Valley in Riverside County. Over half of WVWD's water supply is from its own groundwater wells, located in five local basins. Additional groundwater is purchased from San Bernardino Valley Municipal Water District. WVWD obtains a portion of its surface water from Lytle Creek in the San Bernardino Mountains which is treated through the District's Oliver P. Roemer Water Filtration Facility.

[16] West Valley Water District. Available at: https://agencyeta.com/WVWD/. Accessed September 13, 2018.

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* ***Less Than Significant Impact.***

The proposed Project is within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the MS4 Permit for San Bernardino County. As discussed above, in *Section VI. (9) Hydrology and Water Quality*, the proposed Project would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) that would require the use of Best Management Practices (BMPs) to ensure water quality is not degraded. This may also include the filing of a NPDES permit and other applicable permits. Implementation of these measures would ensure that storm water flowing from the proposed Project site would not result in an exceedance of any wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (RWQCB). Impacts in this regard would be considered less than significant.

Upon annexation into the City of Rialto, the proposed Project would also be required to abide by all applicable Santa Ana RWQCB requirements, including payment of fees to offset cost of wastewater infrastructure, such that the proposed Project would not exceed wastewater treatment standards. Wastewater services are provided to the proposed Project by the City of Rialto, Rialto Water Services (RWS). RWS would continue to provide wastewater services to the proposed Project upon annexation of the site. Veolia North America (VNA) provides operation and maintenance of RWS facilities by utilizing infrastructure previously managed by RWS. Wastewater is processed at the Wastewater Treatment Plant (WWTP) located on Richmond Avenue. Locally, wastewater would flow from the Project site into existing sewer mains and continue to the treatment plant. The proposed Project would abide by all required regulations regarding wastewater discharge into this system. Doing so would ensure that the proposed Project does not violate any wastewater treatment requirements, including an exceedance of the treatment capacity of the WTP, as discussed in additional detail below.

Prior to VNA assuming management of the wastewater system, the City of Rialto General Plan estimated the life expectancy of the sewer system outside of expansion needs was 50 to 100 years. Construction of the original WTP was in 1956 and over the years the WTP has been expanded and upgraded to its current treatment capacity of approximately 12 millions of gallons per day (mgd). The General Plan does note that there are upgrades and some maintenance that is required to the 263-mile collection system and 6 lift stations.[17] The maintenance and upgrades are expected to accommodate growth as it occurs within the City. In addition, through the RWS agreement with VNA, VNA is responsible for managing maintenance and planned upgrades to ensure adequate wastewater treatment is available to serve future demand within the City.

[17] Veolia North America, 2018. Rialto, Calif. Available at: https://www.veolianorthamerica.com/en/case-studies/rialto-california. Accessed August 13, 2018.

The City of Rialto produces around 7-8 million gallons of sewage on a daily basis.[18] Therefore, considering the treatment capacity 12 mgd and existing flows, the WTP operates on average at 66.6 percent of daily capacity. The RWQCB requires treatment plant expansions when a plant reaches 75 percent capacity. As indicated in **Table 34, Summary of Roadway Analysis Existing Conditions**, below, the proposed Project is projected to generate 4,420.1 gallons of effluent on a daily basis. The additional 4,420.1 gpd of wastewater generated by the proposed Project would result in the treatment facility operating at approximately 66.7 percent of the plant's current daily capacity.

Table 35: Estimated Wastewater Generation

Land Use	Area (sf)	Wastewater Generation, Gallons per Day (gpd)	
		Per Unit[a]	Total
Warehouse	382,018	0.01 gpd per sq. ft.	3,820.1 gpd
Office	6,000	0.1 gpd per sq. ft.	600 gpd
Total			**4,420.1 gpd**

a. Per Unit Generation Factors from City of San Bernardino Municipal Water Department – Sewage Flow Guide for Domestic Waste Discharge

Therefore, the available capacity is sufficient to accommodate the treatment requirements of the proposed Project. In addition, because the system is managed by a city-wide management plan which would provide for maintenance and needed system improvements, the proposed Project would not violate any standards set forth by the RWQCB. Impacts are less than significant and no mitigation is required.

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?* ***Less Than Significant Impact.***

As discussed above, sewer lines are already in place to serve the proposed Project and expansion of these lines beyond the scope of the proposed Project site or construction of new or expanded wastewater treatment facilities as a result of the proposed Project would not be required. As discussed above, expansion of the existing WWTP and associated infrastructures was already planned and are not a result of the increased demand from the proposed Project. Therefore, the proposed Project would not require the construction of new wastewater facilities which could cause significant environmental effects. Significant impacts would not occur, and no mitigation is required.

[18] City of Rialto, 2017b. Rialto Wastewater – Did You Know? Available at: http://rialtowater.com/about-us/wastewater/ Accessed August 13, 2018.

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?* ***Less Than Significant Impact.***

Implementation of the proposed Project would require the construction of new storm drainage facilities to control storm water run-off. Stormwater facilities would tie into existing stormwater drainage facilities within existing City of Rialto right-of-way's. Storm drainage facilities have been designed to provide for an adequate volume of on-site detention and infiltration in landscaped areas so that all water discharged from the site is properly treated and would not negatively affect off-site or downstream flows.

According to the Preliminary Hydrology Report (Appendix F), most of the onsite runoff (approximately 13.5 acres) would be collected by catch basins and conveyed to the onsite underground infiltration system at the south end of the site for treatment. The remaining portion of the Project site (approximately 2.5 acres) would surface flow to a proposed infiltration basin at the southwest corner of the Project site. The underground system would be designed to hold and infiltrate the design capture volume. The excess runoff would discharge through an outlet pipe that connects the underground system to the existing storm drain line in Maple Avenue.

The proposed Project's storm water facilities would be designed to limit the release of storm water to pre-development conditions. The new storm drain facilities would be constructed within the footprint of the proposed Project site and within areas proposed for disturbance. Therefore, implementation of the stormwater drainage system for the proposed Project would not result in significant environmental effects either on the Project site or at any off-site location. Impacts would be less than significant and no mitigation is required.

d) *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.***

The City of Rialto is provided water service by three different water agencies: City of Rialto municipal water system through its water system operator (Veolia, through Rialto Water Services), the West Valley Water District (WVWD), and the Fontana Union Water Company (FUWC). Each agency has its own water supply and resources, and must meet its demands through those resources. [19]

The proposed Project is within the WVWD service area. In June 2016, the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) was published. The UWMP was prepared for the WVWD and nine other water suppliers including San Bernardino Valley Municipal Water District, East Valley Water District, City of Loma Linda, City of Redlands, City of San Bernardino Municipal Water Department, Yucaipa Valley Water District, City of Colton, City of Rialto, and Riverside Highland Water Company.[20]

WVWD's service area is approximately 31 square miles, serving portions of the Cities of Rialto, Fontana, Colton, and Jurupa Valley, and unincorporated areas of San Bernardino County. WVWD utilizes water from five groundwater basins and treats surface water from Lytle Creek

[19] San Bernardino Valley Municipal Water District, et al., 2016. 2015 San Bernardino regional Urban Water Management Plan, Available at: http://www.sbvmwd.com/reports/reports/-folder-1081. Accessed August 13, 2018.
[20] Ibid. Accessed August 13, 2018.

and State Water Project water at its 14.4-mgd Oliver P. Roemer Water Filtration Facility to serve over 19,000 water service connections.[21]

The 2015 UWMP projected demand for raw and potable water for five year increments based on land use between 2020 to 2040 for the WVWD service area. For year 2020, Commercial uses are expected to use 1,730 acre feet of water per year (afy). This is contrasted by a total demand within the WVWD of 20,799 afy. Of this amount, commercial uses represent approximately 8.3%. The balance of the 19,069 afy, would be used by a combination of uses including single family, multi-family, institutional, industrial, agricultural irrigation, landscape irrigation, fire service, and hydrant. These uses account for the remaining 91.7% of potable water demand. The estimated water use for commercial uses through 2040 in five-year increments are as follows: year 2025 – (8.3%), year 2030 – (8.4%), year 2035 – (8.4%), and year 2040 – (8.4%).[19]

The UWMP Act requires a retailer to quantify the minimum water supply available during the next three years. Using this criterion, for the years 2016 to 2018, assuming those years repeated the driest three-year historic sequence for each water supply source, WVWD estimated the minimum water supply for these years. These supplies are based on the anticipated reliability of imported State Water Project water from Valley District, local surface water, and local groundwater, and are shown in **Table 36, WVWD Minimum Three Year Supply 2016-2018.**

Table 36: WVWD Minimum Three Year Supply 2016-2018

Year	2016	2017	2018
Available Water Supply	33,030	33,030	33,030
Source: 2015 San Bernardino Valley Regional Urban Water Management Plan Note: Units in Acre-feet per year			

WVWD estimated water supply and water demand at five-year increments from 2020-2040 as shown in **Table 37, WVWD Water Supply and Demands Estimates for years 2020-2040**, below.

Table 37: WVWD Water Supply and Demands Estimates for years 2020-2040

	2020	2025	2030	2035	2040
Supply Total	36,400	41,900	45,400	48,400	48,400
Demand Total	20,799	22,256	23,802	25,492	27,312
Difference	15,601	19,644	21,598	22,908	21,088
Source: 2015 San Bernardino Valley Regional Urban Water Management Plan Note: Units in Acre-feet per year					

Based on this analysis, it is anticipated that the WVWD can meet the potable water demands for the existing and future 20-year projected planned growth within the WVWD's service area. This conclusion is true under normal, single-dry and multiple-dry year conditions. In addition, because total water demand for the foreseeable future is approximately 50% of the projected total supply, the increased demand as a whole as well as from the proposed Project would be

[21] Ibid. Accessed August 13, 2018.

met. Potable water would be supplied using imported water supplies, local surface and groundwater supplies and through recycling and water conservation. Therefore, adequate water supplies would be available to serve the proposed Project, impacts would be less than significant, and mitigation is not required.

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?* ***Less Than Significant Impact.***

Refer to response VI.18(a) and (b) above. The wastewater infrastructure needed to serve the proposed Project is already in place and the WWTP has adequate capacity to serve the proposed Project's increased demand. Impacts would be less than significant and no mitigation is required.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ***Less Than Significant Impact.***

Implementation of the proposed Project would be expected to generate additional waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. The City of Rialto's Waste Management Office oversees the City's trash and recycling services, which are provided by Burrtec Waste Industries. Solid waste would be disposed of at the Mid-Valley Sanitary Landfill located approximately 1.9 miles west of the proposed Project site. The landfill has a maximum throughput of 7,500 tons per day. This landfill has a maximum permitted capacity of approximately 101.3 million cubic yards, and the landfill has a remaining capacity of approximately 67.5 million cubic yards.[22] The landfill has an expected operational life through 2033 with the potential for vertical, or downward expansion.[23]

Landfill capacity is expected to decrease over time with future growth and development throughout San Bernardino County and surrounding Inland Empire areas. Waste reduction and recycling programs and regulations are expected to reduce this demand and extend the life of existing landfills. The proposed Project is anticipated to create a nominal incremental increase in solid waste disposed of at Mid-Valley Landfill and would not be considered cumulatively considerable. Therefore, impacts would be less than significant and no mitigation is required.

g) *Comply with Federal, State, and local statutes and regulations related to solid waste?* ***Less Than Significant Impact.***

Refer to response VI.18 (f) above. The Mid-Valley Landfill has been constructed to meet all required local, State, and Federal rules and regulations. The proposed Project would not compromise the City's compliance with Federal, State and local statutes and regulations related to solid waste. Impacts would be less than significant and no mitigation is required.

Cumulative Impacts

Projects in the vicinity of the proposed Project that are approved and pending implementation are discussed in Section 16. However, the proposed Project would have a less than significant impact

[22] California, State of, Department of Resources Recycling and Recovery (CalRecycle) Available at: http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail. Accessed August 13, 2018
[23] Ibid. p 4.16-15 and 16.

with respect to utilities/service systems. The proposed Project would require water and wastewater infrastructure, as well as solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed Project and other developments. The proposed Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, the proposed Project, taken in sum with past, present, and reasonably foreseeable projects, would not result in significant cumulative utility impacts.

19. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

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 described throughout the Initial Study, the proposed Project would not result in any significant impacts to the environment that cannot be mitigated to a less than significant level through the application of uniformly applied mitigation and development policies and/or standards. The proposed Project would be required to implement a range of standard and uniformly applied development policies and standards, as well as implement mitigation measures identified in the analysis herein, which would reduce impacts to a less than significant level.

b) *Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the projects incremental effects are considerable when compared to the past, present, and future effects of other projects)?* ***Less Than Significant Impact with Mitigation Incorporated.***

The proposed Project would result in significant impacts in the following areas: air quality, biological resources, cultural resources, geology and soils, hazardous materials, noise, transportation/traffic, and tribal cultural resources. A Mitigation Monitoring and Reporting Program has been prepared for each of these environmental issue areas in order to reduce impacts to less than significant levels. Standard conditions would also be imposed upon the

project. Other new development projects within the City would also be subject to these requirements.

All other impacts of the proposed Project were determined either to have no impact or to be less than significant, without the need for mitigation. Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the proposed Project, in conjunction with other future projects, would not result in any cumulatively considerable impacts.

c) *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?* ***Less Than Significant Impact.***

As discussed in the respective sections, the proposed Project would have no potentially significant impacts. Therefore, impacts related to adverse effects on human beings would be less than significant.

VII. Preparers

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APPENDIX A

Air Quality Assessment, Greenhouse Gas Emissions Assessment, and Health Risk Assessment

APPENDIX B

Biotic Resources Assessment Report

APPENDIX C

Cultural Resource Study Findings Memorandum

APPENDIX D

Geophysical Survey and Subsurface Investigation

APPENDIX E

Phase I Environmental Site Assessment

APPENDIX F

Preliminary Hydrology Report

APPENDIX G

Water Quality Management Plan

APPENDIX H

Acoustical Assessment

APPENDIX I

Traffic Impact Study