

## SECTION 1 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Development Review Committee on December 6, 2017, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

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

1. **Project Title:** Rialto Fire Station 205/Community Center
2. **Lead Agency Name:** City of Rialto  
Planning Division  
150 South Palm Avenue  
Rialto, CA 92376
3. **Contact Person:** Daniel Casey, Associate Planner  
**Phone Number:** (909) 820-2535
4. **Project Location:** East side of South Willow Avenue between Valley Blvd. and San Bernardino Avenue
5. **Geographic Coordinates of Project Site:** 34° 04' 28.52" N, 117° 22' 25.13" W
6. **USGS Topographic Map:** San Bernardino South 7.5-minute USGS Topographic Quadrangle
7. **Public Land Survey System:** Township 1 South, Range 5 West, Section 23
8. **Thomas Guide Location:** Page 605, Grid G5, San Bernardino & Riverside Counties (2013)
9. **Assessor Parcel Number:** 0132-161-13
10. **General Plan and Zoning Designations:** Gateway Specific Plan – Industrial Park
11. **Description of Project:**  
The City of Rialto is proposing the development of an approximate 3.25-acre site to include the construction of a 6,908 square-foot fire station and an approximate 5,000–5,160 square-foot community center. The Proposed Project is also anticipated to include a 4,288 square-foot temporary apparatus building, and a 960 square-foot training tower.

The Project Site is currently vacant and is located on the east side of South Willow Avenue, between Valley Blvd. and San Bernardino Avenue. The Project Site was previously developed and a commercial building foundation remains.

This Initial Study addresses the potential impacts of the proposed development on South Willow Avenue (“Proposed Project”), including all of the associated discretionary actions and approvals required to implement the Proposed Project, as well as all subsequent construction and operation activities.

**12. Surrounding Land Uses and Setting:**

	<b>ZONING</b>	<b>EXISTING</b>
<b>PROJECT SITE</b>	Industrial Park (GSP)	Vacant
<b>NORTH</b>	Retail Commercial (GSP)	Commercial Retail Building (Walmart)
<b>EAST</b>	Retail Commercial (GSP)	Vacant
<b>SOUTH</b>	San Bernardino County Flood Control District	Rialto Channel
<b>WEST</b>	Industrial Park (GSP)	Industrial Development (CALCRAFT Corporation)

NOTE: GSP: Gateway Specific Plan

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

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES)

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

The Gabrieleño Band of Mission Indians – Kizh Nation submitted a letter on July 25, 2017 requesting consultation. The City has requested an appointment to meet, but has not yet received a response.

## 1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant  
Impact

Less than Significant  
with Mitigation

Less than Significant

No Impact

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

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

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

## 1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

## 1.3 ENVIRONMENTAL DETERMINATION

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

## **SECTION 2**

### **PROJECT DESCRIPTION**

#### **2.1 PURPOSE OF THIS DOCUMENT**

The purpose of this Initial Study is to identify potential environmental impacts associated with the development of a fire station and community center on South Willow Avenue, north of Valley Blvd. and south of San Bernardino Avenue, in the City of Rialto. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

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

#### **2.2 PROJECT LOCATION**

The Project Site is located in the southern portion of the City of Rialto on the east side of South Willow Avenue, north of Rialto Channel, approximately 0.35 miles north of Interstate 10 (I-10). Figure 1, Regional Location, depicts the location of the Project Site in context to its regional setting. As shown on Figure 2, Project Vicinity, the Project Site consists of an approximately 3.25-acre site located between Valley Boulevard and San Bernardino Avenue and east of Willow Street. The Project Site is legally described as a portion of Assessor's Parcel Number 0132-161-13. The Project Site is currently vacant, but was previously developed and building foundation and hardscape remain. The Project Site is located in the NE ¼ of Section 23, Township 1 South, Range 5 West on the San Bernardino South USGS 7.5-minute Quadrangle Map. Regional access to the Project Site is generally via Interstate 10 at the Riverside Avenue exit.

#### **2.3 PROJECT DESCRIPTION**

The City of Rialto is proposing the development of a 3.25-acre site with a 6,908 square-foot fire station, a 5,000–5,160 square-foot community center, a 4,288 square-foot temporary apparatus building, and a 960 square-foot training tower (see Figure 3, Site Plan). The Project Site is within the “Industrial Park” land use designation under the City of Rialto Gateway Specific Plan. The proposed fire station will be a site-constructed building with stucco and brick exterior finish. The proposed community center will be a modular building with stucco exterior finish. The proposed temporary apparatus building will be a pre-engineered metal structure with stucco and brick veneer exterior finish, the proposed living quarters will be a modular building, and the proposed training tower will constructed with metal panels. Proposed parking includes: 61 automobile parking spaces, including three handicapped parking spaces, with an additional 24 overflow parking spaces. Two access points will be available from South Willow Avenue; one access point will lead directly into the fire station and the other will provide ingress to a concrete paved parking lot.

The Proposed Project also includes the construction of an infiltration basin for management of storm water runoff, prevention of flooding and erosion, and to improve the quality of water that that may be discharged to the Rialto Channel, which runs along the south border of the Project Site.

The Proposed Project includes the construction of multiple ribbon gutters on-site which will discharge storm flows collected from two drainage areas into a proposed infiltration basin located at the southeast corner of the Project Site.

Off-site improvements necessary to implement the Proposed Project include curb, gutter, and sidewalk improvements along South Willow Avenue, and development of a 26-foot wide access point leading to a concrete paved parking lot and a 33-foot 8-inch wide access point leading into the fire station.

### General Plan Designation and Zoning

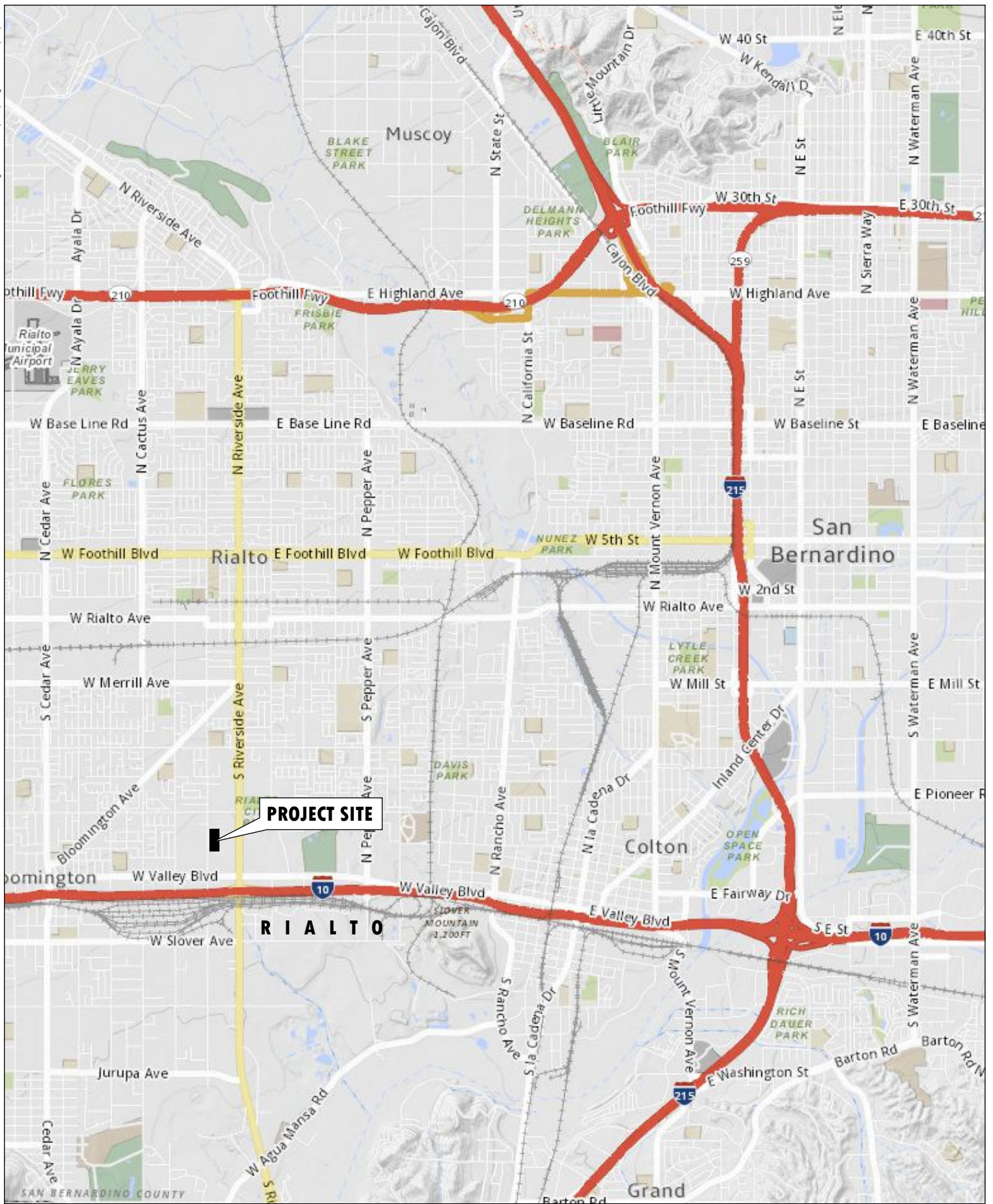
The Project Site is located within the Rialto Gateway Specific Plan (GSP) planning area. The Project Site's designated zoning in the Rialto Gateway Specific Plan is Industrial Park (I-P). The Industrial Park land use category is intended to accommodate a variety of light-industrial, light-manufacturing, and warehousing uses. The Specific Plan land use vision for development of community pride calls for revitalization and development upgrades within the Gateway Specific Plan area which serves as an entryway into the City.

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

The Project Site consists of a portion of APN 0132-161-13. The parcel was previously developed and a building foundation and damaged hardscape remain on the Project Site. The land immediately to the north of the Project Site is zoned for Retail Commercial (R-C) use under the Gateway Specific Plan and is occupied by a Walmart. Under existing conditions the properties immediately to the east are undeveloped and vacant. The Rialto Flood Control Channel is located to the south. Industrial development located on the west side of South Willow Avenue.

## **2.5 INTENDED USE OF THIS DOCUMENT**

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



**REGIONAL LOCATION**  
Rialto Fire Station 205 and Community Center  
City of Rialto, California



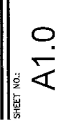
Source: Lilburn Corp., July, 2017.

**LILBURN**  
CORPORATION

## PROJECT VICINITY

*Rialto Fire Station 205 and Community Center  
City of Rialto, California*

**FIGURE 2**



## OVERALL SITE PLAN

## SECTION 3 ENVIRONMENTAL CHECKLIST FORM

### I. AESTHETICS – Would the project:

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

- a) **Less than Significant.** The City of Rialto General Plan identifies the views of the San Gabriel and San Bernardino Mountains as backdrops for creating scenic vistas throughout the City. General Plan policy states that views of the mountains should be protected by ensuring that building heights are consistent with the scale of surrounding, existing development (Policy 2-14.1), and by ensuring that building materials do not produce glare, such as polished metals or reflective windows (Policy 2-14.3). The San Bernardino Mountains are located to the northeast of the Project Site and the San Gabriel Mountains are located to the northwest.

The proposed fire station and apparatus building will have a maximum height of 25 feet. The community center and training tower have not been designed yet, however, all structures will be designed in accordance with the development standards identified in the City of Rialto Municipal Code, which allows a maximum building height in the Industrial Park zone of 35 feet (Section 18.35.030).

The proposed fire station will be a site-constructed building with stucco and brick exterior finish. The proposed community center and the living quarters of the fire station will be modular buildings; the community center will have a stucco exterior finish. The proposed temporary apparatus building will be pre-engineered with stucco and brick veneer exterior finish and the proposed training tower will be constructed with metal panels. The Proposed Project is consistent with the General Plan and will have less than

significant impacts on scenic vistas of the San Gabriel and San Bernardino Mountains and no mitigation measures are required.

- b) **No Impact.** There are no significant scenic resources known to exist in the immediate vicinity of the Project Site. The Project Site is not adjacent to or in the vicinity of a state scenic highway; therefore, there are no impacts related to state scenic highways.
- c) **Less than Significant.** The Project Site is currently vacant and located within an area containing industrial and commercial development. The Rialto Channel and commercial development is located to the south, additional commercial development to the north, industrial development to the west, and vacant land immediately to the east. Proposed development of the Project Site is consistent with the surrounding development within the Gateway Specific Plan. The Proposed Project's impact in regard to visual character and the quality of the Project Site would be less than significant and no mitigation measures are required.
- d) **Less than Significant.** Operation of the proposed fire station would result in an increase in indoor and outdoor illumination when compared to the current use of the site, which is vacant but previously developed with a commercial use. The lighting, however, would not produce spillover or significant ambient illumination that would affect commercial or industrial development located to the north and west of the Project Site. New outdoor lighting would be limited to the minimum levels necessary for safety. The light fixtures will be designed to prevent spillover. Impacts associated with lighting needed for the nighttime operation of the proposed fire station would be less than significant. In addition, the Proposed Project would not be constructed with highly reflective materials or have finishes that would result in light glare on roadways or adjacent properties. Less than significant impacts related to glare are anticipated and no mitigation measures are required.

## II. AGRICULTURE AND FORESTRY RESOURCES

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

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the
 

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

- e) **No Impact.** The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation; no impacts would occur.

### III. AIR QUALITY

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

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <b>Less than Significant.</b> The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. On March 3, 2017 CARB approved the 2016 AQMP. The primary goal of this Air Quality Management Plan is to meet clear air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities.				

The Proposed Project is located within the Gateway Specific Plan area. Firehouse/community centers are an allowed use within the Specific Plan area. Therefore, the emissions associated with the Proposed Project have already been accounted for in the AQMP. Additionally, the Proposed Project will be a less intensive use than the

previous development (commercial use) located on the Project Site. Approval of the Proposed Project would not conflict with the AQMP. Less than significant impact is anticipated and no mitigation measures are required.

- b) **Less than Significant.** An Air Quality and Greenhouse Gas Impact Study for the Proposed Project was compiled by MD Acoustics in March 2017, however, due to an evolving site plan, Lilburn Corporation performed additional analysis using CalEEMod to reflect the most current site plan, including adjustments. The Air Quality and Greenhouse Gas Impact Study compiled by MD Acoustics and the CalEEMod analysis performed by Lilburn Corporation are available for review by contacting the City of Rialto Planning Division. The Proposed Project development and construction was screened using the latest CalEEMod version 2016.3.1 which was prepared by the SCAQMD. CalEEMod was used to estimate the onsite and offsite construction emissions. The emission levels listed in Table 1 and Table 3 reflect the estimated summer season levels, while the emission levels listed in Table 2 and Table 4 reflect the estimated winter season levels. The emissions incorporate Rule 402 and 403. Rule 402 and 403 (fugitive dust) are not considered mitigation measures as the project by default is required to incorporate these rules during construction. The criteria pollutants screened for include: nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>).

#### Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: demolition, site grading (mass and fine grading), building construction, paving, and architectural coating. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2.

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

<b>Source/Phase</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition	4.0	44.8	24.1	0.059	7.4	2.7
Site Preparation	4.7	49.0	23.5	0.040	20.8	12.4
Grading	2.9	30.7	17.4	0.032	8.3	4.8
Building Construction	3.0	25.8	20.5	0.037	2.1	1.6
Paving	1.5	12.8	13.3	0.021	0.9	0.7
Architectural Coating	8.0	1.9	2.3	0.004	0.2	0.2
<b>Highest Value (lbs/day)</b>	<b>8.0</b>	<b>49.0</b>	<b>24.1</b>	<b>0.059</b>	<b>20.8</b>	<b>12.4</b>
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.1

Phases do not overlap and represent the highest concentration.

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

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	4.0	44.8	24.0	0.058	7.5	2.7
Site Preparation	4.7	48.3	23.3	0.040	20.8	12.4
Grading	2.9	30.7	17.3	0.031	8.3	4.8
Building Construction	3.0	25.8	20.2	0.036	2.1	1.6
Paving	1.5	12.8	13.1	0.021	0.9	0.7
Architectural Coating	8.0	1.9	2.2	0.004	0.2	0.2
<b>Highest Value (lbs/day)</b>	<b>8.0</b>	<b>48.3</b>	<b>24.0</b>	<b>0.058</b>	<b>20.8</b>	<b>12.4</b>
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.1

Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant.

#### Compliance with SCAQMD Rules 402, and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Contractor would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub>).

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

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
  - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
  - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

- (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
- (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO<sub>x</sub> and PM<sub>10</sub> levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Contractor would be required to implement the following conditions as required by SCAQMD:

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

Furthermore, MD Acoustics found that the Proposed Project is consistent with CARB scoping measures and therefore does not conflict with local or regional greenhouse gas plans. Less than significant impacts related to greenhouse gas emissions would occur.

#### Operational Emissions

The operational mobile source emissions were calculated using a Trip Generation study prepared by Trames Solutions Inc. on May 2, 2017. The study determined that the Proposed Project would generate approximately 58 daily trips for the fire station and 308 daily trips for the community center. Furthermore, Trames Solutions Inc. found that a

traffic study would not be required since the Proposed Project is expected to generate fewer than 100 trips during peak hours. Emissions associated with the Project's estimated vehicle trips were modeled and are listed in Table 3 and Table 4.

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

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.94	5.64	10.60	0.034	2.35	0.65
Energy	0.0	0.01	0.01	0.0	0.0	0.0
Mobile	0.31	0.0	0.0	0.0	0.0	0.0
<b>Totals (lbs/day)</b>	<b>1.25</b>	<b>5.65</b>	<b>10.61</b>	<b>0.034</b>	<b>2.35</b>	<b>0.65</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significance</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.1

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

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.82	5.66	9.38	0.031	2.35	0.65
Energy	0.0	0.01	0.01	0.0	0.0	0.0
Mobile	0.31	0.0	0.0	0.0	0.0	0.0
<b>Totals (lbs/day)</b>	<b>1.13</b>	<b>5.68</b>	<b>9.39</b>	<b>0.031</b>	<b>2.35</b>	<b>0.65</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significance</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.1

As shown in Table 3 and Table 4, operational emissions are below SCAQMD thresholds and impacts are anticipated to be less than significant.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities and the associated impacts are considered to be less than significant. Therefore, no mitigation measures are required.

- c) **No Impact.** The Proposed Project would not exceed any of the SCAQMD thresholds of significance (see Tables 1, 2, 3, and 4), violate any air quality standard, or contribute substantially to an existing or projected air quality violation during construction and operation of the Proposed Project. No impacts are anticipated.
- d) **No Impact.** The modeling results, as shown in Tables 1, 2, 3, and 4, indicate that the development of the Proposed Project is not anticipated to exceed SCAQMD thresholds. Therefore, impacts to sensitive receptors are not anticipated.

- e) **No Impact.** Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Additionally, the odors emitted during the operation of the fire station and community center facilities are not anticipated to be objectionable. No impacts are anticipated.

#### IV. BIOLOGICAL RESOURCES

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

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <b>No Impact.</b> No sign of biological resources appear to be located on the Project Site other than sparse nonnative vegetation and weeds. A search of the California Natural Diversity Database (CNDDDB) via RareFind5, hosted by the California Department of Fish and Wildlife, revealed that no special status species have been found on the Project Site. The City of Rialto General Plan Policy 2-39.3 acknowledges the City's support and implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan, however, the Project Site is located outside of the Delhi Sand Soils Colton Recovery Unit area. Additionally, the Project Site has been previously developed and the Project Site contains dilapidated building foundation and damaged hardscape. Therefore, no 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 regulation, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) is anticipated.				
b) <b>No Impact.</b> The Project Site does not support riparian habitat or a sensitive natural community. The Project Site is not identified in local plans, policies, and regulations of the CDFW or the USFWS. Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. No impact is anticipated.				
c) <b>No Impact.</b> The Project Site does not support waters or wetlands habitat that would come under the jurisdiction of the U.S. Army Corps of Engineers, does not support waters or riparian habitat that would come under the jurisdiction of the Regional Water Quality Control Board, and does not support stream, creeks, washes, or similar waterway, or any riparian habitat what would come under the jurisdiction of the California Department of Fish and Wildlife. No impact is identified and no mitigation measures are proposed.				
d) <b>No Impact.</b> The Project Site, located in the southern portion of the City of Rialto, is in an area fragmented by existing development including paved roads and industrial and commercial development. Impacts to wildlife movement and habitat fragmentation have already occurred in the Project Vicinity. Development of the Proposed Project would not result in additional significant fragmentation to habitat. No impact is anticipated and no mitigation measures are proposed.				
e) <b>No Impact.</b> As identified in the City of Rialto General Plan, the City is mostly developed and the majority of local biological resources are associated with Lytle Creek Wash, located north of the Project Site. Additionally, some pockets of open space exist east of the former Rialto Municipal Airport. The General Plan does not identify any policy for the protection of trees. Furthermore, no trees occur on the Project Site.				

Therefore, the Proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impacts are anticipated.

- f) **No Impact.** The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (August 2015). No conflict with such plans would occur.

## V. CULTURAL RESOURCES

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

- a, b) **Less than Significant with Mitigation.** In August 2017, McKenna et al. completed a Supplemental Phase I Cultural Resources Investigation for the Proposed Project. The Supplemental Phase I Cultural Resources Investigation prepared by McKenna et al. is available for review by contacting the City of Rialto Planning Division. The report supplements two earlier studies performed by Hallaran and Swope (1988) and McKenna et al. (2017). The previously completed study by McKenna et al. included a standard archaeological records search for the Project Site. The area researched in the archaeological records search included a radius of approximately 1-mile north, east, and south of the Project Site, but did not extend into the USGS Fontana quadrangle.

Research identified a minimum of 17 cultural resources investigations within the research area. These studies included large and small blocks for surveying, linear surveys (transmission lines, roadways, and railroad alignments), and individual small property investigations. Of these, only one directly involved the Project Site. Based on these

findings, as well as the findings included in Hallaran and Swope's study (1988), McKenna et al. recommended that the Project Site be subjected to an amended Phase I survey.

McKenna et al. completed a Supplemental Phase I Cultural Resources Investigation for the Proposed Project, dated August 17, 2017. The Supplemental Phase I confirmed the Project Site is within the ancestral territory of the Serrano however, no prehistoric archaeological resources have been identified or recorded. Additionally, the Project Site was also identified as being within the boundaries of the historic Rancho Muscubiabe. However, no evidence of rancho activities have been identified within the area and the potential for identifying historic archaeological resources is considered to be very low, although possible. Furthermore, physical evidence of modern developments on the Project Site includes concrete and asphalt pavements, however, these are not considered historically significant and their future removal will not constitute an adverse environmental impact.

Based on the recent historical research and documentation, McKenna et al. concluded the Project Site yielded no evidence of prehistoric archaeological resources and no evidence of historic archaeological resources. The Project Site is determined to not be culturally significant or sensitive, however, if buried cultural materials are encountered during any earth-moving operations associated with the Proposed Project, all work in that area will be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Less than significant impacts to Cultural Resources are expected with implementation of the mitigation measures below:

**Mitigation Measure CR-1:**

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

**Mitigation Measure CR-2:**

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

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

- c) **Less than Significant with Mitigation.** A paleontological overview identified the Project Site as consisting of surficial deposits of younger alluvium overlying relatively shallow older Quaternary alluvial deposits. The younger alluvium is not considered to be fossil bearing. The older alluvium, in contrast, is fossil bearing and, therefore, excavations that exceed the relative depths of the younger alluvium may yield evidence of these non-renewable natural resources. In this case, the younger alluvium has been determined to exceed 50 feet below the presence surface and, therefore, older alluvium is not likely to be encountered. Monitoring of excavations impacting older alluvial deposits was recommended by McLeod (2016), but not considered necessary, given data provided by the Geotechnical Investigation Report provided by Converse Consultants (2016). The Geotechnical Investigation Report prepared by Converse Consultants is available for review by contacting the City of Rialto Planning Division. Furthermore, McKenna et al. concluded that the Project Site yielded no evidence of paleontological resources and is not considered paleontologically sensitive. However, in order to protect possible paleontological resources the following mitigation measure will be adopted:

**Mitigation Measure CR-3:**

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

- d) **Less than Significant with Mitigation.** If human remains are encountered during any earth-moving operations associated with the Proposed Project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds as required in Mitigation Measure CR-2. A less than significant impact is expected with implementation of this mitigation measure.

**VI. GEOLOGY AND SOILS**

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

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

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <b>Less than Significant</b>				
i) A Geotechnical Investigation Report was prepared for the Proposed Project by Converse Consultants in December 2016 (refer to City of Rialto Planning Division). Converse Consultants found that the Project Site is not located within a currently designated State of California or San Bernardino County Earthquake Fault Zone and there are no known active faults projecting toward or extending across the Project Site. Therefore, the potential for surface rupture resulting from the movement of nearby major faults is not known with certainty but is considered low. Less than significant impact is anticipated and no mitigation measures are required.				
ii) The Geotechnical Investigation Report found that the Project Site is situated in a seismically active region. As is the case for most areas of Southern California,				

ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. During the life of the Proposed Project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the Project Site. The Proposed Project will be developed in conformance with the Uniform Building Code (UBC), the California Building Code (CBC), and the City Municipal Code as it provides for earthquake resistant design. Less than significant impacts are anticipated and no mitigation measures are required.

- iii) Liquefaction is defined as the phenomenon in which a cohesionless soil mass within the upper 50 of the ground surface, suffers a substantial reduction in its shear strength, due to the development of excess pore pressures. During earthquakes, excess pore pressures in saturated soil deposits may develop as a result of induced cyclic shear stresses, resulting in liquefaction.

Soil liquefaction generally occurs in submerged, loose to medium-dense, non-plastic sediments during or after extended strong ground shaking.

The Geotechnical Investigation Report found that regional hazard maps indicate that the Project Site is not within a zone of suspected liquefaction susceptibility. The historical high groundwater level at the Project Site is estimated to be deeper than 100 feet below ground surface. Due to the absence of shallow groundwater, the potential for liquefaction induced settlement is considered low. Less than significant impacts are anticipated and no mitigation measures are required.

- iv) Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. Due to the relatively flat nature of the Project Site and the absence of slopes in the proposed configuration, the risk of landsliding within the Project Site is considered low. The channel adjacent to the southwest of the Project Site is concrete-lined and is not considered subject to slope failure. Less than significant impacts are anticipated and no mitigation measures are required.
- b) **Less than Significant.** As described in the General Plan, the City of Rialto is subject to extensive windstorms related to Santa Ana winds that push through the Cajon Pass. Winds affecting Rialto can create dust storms where the soil type is susceptible to wind erosion. The Project Site has been previously developed and dilapidated building foundation and damaged hardscape remain, however, development of the Proposed Project will reduce the amount of exposed soil that may be subject to wind erosion. Less than significant impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant with Mitigation.** The Geotechnical Investigation Report found that the Project Site is underlain primarily by sand with gravel to a depth of at least 51.5 feet below ground surface. Discontinuous layers of silty sand and layers of gravel with sand and silt are present. Approximately three (3) to five (5) feet of undocumented

artificial fill was encountered in borings BH-4 through BH-6 and may be present in other areas throughout the Project Site.

Based on the subsurface soil profile, Converse Consultants determined the geologic risks involved with the proposed development of the Project Site. The Geotechnical Investigation Report found that the risk of landsliding and liquefaction within the Project Site are considered low. The collapse potential of four relatively undisturbed samples were tested under a vertical stress of 2.0 kips per square foot (ksf) in accordance with the American Society for Testing and Materials (ASTM) Standard D5333. The samples tested measured collapse of 1.5 to 4.8 percent, indicating slight to moderate collapse potential.

Seismically induced lateral spreading involves primary lateral movement of earth materials over underlying materials which are liquefied due to ground shaking. It differs from the slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Due to the low potential for liquefaction, the risk of lateral spreading is considered low.

Subsidence, defined as the settlement of native materials from the equipment load applied during grading, would depend on the construction methods including type of equipment utilized. For estimation purposes, ground subsidence may be taken as 0.1 feet. Converse Consultants' ground subsidence estimation of 0.1 feet represents their best estimation of lost volume that may occur during grading; however, if more accurate shrinkage and subsidence factors are needed, Converse Consultants recommends that field tests should be conducted using the proposed equipment and grading techniques.

The Proposed Project will be developed in conformance with the Uniform Building Code (UBC), the California Building Code (CBC), and the City Municipal Code as it provides for earthquake resistant design, excavation, and grading. Additionally, earthwork and design recommendations based on Converse Consultants' field exploration, laboratory testing, and data evaluation results shall be addressed through the implementation of Mitigation Measure GEO-1. Less than significant impacts are anticipated with conformance to general design standards and implementation of Mitigation Measure GEO-1.

#### **Mitigation Measure GEO-1:**

*A Final Geotechnical Report, which addresses all recommendations listed in the Preliminary Geotechnical Report (referred to as the "Geotechnical Investigation Report" prepared by Converse Consultants), shall be prepared and approved by the City Engineer prior to initiating any construction.*

- d) **Less than Significant.** Expansive soils are fine-grained silts and clays which are subject to swelling and contracting. The amount of swelling and contracting is subject to the

amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. Converse Consultants tested two representative soil samples to evaluate expansion potential in accordance with the ASTM Standard D4829. The measured expansion index values for the samples were zero (0), corresponding to ‘very low’ expansion potential. Less than significant impacts are anticipated and no mitigation measures are required.

- e) **No Impact.** Sewer service is available to the Proposed Project. No septic tanks or alternative wastewater disposal systems would be installed at the Project Site; therefore, no impact would occur.

## VII. GREENHOUSE GAS EMISSIONS

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

According to CEQA Guidelines Section 15064.4, when making a determination of the significance of greenhouse gas emissions, the “lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use.” In addition, CEQA Guidelines section 15064.7(c) provides that “a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts” on the condition that “the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The City has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.

- a) **Less than Significant.** Emissions were estimated using the California Emissions Estimator Model Version 2016.3.1 (CalEEMod). The analysis prepared for the Proposed Project assumed the construction of an approximate 5,160 square-foot community center, 6,908 square-foot fire station, 1.97 acres of landscape/open space, and a 24-space overflow parking lot approximately 1 acre in size. Current site plans and technical investigations anticipate construction of an approximate 5,000–5,160 square-foot

community center, therefore, to estimate worst-case scenario impacts to air quality and greenhouse gas production, a 5,160 square-foot community center was modeled in CalEEMod. Construction is anticipated to begin no sooner than early 2018 and be completed in early to mid-2019. Construction emissions related to the demolition phase accounted for the removal of previous development. Other parameters which are used to estimate construction emissions such as the worker and vendor trips and trip lengths utilized the CalEEMod defaults.

Many gases make up the group of pollutants that are believed to contribute to global climate change. However three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous oxide (N<sub>2</sub>O). SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project's emissions in relation to the thresholds. A threshold of 10,000 MTCO<sub>2</sub>E per year has been adopted by SCAQMD for industrial type projects as potentially significant or contributing to global warming (Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, SCAQMD, October 2008). Although the Project Site is zoned for Industrial Park uses according to the Gateway Specific Plan, the Proposed Project's anticipated construction and operational emissions were compared against the SCAQMD adopted threshold for non-industrial uses, which is 3,000 MTCO<sub>2</sub>E. The modeled emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 5 and Table 6.

As shown in Table 5 and Table 6, Proposed Project's emissions would not exceed the SCAQMD's 3,000 MTCO<sub>2</sub>e threshold of significance and therefore would have less than significant impact for greenhouse gas emissions.

**Table 5**  
**Greenhouse Gas Construction Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Demolition	54.0	0.01	0.0
Site Preparation	9.1	0.0	0.0
Grading	11.4	0.0	0.0
Building Construction	336.9	0.06	0.0
Paving	16.8	0.0	0.0
Architectural Coating	3.1	0.0	0.0
<b>Total MTCO<sub>2</sub>e</b>	<b>433.6</b>		
SCAQMD Threshold	3,000		
<b>Significant</b>	<b>NO</b>		

Source: CalEEMod.2016.3.1

**Table 6**  
**Greenhouse Gas Operational Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Area	539.9	0.03	0.0
Energy	42.5	0.0	0.0
Mobile	0.0	0.0	0.0
Water	15.9	0.08	0.0
Waste	7.3	0.43	0.0
<b>Total MTCO<sub>2</sub>e</b>	<b>619.8</b>		
SCAQMD Threshold	3,000		
<b>Significant</b>	<b>NO</b>		

Source: CalEEMod.2016.3.1

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

It is possible that CARB may develop performance standards for Project-related activities prior to Project construction. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulation; therefore, impacts would be less than significant, and no mitigation would be required. Therefore, the Proposed Project is consistent with CARB scoping measures and therefore does not conflict with local or regional greenhouse gas plans. Less than significant impacts related to greenhouse gas emissions would occur.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- |   | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a, b) <b>Less than Significant.</b> The Proposed Project would not involve the routine use, transport, or disposal of any hazardous materials. However, the City Fire Department transports and stores limited quantities of paint, cleansers, gasoline, and oxygen as part of their normal operations. Potential support facilities may include a compressed air station to fill compressed air tanks used by firefighters in emergency operations as well as fuel storage onsite. The California Occupational Safety and Health Administration (Cal OSHA) regulates compressed air station operations while the County Fire Department is responsible for regulation and permitting above ground fuel storage. Additionally, fire engine and fire truck maintenance would be performed by firefighters at the proposed fire station. All materials would be handled in accordance with all applicable regulations to prevent significant hazards to the public and environment.				

Compliance with Cal OSHA and County regulatory requirements for compressed air stations, above ground fuel storage, and handling of other fuels and non-hazardous materials would reduce any potential risk to the public and the environment resulting from an accident or accidental release of such materials to less than significant levels. This includes the potential risk associated with the presence of nearby schools, the closest of which is located approximately 0.3 miles from the Project Site. Less than significant impacts are anticipated and no mitigation measures are required.

- c) **No Impact.** The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The nearest school is Joe Baca Middle School located at 1640 South Lilac Avenue, approximately 0.3 mile southwest of the Project Site. No impact is anticipated.
- d) **Less than Significant with Mitigation.** The Project Site is not a known hazardous material site as identified in Exhibit 5.4 of the City of Rialto General Plan, however, the Project Site is included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database (June 9, 2017). The Project Site experienced waste contamination associated with previous use classified as “sewage treatment plant” and following the recommendations provided in a Phase I ESA performed by Kendall/Adams Group in 1994, ENCON Technologies Inc. conducted a Phase II ESA in 2008. Based on the results of the Phase II ESA, ENCON recommended further investigation and remediation at the former sewage treatment pit site where elevated concentrations of total recoverable petroleum hydrocarbons (TRPH) were detected. In accordance with the Phase II ESA recommendations, AMEC Environment & Infrastructure, Inc. prepared a Targeted Site Investigation (TSI) Report for the California Department of Toxic Substances on April 30<sup>th</sup>, 2013 (on file with City of Rialto).

The following are findings and recommendations provided by AMEC’s TSI Report:

#### Findings

The TSI was performed to assess environmental conditions at the site in support of future site redevelopment. Because the site is located in a commercial/industrial area, the soil and soil gas sample results were compared to commercial land use standards. Concentrations of chemicals of potential concern (COPCs) were compared to commercial/industrial California Human Health Screening Levels (CHHSLs), regional screening levels (RSLs), and environmental screening levels (ESLs), as appropriate.

The TSI sampling efforts focused on evaluation of site-wide conditions and data gaps identified from previous site investigations conducted to assess the former Rialto Sewage Treatment Facility pit and suspected sewage sludge fill areas at the site. Based on the data obtained from the TSI, the following is summary of pertinent findings that describe the site conditions and COPCs that are present at concentrations that may pose unacceptable risks in the context of future site development plans.

1. Fill materials containing steel wire, bricks, plastic, asphalt, and broken concrete debris were encountered in trenches, pothole excavations, and soil borings installed during this TSI at depths of up to 12 feet, the deepest depth investigated during this TSI.
2. In general, concentrations of COPCs in soil samples (metals, total petroleum hydrocarbons (TPH), semi-volatile organic compound (SVOC), polychlorinated biphenyls (PCBs)) are below their respective screening levels for commercial/industrial land use and do not pose a significant threat to human health, with exception of only one soil sample containing lead, one soil sample containing cadmium, and one sample (and its duplicate) containing both SVOCs benzo(a)pyrene (BaP) and PCBs (Aroclor-1254) at concentrations above respective CHHSLs for commercial/industrial land use.
3. The soil samples containing the elevated concentrations of lead and cadmium were collected from the primary and step-out soil borings, respectively, associated with trench sample T2-2 located in the northwestern portion of the site.
4. The soil sample (and its duplicate) containing the elevated concentrations of BaP and Aroclor-1254 was collected from pothole excavation T11 located in the south central portion of the site. Soil samples collected from four step-out soil borings at this location provided additional information to define the extent of impacted soils at T11 in the context of California Office of Environmental Health Hazard Assessment screening levels (OEHHA SLs) for commercial land use.
5. Tetrachloroethene (PCE) was reported in one of the 17 soil gas sample locations (SG6) at a concentration above its respective screening levels for commercial land use. Soil gas sample SG6 is located within approximately 40 feet of pothole excavation T11 described above.

### Recommendations

The results of the TSI demonstrate that metals, TPH, SVOCs, and PCBs detected in areas of the site subject to TSI sampling and evaluations described in the report do not pose a significant risk to human health under current site conditions or proposed commercial/industrial re-use scenarios. Concentrations of lead and cadmium reported in soil samples collected from the northwestern portion of the site and concentrations of SVOCs (BaP) and PCBs (aroclor 1254) in soil and PCE in soil gas near pothole T11 in the south central portion of the site may pose an unacceptable risk to human health under hypothetical commercial/industrial re-use scenarios. Site conditions do not meet unrestricted land use requirements.

Because areas containing the elevated concentrations of metals, SVOCs, and PCBs appear to be limited in extent, excavation and off-site disposal of soils in these areas may be a practical mitigation measure. For a land use such as light industrial or commercial land use, AMEC recommendations are incorporated into the following mitigations.

**H/HM-1:** The City will excavate the areas containing elevation concentrations metals, SVOCs, and PCBs at noted above and remove the impacted soils from the site, as practical.

**H/HM-2:** The City will evaluate the potential need for vapor barrier and monitoring system beneath the future slab-on-grade building/structures, if necessary, to impede potential movement of COPCs from the subsurface soil gas to indoor air.

**H/HM-3:** If soil removal is not performed, the City will restrict building construction on areas of the site containing impacted soil and prepare a soil management plan in the event these areas would be disturbed by activities associated with the Proposed Project.

**H/HM-4:** If suspect soils are left on site and remain beneath any new slab-on-grade building construction, another soil gas survey will be conducted by the City to demonstrate that potential human health risks from indoor air inhalation exposures have been addressed. If additional investigation and/or remediation activities are considered, a work plan describing these activities will be provided to the appropriate California regulatory agency for review.

Implementation of the above mitigation measures and adherence to the recommended regulatory agency review would reduce potential impacts to a less than significant level.

- e) **No Impact.** The Project Site is located approximately four miles southeast of the former Rialto Municipal Airport. The airport was officially closed in September 2014. At the time of this writing some of the airport infrastructure, including portions of the runway, remain on the ground; however, airport operations are no longer supported. Implementation of the Proposed Project would not result in a safety hazard related to airport land uses for people residing or working in the area; no impacts would occur.
- f) **No Impact.** There are no private airfields or airstrips in the vicinity of the Project Site; no impacts would occur.
- g) **No Impact.** The Project Site does not serve as an emergency evacuation route. During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. The Proposed Project would not interfere with an adopted emergency response or evacuation plan; no impacts would occur.
- h) **No Impact.** As shown in Exhibit 5.3 of the City of Rialto General Plan, the Project Site is not identified in an area of wildland fire risks. The Project Site is located in a largely developed and urbanized area and no wildlands are located on or adjacent to the Project Site. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires. No impact will occur.

## IX. HYDROLOGY AND WATER QUALITY

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

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant.** The Proposed Project would disturb approximately 3.25 acres and is therefore subject to the National Pollution Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES.

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

The NPDES also requires a Water Quality Management Plan (WQMP). The City will prepare a SWPPP and WQMP for the Proposed Project in order to comply with the requirements of the City of Rialto and the NPDES Area Wide Stormwater Program. The SWPPP and WQMP will identify the Best Management Practices (BMPs) to be implemented during construction and operation of the Proposed Project to ensure that any polluted storm water runoff is mitigated to a less than significant level.

Mandatory compliance with the Proposed Project's SWPPP and WQMP, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, implementation of the Proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

- b) **No Impact.** The Proposed Project is not anticipated to substantially impact groundwater supplies or to substantially interfere with groundwater recharge. The site was previously developed with a commercial use and has not been used as a groundwater recharge basin. The water demands of the project will be met by the City of Rialto's water system which relies on the groundwater basin supply as well as imported water recharged by the San Bernardino Valley Municipal Water District. Water use would not exceed those of the prior use. Adequate regional supply exists during multiple dry year conditions for the years 2020 - 2040 based on the findings of the 2015 San Bernardino Valley Regional Urban Water Management Plan – page 4-4 (Water Systems Consulting, Inc., June 2016). Development of the Proposed Project would not reduce groundwater levels or groundwater recharge. No impacts are anticipated.

- c, d) **No Impact.** A Hydrology Study for the Proposed Project was completed by Engineering Resources of Southern California, Inc. in August of 2017 and the findings from the report are summarized herein. The Hydrology Study prepared by Engineering Resources of Southern California, Inc. is available for review by contacting the City of Rialto Planning Division. As described in the Hydrology Study, historically, on-site runoff sheet flow southerly along Willow Avenue. The Project Site natural flows run southerly toward the existing Rialto Channel Right of Way located adjacent to the southern boundary of the Project Site. The existing topography in the watershed area is flat with natural slopes of approximately one (1) percent. The area is comprised of mix cover with a commercial land and with a soils conservation service (SCS) group A, which is characterized as having high infiltration capacity. The offsite tributary flows in the watershed area, sheet flow over the streets and are not tributary to this property. The South Willow Avenue sheet flow southerly over the street conveying its flow in a concrete channel located at the south end of South Willow Avenue and parallel to Interstate 10. The Hydrology Study's proposed site map includes the division of the Project Site into two drainage areas: Drainage Area A and Drainage Area B. Drainage Area A is 2.37 acres with a flow path length of 463 feet and 100-year maximum flow of 8.7 cubic feet per second (cfs). Drainage Area B is 0.50 acres with a flow path length of 125 feet and 100-year maximum flow of 2.2 cfs.

The Proposed Project will be constructed in III Phases. In Phase I: 70% of the parking area as well as the apparatus building will be constructed. In Phase II: construction of the administration building and infiltration basin will take place. In Phase III: construction of the community center building and the remaining 30% of the parking area will occur. The runoff of Phase I and Phase III will run through multiple rain gutters and be directed towards the proposed infiltration basin located on the southeast corner of the Project Site. The proposed infiltration basin is designed to retain up to two (2) feet of water depth with one (1) foot of freeboard with an emergency overflow concrete spillway, and one (1)-24 inch Reinforced Concrete Pipe (RCP) outlet. In Phase II, the flows will deviate over the pavement and roof and ultimately discharge in the proposed infiltration basin with a three (3)-four (4) inch PVC pipe curb drain structure emergency outlet, located on the southwest side of the Project Site.

All facilities proposed for construction are designed to convey 1-hour, 10-year, and 100-year runoff. The water quality conveyance is to provide in accordance with NPDES requirements implemented per regional water quality control board standards of the Santa Ana watershed. The required water quality treatment volumes were calculated and designed in accordance with the San Bernardino County WQMP. The infiltration basins must retain, by a maximum time of 48 hours, the design volumes for a 100-year storm event. The flows generated by the Project Site will be collected and treated entirely by the on-site infiltration basin. The existing Project Site generates 7.0 cfs for the 10-year storm event and 10.80 cfs for the 100-year storm event. At build out the Project Site will generate 7.0 cfs for the 10-year storm event and 10.80 cfs for the 100-year storm event. The spillway hydraulic maximum capacity is 8.75 cfs at full depth and the 24 inch RCP hydraulic maximum capacity is 35.50 cfs at full depth. The existing drainage pattern of the Project Site will not be substantially altered. Furthermore, the course of a stream or

river will not be altered and substantial increase in the rate or amount of surface runoff is not anticipated. No impacts are anticipated.

- e) **No Impact.** According to the Hydrology Study calculations, under proposed conditions, approximately 7.0 cfs would be generated as a result of a 10-year storm event and 10.80 cfs would be generated as a result of a 100-year storm event. In comparison to the existing Project Site conditions, the Proposed Project would generate the same discharge per 10-year and 100-year storm event. Therefore, the Proposed Project would not exceed the capacity of the stormwater drainage systems and no impacts are anticipated.
- f) **No Impact.** The Proposed Project does not present any other conditions that could result in the substantial degradation of water quality. Thus, no impact is anticipated.
- g) **No Impact.** The Project Site is identified to be outside of the 100-year and 500-year FEMA Flood Zone Areas in Exhibit 5.2 of the General Plan. In addition, there are no dams, reservoirs or large water bodies near the planning area. Implementation of the Proposed Project is not anticipated to be impacted by any type of flood hazards or other impacts related to flooding.
- h) **No Impact.** See response to IX(g) above.
- i) **No Impact.** According to the City's General Plan Exhibit 5.2, the Project Site is located outside of the 500-year floodplain area and is not located within a potential dam inundation area. No impact related to flooding resulting from the failure of a levee or dam is anticipated.
- j) **Less than Significant.** Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The Project Site is adjacent to a flood control channel. There is a chance for water to overtop the channel if a large earthquake occurs during a high flow level. Tsunamis are large waves generated in open bodies of water by fault displacement of major ground movement. Due to the inland location of the Project Site, tsunamis are not considered to be a risk. Dams or other water-retaining structures may fail as a result of large earthquakes, resulting in flooding and mudflow production. The Project Site is not located within a San Bernardino County designated dam inundation zone, as identified by the Geotechnical Investigation Report prepared by Converse Consultants. Therefore, the risk of flooding and mudflow is considered low. Less than significant impacts are anticipated and no mitigation measures are required.

## X. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a) <b>No Impact.</b> The Project Site is located in the southern portion of the City of Rialto on the east side of South Willow Avenue, between Valley Blvd. and San Bernardino Avenue. The Proposed Project is located within the Gateway Specific Plan area. The Proposed Project is located in an area zoned for Industrial Park development within the specific plan area.</p> <p>The land immediately to the north of the Project Site is zoned for Retail Commercial use under the Gateway Specific Plan and is currently occupied by a Walmart. Under existing conditions, the properties immediately to the east are zoned for Retail Commercial use as well, however, they are undeveloped and vacant. The Rialto Flood Control Channel is located to the south. Industrial development is located on the west side of South Willow Avenue in an area zoned for Industrial Park development. The Project Site was previously developed for commercial use and the Proposed Project is consistent with existing development and current land use plans. The Proposed Project would not physically divide an established community, thus no impacts will occur.</p>				
<p>b) <b>No Impact.</b> The Project Site is located near the center of the Gateway Specific Plan area. The Specific Plan land use vision for development of community pride calls for revitalization and development upgrades within the Gateway Specific Plan area, which serves as an entryway into the City. The Proposed Project is the development of a fire station and community center on a site zoned Industrial Park in the Gateway Specific Plan. The Industrial Park land use category is intended to accommodate a variety of light-industrial, light-manufacturing, and warehousing uses, however, the Proposed Project includes government uses and therefore is an acceptable use within the zoning and development guidelines of the Gateway Specific Plan. The Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project area, thus no impacts will occur.</p>				
<p>c) <b>No Impact.</b> The Project Site is not located within a habitat conservation plan area or within a natural community conservation plan area as identified in the California Department of Fish and Wildlife California Regional Conservation Plans map (August 2015).</p>				

## XI. MINERAL RESOURCES

Would the project:

- |   | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?  | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?   | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a, b) <b>Less than Significant.</b> As identified in Exhibit 2.7 of the City of Rialto General Plan, the Project Site is located in an area designated as MRZ-2 by the State Geologist. MRZ-2 designations apply to areas where geological data indicate that significant PCC-grade aggregated resources are present. Exhibit 2.6 of the General Plan identifies aggregate resource areas designated by the City; the Project Site is not located within an area designated by the State Mining and Geology Board (1987) as containing regional significant PCC-grade aggregated resources. |                                      |   |                                     |                          |

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

## XII. NOISE

Would the project result in:

- |   | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

In Rialto, street and freeway traffic represent the primary source of noise. Other significant sources of noise include the Union Pacific Railroad lines running adjacent to Interstate 10 and Metrolink, which runs directly through the City's downtown. Exhibit 5.5: Rialto Noise Guidelines for Land Use Planning list acceptable noise ranges by land use category. The Project Site and surrounding land uses fall within the Business Park and General Commercial land use categories for noise as outlined in Exhibit 5.5 of the General Plan. Normally acceptable noise ranges at Business Park and General Commercial land uses range from 55 dBA CNEL to 65 dBA CNEL. Conditionally acceptable noise levels, for new development, after detailed analysis of noise reduction requirements are made, may be as high as 75 dBA CNEL. Noise control associated with

the Proposed Project is required to comply with Chapter 9.50 of the Rialto Municipal Code.

#### Noise Impacts to On/Off-Site Receptors Due to Project Generated Traffic

A Noise Impact Study was performed by MD Acoustics in March 2017. The Noise Impact Study prepared by MD Acoustics is available for review by contacting the City of Rialto Planning Division. The Noise Impact Study determined that traffic on Willow Avenue is the main source of noise impacting the Project Site and the surrounding area. The study also found that Year 2035 Average Daily Traffic (ADT), obtained from the City's Noise Element Technical Memorandum for the City of Rialto General Plan, anticipated 5,523 ADTs on Willow Avenue between West Valley Boulevard and Bloomington Avenue. The Proposed Project is anticipated to generate a total of 366 daily trips, increasing the average daily traffic from 5,523 ADT to 5,889 ADT. Because decibels are on a logarithmic scale, sound energy must be doubled to produce a 3 dBA increase. The anticipated daily trips generated by the Proposed Project (366 ADTs) is less than the amount needed (5,523 ADTs) to produce a doubling of ADT-related sound energy ( $5,523 + 5,523 = 11,046$ ). Additionally, the human ear can barely perceive the change in noise level associated with a 3 dBA increase according to the Noise Impact Study.

As depicted on the City's General Plan, Exhibit 5.6 – Baseline Noise Contours (2008), noise contours at the Project Site boundary are 65 CNEL. Additionally, Exhibit 5.7 – Future Noise Contours (2040) shows that substantial change in the noise contour at the Project Site is not anticipated. Existing and future traffic noise along the Proposed Project streets is not considered significant. Therefore, the noise impact associated with traffic generated by the Proposed Project is less than significant and no mitigation measures are recommended.

#### Noise Impacts to Off-Site Receptors Due to Stationary Sources

MD Acoustics utilized SoundPLAN (SP) acoustical modeling software to model traffic noise level projections and future worst-case project operational noise impacts (stationary noise sources) to a total of eight on-site and nearest off-site sensitive receptors. The Proposed Project's future worst-case noise level projections were modeled based upon two scenarios. Scenario 1 assumed an emergency scenario where the warning sirens are active as a fire truck and ambulance leave the station driveway. Scenario 2 assumed a training scenario at the training tower during live fire, which would likely occur approximately six-times a year. Scenario 1 and 2 resulted in conclusions that although noise is generated, the impacts are exempt, in accordance with the City's Municipal Code Section 9.50.060(O) and 9.50.060(I), respectively. Therefore, the noise impact to off-site receptors due to stationary sources is considered to be less than significant and no mitigation measures are recommended.

### Construction Noise Impact

Construction activities would generate noise associated with the transport of workers and movement of construction materials to and from the area, from ground clearing/excavation, grading, and building activities. Construction activities would be short-term and would occur within the daytime hours permitted by the City per Chapter 9.50 of the Municipal Code. Permitted construction hours in the City are identified in Subsection 9.50.070(B) of the Municipal Code and summarized below:

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

Construction operations will follow the City's General Plan and Noise Ordinance, which states that construction, repair or excavation work performed must occur within the permissible hours. The following ordinance requirements will be followed and incorporated into construction documents to ensure that construction activities do not disrupt the adjacent land uses:

1. Construction shall occur during the permissible hours as defined in Section 9.50.070 of the Municipal Code.
2. During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.
3. The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project Site during all project construction.
4. Idling equipment shall be turned off when not in use.
5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

The noise impact associated with construction is considered to be less than significant and no mitigation measures are recommended.

- b) **Less than Significant.** The following information is taken from the Noise Impact Study performed by MD Acoustics in March 2017 (refer to City of Rialto Planning Division): Construction activities can produce vibration that may be felt by adjacent land uses. The

construction of the Proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bull dozer. A large bull dozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage. The distance of the construction equipment will be at least 150 feet or more from any existing structure. At a distance of 150 feet, a large bull dozer would yield a worst-case 0.012 PPV (in/sec) which is well below perception. The impact is less than significant and no mitigation is required.

- c) **Less than Significant.** A permanent increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project would occur. Adherence to the City's noise ordinance as discussed in XII(a) above, however, would ensure that a permanent increase in ambient noise levels in the Proposed Project vicinity remains at a less than significant level. No mitigation measures are required
- d) **Less than Significant.** A temporary increase in ambient noise above levels existing without the Proposed Project would occur during construction. Adherence to the City's noise ordinance as discussed in XII(a) above, however, would ensure that any construction-related noise impacts remain less than significant. No mitigation measures are required.
- e) **No Impact.** The Project Site is not located within an airport land use plan. The Rialto Municipal Airport, located approximately four miles northwest of the Project Site, closed in September 2014. No impacts related to excessive noise levels from airport operations are anticipated.
- f) **No Impact.** The Project Site is not located near a private airfield and there are no private airfields or airstrips in the vicinity of the Project Site. Therefore, the Proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip and no impacts will occur.

### XIII. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒
- a) **No Impact.** A Trip Generation Study was prepared by Trames Solutions Inc. in May 2017. The Trip Generation Study prepared by Trames Solutions Inc. is available for review by contacting the City of Rialto Planning Division. The Trip Generation Study was based on an estimate of seven total employees on a typical work day. The employment generated by the Proposed Project would not result in substantial growth that was not already anticipated by the City's General Plan. The Project Site is served by existing public roadways and utility infrastructure exists to serve the property. As such, implementation of the Proposed Project would not result in significant direct or indirect growth in the area; no impacts are anticipated.
- b) **No Impact.** The Proposed Project is development of a fire station and community center on a currently vacant parcel. The Proposed Project would not reduce the number of existing housing units, displace people, or necessitate the construction of replacement housing elsewhere. No impact would result.
- c) **No Impact.** See response to XIII(b) above.

#### XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant**

Fire Protection

The Rialto Fire Department is an all-risk fire agency; services include: fire suppression, emergency medical, technical rescue, hazardous material, and other related emergency services. Firefighting resources in Rialto include four fire stations; emergency response personnel, firefighters/paramedics, and a Hazardous Materials Response Team. The Proposed Project includes a new fire station to be a part of the City Fire Department. The Proposed Project will therefore contribute to improving the maintenance of acceptable service ratios and response times. No adverse impacts to fire protection facilities would occur.

Police Protection

Police protection at the Project Site would be provided by the Rialto Police Department. The Rialto Police Department provides a full range of law enforcement and community programs. The Proposed Project will result in occasional community center events, and fire crews living at the station 24/7 to be located on a site that was previously developed with a commercial use. The proposed end use is consistent with surrounding land uses in the vicinity and is not anticipated to significantly increase demand for police protection services. The Proposed Project would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities are considered less than significant and no mitigation measures are required.

Schools

The Proposed Project would not create a direct demand for public school services. With an estimate of seven full-time employees and an enhancement of an existing public service, employees are anticipated to come from the local labor market. The Proposed Project is not anticipated to generate any new school-aged children requiring public education. The Proposed Project is not expected to draw significant new residents to the region or indirectly generate additional school-aged children; thus, the Proposed Project would not result in the need to construct new or physically public school facilities and no impacts will result.

Parks

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

### Other Public Facilities

The Proposed Project includes a City-owned and operated fire station and community center and is not expected to result in a demand for other public facilities/services. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities, thus no impacts are anticipated.

## **XV. RECREATION**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <b>No Impact.</b> No residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity is proposed. The seven employees are anticipated to come from the local labor market. Accordingly, implementation of the Proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and no impacts are anticipated.				
b) <b>No impact.</b> The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impacts are anticipated.				

## **XVI. TRANSPORTATION/TRAFFIC**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <b>No Impact.</b> A Trip Generation Study was prepared by Trames Solutions Inc. in May 2017 (refer to City of Rialto Planning Division) to provide an assessment of potential traffic impacts resulting from the proposed fire station and community center and to determine the need for a Traffic Impact Analysis or other applicable traffic studies. The findings presented in the Trip Generation Study are discussed herein:				

The analysis was based on the following assumptions. For the community center, a “worst case” condition would have one event occurring in the morning with visitors arriving during the peak hour but leaving after 9 AM. During the same day, another event would occur with visitors arriving before 4 PM but leaving during the peak hour. The morning peak hour is defined as the highest consecutive one hour timeframe between 7 AM and 9 AM. Similarly, the evening peak hour is defined as the highest consecutive one hour timeframe between 4 PM and 6 PM.

The total morning and evening peak hour trips estimated by the Trames Solutions Inc. Trip Generation Study are shown in Tables 7 and 8. The Trip Generation Study found that the Proposed Project is expected to generate fewer than 100 trips during the peak hours and therefore is considered exempt from requiring a Traffic Impact Analysis (TIA).

**Table 7**  
**Morning Peak Hour Trips**

Source	Direction	Trips
Fire Station	inbound	7
	outbound	7
Community Center	inbound	77
	outbound	*
<b>Total</b>		<b>91</b>

Source: Trames Solution Inc. 2017

\* Nominal trip count

**Table 8**  
**Evening Peak Hour Trips**

Source	Direction	Trips
Fire Station	inbound	2
	outbound	3
Community Center	inbound	*
	outbound	77
<b>Total</b>		<b>82</b>

Source: Trames Solution Inc. 2017

\* Nominal trip count

The Proposed Project does not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. No impact is anticipated.

- b) **No Impact.** The Trip Generation Study prepared by Trames Solutions Inc. did not identify a conflict with the San Bernardino Associated Governments (SANBAG) Congestion Management Plan. No impact is anticipated.
- c) **No Impact.** The Project Site is located approximately four miles southeast of the former Rialto Municipal Airport runway. The airport was officially closed in September 2014. Development of the Proposed Project would not affect air traffic patterns of other regional airports, thus no impacts will occur.
- d) **No Impact.** The Proposed Project would not create substantial hazards due to a site design feature or incompatible uses. The site plan includes perimeter access to the site from South Willow Avenue with one 26-foot wide access point leading to a concrete paved parking lot and one 33-foot 8-inch wide access point leading into the fire station. The site-plan will be reviewed by the City of Rialto during the Plan Review process to ensure that adequate access occurs. No impact is anticipated.
- e) **No Impact.** Refer to XVI(d) above.

- f) **No Impact.** The Project Site is located within the Gateway Specific Plan area. The Proposed Project has direct access to South Willow Avenue which is classified as a Collector Street and has indirect access to Interstate 10 approximately 0.4-mile to the southeast. No impact to adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur.

## XVII. TRIBAL CULTURAL RESOURCES

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

- |   | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation | Less than<br>Significant            | No<br>Impact             |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of historical resources as defined in Public Resources Code section 5020.1(k), or  | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.   | <input type="checkbox"/>             | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) <b>Less than Significant.</b> In accordance with AB 52, McKenna et al. performed an archaeological records search in May 2017 at California State University, Fullerton, to obtain potential information regarding tribal cultural resources that may occur at the Project Site. McKenna et al. then performed a Supplemental Phase I Cultural Resources Investigation. The Supplemental Phase I Cultural Resources Investigation, completed in August 2017, concluded that the Project Site contained no evidence of prehistoric archeological resources and no evidence of historic archaeological resources. Less than significant impacts are anticipated based on prior research and Mitigation Measures listed in Section V shall be implemented to ensure that potential impacts are less than significant. |                                      |   |                                     |                          |
| b) <b>Less than Significant.</b> In accordance with AB 52, McKenna et al. performed an archaeological records search in May 2017 at California State University, Fullerton, to  |                                      |   |                                     |                          |

obtain potential information regarding tribal cultural resources that may occur at the Project Site. The City of Rialto prepared and mailed notice letters to potentially interested Native American stakeholders on July 18, 2017 for a 30-day consultation request period. The City received responses from both the Gabrieleño Band of Mission Indians – Kizh Nation and the San Manuel Band of Mission Indians. The San Manuel Band declined consultation while the Kizh Nation requested consultation. As of the date of publication, the Kizh Nation has not responded to requests for a consultation appointment. Results of the records search and any correspondence received from the tribes will be presented to the Planning Commission at the time of the public hearing. Less than significant impacts are anticipated based on prior research and Mitigation Measures listed in Section V shall be implemented to ensure that potential impacts are less than significant.

## XVIII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** The project area is served by the Rialto Wastewater Treatment Plant located on South Rancho Avenue for wastewater treatment. The WWTP has a design capacity of approximately 12 MGD. The WWTP is permitted by the State of California under NPDES Permit CA0105295 which allows up to 11.7 MGD discharge of tertiary treated and disinfected water to the Santa Ana River at three points. Therefore implementation of the Proposed Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region and no impacts are anticipated.
- b/e) **No Impact.** Wastewater treatment requirements within the City were analyzed in a 2006 update to the Waste Water Collection System Analysis prepared by TRC. According to the TRC analysis sufficient capacity is available at the Rialto Wastewater Treatment Plant to serve the area. In 2013 the City of Rialto entered into a 30-year concession agreement with Veolia Water North America for the management of the City's water and waste water system. The agreement includes \$41 million in needed city wide capital improvements to the water and wastewater treatment system including repairs and renovations at the City's Wastewater Treatment Plant. The WWTP has a design capacity of approximately 12 MGD. The treatment facility treats less than 7 MGD of its 11.7 MGD capacity. The Project Site's prior development was served by the City's water and wastewater collection and treatment systems. Development of the Proposed Project would not require construction of new water or waste water facilities; no impact is anticipated and no mitigation measures are proposed.
- c) **No Impact.** Flood control and storm drain improvements must be consistent with any master planning efforts of the County to the satisfaction of the City Engineer. Consistency with these requirements would be ensured by the City's project review, approval, and permitting process. A topographic survey of the Project Site completed by J.D. Cole & Associates shows that the existing grade of the Project Site trends southeast with a reported approximate elevation at 1,444 feet above mean sea level (amsl) at the north boundary and approximate elevation at 1,433 feet amsl at the south boundary. The Proposed Project includes development of a detention basin at the southeast corner of the site. Under proposed conditions, drainage of the developed Project Site would be directed towards the southeast consistent with existing conditions. Drainage pattern of the Proposed Project has been designed consistent with existing conditions. No impact related to future construction of storm water drainage facilities or expansion of existing facilities is anticipated.
- d) **Less than Significant.** The Project Site is served by the Rialto Public Works Department Water Division. The City's primary source of water is City-owned water wells. These wells draw water from four basins: Lytle Creek Surface Water Basin, Rialto Ground Water Basin, Bunkerhill Ground Water Basin, and Chino Hill Ground Water Basin. Additionally, the City is contractually entitled to receive 2,500 acre-feet per year of imported water from the San Bernardino Valley Municipal Water District (SBVMWD) through the baseline feeder and an additional 1.5 MGD from the West Valley Water District's (WVWD) Water Filtration Plant.

Additionally, adequate regional supply has been determined to exist during multiple dry year conditions for the years 2020 - 2040 in the 2015 San Bernardino Valley Regional Urban Water Management Plan – page 4-4 (Water Systems Consulting, Inc., June 2016). Less than significant impacts related to water supply are anticipated and no mitigation measures are required.

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

#### XIX. MANDATORY FINDINGS OF SIGNIFICANCE:

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

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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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? ☐ ☐ ☐ ☒

- a) **Less than Significant.** A search of the California Natural Diversity Database (CNDDB) via RareFind5revealed that no special status species have been found on the Project Site. The City of Rialto General Plan Policy 2-39.3 acknowledges the City's support and implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan, however, the Project Site is located outside of the Delhi Sand Soils Colton Recovery Unit area. Additionally, the Project Site has been previously developed and (at the time of this writing) approximately 50% of the Project Site contains dilapidated building foundation and damaged hardscape. Therefore, no 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 regulation, or by the California Department of Fish and Wildlife or the USFWS is anticipated.

The Project Site does not support riparian habitat or a sensitive natural community. The Project Site is not identified in local plans, policies, and regulations of the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. No impact is anticipated.

The Project Site, located in the southern portion of the City of Rialto, is in an area fragmented by existing development including paved roads and industrial and commercial development. Impacts to wildlife movement and habitat fragmentation have already occurred in the Project Vicinity. Development of the Proposed Project would not result in additional significant fragmentation to habitat. No impact is anticipated and no mitigation measures are proposed.

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

- b) **No Impact.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

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

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

Impacts associated with the Proposed Project would not be considered adverse or unfavorable. The Proposed Project is not anticipated to generate significant amounts of air pollutants. The addition of landscaping and lighting of the proposed development would be required to abide by the regulations set forth in the City's Development Code. No significant cumulative adverse impacts are expected with implementation of the proposed development, as the majority of the Project Site has been previously developed. No impact is anticipated.

- c) **No Impact.** The incorporation of mitigation measures, City of Rialto policies, development standards, and guidelines would ensure that the Proposed Project would have no substantial adverse effects on human beings, either directly or indirectly on an individual or cumulative basis. No impact is anticipated.

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