INITIAL STUDY

FOR THE

RIALTO BASELINE STORM DRAIN PROJECT

Prepared for:

City of Rialto
150 S Palm Avenue
Rialto, CA 92376

Prepared by:

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LIST OF ABBREVIATIONS AND ACROYNMS

AAQS	Ambient Air Quality Standards
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BUOW	burrowing owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CPHI	California Points of Historical Interest
dBA	A-weighted decibel
EPA	Environmental Protection Agency
FTA	Federal Transit Association
GCC	Global Climate Change
GHG	Greenhouse Gas
ITP	Incidental Take Permit
JD	Jurisdictional Delineation
LAPM	Los Angeles pocket mouse
LF	lineal feet
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tanks
MAST	Mountain Area Safety Taskforce
NAAQS	National Ambient Air Quality Standards
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
P-PF	Public Facilities
RCB	reinforced concrete box
RCP	reinforced concrete plan
R-SF	Single-Family Residential
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SBKR	San Bernardino kangaroo rat
SBVMWD	San Bernardino Valley Municipal Water District
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCAT	Street Crime Attack Team

SIP	State Implementation Plan
SRO	School Resource Officer
SWPPP	Storm Water Pollution Prevention Plan
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WQMP	Water Quality Management Plant
WQTP	Wastewater Treatment Plan

ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Rialto Baseline Storm Drain Project

2. Lead Agency Name: City of Rialto, Public Works/Engineering Division
   Address: 335 W. Rialto Avenue, Rialto, CA 92376

3. Contact Person: Savat Khamphou, Interim City Engineer
   Phone Number: (909) 421-7210

4. Project Location: The proposed project is located at Cactus Basin (just west of Cactus Avenue and Baseline Road) connecting to Baseline Road south of Cactus Basin and traveling west within Baseline Road to just west of Tamarind Avenue within the City of Rialto, CA. The project is located in Section 34 Township 1 North, Range 5 West within the Fontana USGS Topo 7.5-minute series maps with an approximate Lat/Long of 34.124043, -117.388063 at the eastern portion of the project and 34.121298, -117.422797 at the western portion of the project. Figures 1 and 2 outline the Project alignment location at a regional and site level.

5. Project Sponsor's Name and Address: City of Rialto
   150 S Palm Avenue, Rialto, CA 92376

6. General Plan Designation: The Project is mostly located within existing roadways, though Cactus Basin (which the proposed project will connect the new storm drain to) is located on land designated for Open Space Resource Use. Additionally, the segment of the storm drain alignment may run through an undeveloped property, also known as Olive Grove property, that is designated for Airport-Related Development by the Rialto Airport Specific Plan.

7. Zoning Classification: The Project is mostly located within existing roadways, though Cactus Basin (which the proposed project will connect the new storm drain to) is located on zoned as Rialto Airport Specific Plan, Cactus Basin (OS-CB).

8. Project Description:

Introduction

The City of Rialto desires to upgrade existing drainage infrastructure conditions within Baseline Avenue from Cactus Basin west to Tamarind Avenue. The 60% progress plans for the Rialto Basin Storm Drain Project are provided as Appendix 1 to this Initial Study. As the City of the Rialto continues to grow, improvements to the City of Rialto's drainage system are needed to capture and fully protect against 100-year flood levels. The proposed Rialto Baseline Storm Drain Project would construct a new storm drain to capture flows from Area D of the City of Rialto's Renaissance Master Plan.

Project Description

The project consists of installing an approximately 2-mile or 11,000 lineal feet (LF) storm drain system within Baseline Road that would capture flows north of Baseline Road. The storm drain line starts at the Tamarind Avenue/Baseline Road intersection and runs along Baseline Road to the outlet at Cactus Basin No. 3. The *Drainage Study to the Renaissance Specific Plan (Encompass, 2015)* served as the basis for sizing the storm drain system to improve drainage systems In the City of Rialto. The new storm drain will be developed with a reinforced concrete box (RCB) that will vary in size between 6' x 12', 7' x 7', and 3' x 10' depending on the location within the new storm drain alignment. The majority of the storm drain footprint (located within Baseline Road) will be constructed as a 84" reinforced concrete pipe (RCP), though a portion of the easternmost section of the alignment, which encompasses the section from Baseline Road to Cactus Basin, will vary in size as either a 72", 84", 48", 36", or 30" RCP. The specifications of the storm drain sizes are shown in Appendix 1.

The project site corresponds to the proposed storm drain "Line D" as described in both the *Comprehensive Storm Drain Plan, Project 3-3, Rialto Channel Drainage Area (Montgomery, 1988)* and the *Drainage Study to the Renaissance Specific Plan (Encompass, 2015)*. The project area is located within the Renaissance Development, which consists of the redevelopment of the Rialto Airport and the surrounding areas. The Renaissance Specific Plan was used to get additional information for Line D and meet drainage facility requirements. Subarea D is bounded by Miro Way on the north, Baseline Road on the south, Ayala Drive on the east, and Palmetto Avenue on the west. In addition, Line D may capture runoff from Subarea E of the Renaissance Specific Plan during higher frequency events only. Overland flow travels in southeastern direction in the southern portion of the Renaissance site before it is captured by Line D and outlets to Cactus Basin No. 3.

Flows leaving Basin No. 3 continue on to Basin 1 and 2 and Rialto Channel, which ultimately discharges to the Santa Ana River. Outflow from the Cactus Basin System are limited due to the poor downstream channel capacities.

The proposed project will install the preferred Alignment as shown in Appendix 1. A new outlet structure will be constructed in Cactus Basin No. 3. Energy dissipation measures (such as rip rap pad, baffle) may be installed at the outlet, to control erosive damage from the higher volume discharged from the new pipeline.

Construction Scenario

The Project will be constructed once funding becomes available, which is anticipated to be secured in 2021 or 2022. Construction is anticipated to require between 6 months and one year to complete. At any given time during construction a maximum of 30 employees would be required at the site each day, though the number of construction workers required will range from 10 to 30 persons per day.

Installation of the Storm Drain within the Baseline Road right-of-way (ROW) is anticipated to require one or more of the following equipment types: bull dozer, hydro-hammer, front-end loader, dump truck, chipper, water truck, and service truck. Major pieces of equipment to be engaged during construction of the Project will include one or more of the following: pavement grinder and saw cut machines, earth excavators, backhoe, boom truck, grader, water truck, front-end loader, compaction equipment, and service truck and delivery vehicles for deposit of aggregate base and asphalt concrete and Portland cement concrete. The invert of the storm drain will vary between

8 feet and 20 feet below the surface, along the alignment, except under the jurisdictional dam where the depth will exceed 40 feet. Alignment is not under jurisdictional facilities. But will be deep before entering the basin.

The contractor(s) will maintain one lane open in each direction throughout the construction process, as well as access at all times for emergency vehicles and access to all driveways, mailboxes, and bus stop(s).

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

North of Baseline Road within the project area, the land uses are as follows: Business Park and Specific Plan. North of Baseline the Specific Plan is the Renaissance Specific Plan and the zoning at this located within the Specific Plan are Employment, Employment Commercial Overlay, General Commercial, and Private Rec. Center Existing Use to Remain.

South of Baseline Road within the project area is located within the City of Fontana (only west of Maple. South side of Baseline is Rialto from Maple east and is developed as residential). The land uses within the project area south of Baseline Road are designated by the City of Fontana General Plan Land Use Map: Single Family Residential (R-SF), and Public Facilities (P-PF).

West of the intersection at Tamarind Avenue and Baseline Road, the land uses adjacent to the project are Specific Plan (Renaissance Specific Plan: Employment) within the City of Rialto, and within the City of Fontana, the land use is Single Family Residential (R-SF).

East of the location at which the Storm Drain Alternatives enter Baseline Road, the land use adjacent to the project is Open Space – Resources within the City of Rialto, and the land use adjacent to the project is Single Family Residential (R-SF).

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

    - State Water Resources Control Board and Santa Ana Regional Water Quality Control Board (Storm Water Pollution Prevention Plan/Water Quality Management Plan);
    - South Coast Air Quality Management District;
    - United States Army Corps of Engineers;
    - California Department of Fish and Wildlife;
    - San Bernardino County Flood Control District; and,
    - Any other responsible agency that may have discretionary authority over all or a portion of the project.

11. Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? Yes. AB-52 was initiated on June 4, 2019 by sending letters to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño-Tongva San Gabriel Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Gabrieleño-Tongva Nation (sent to Sam Dunlap, Cultural Resources Director and Sandonne Goad, Chairperson). The only Tribe to send a response was the Gabrieleño Band of Mission Indians – Kizh Nation. A letter was received from the Tribe on June 10, 2019 requesting that the City contact the Tribe to discuss consultation. As such, the City reached out to the Tribe a phone conference was set up for August 21, 2019, but the Tribe did not request any

actionable items during this phone call; they expressed interest in the Project, but did not respond in writing with any specific requests related to consultation. The City was been unable to reach the Tribe for further instruction, and as such consultation has concluded as of October 7, 2019, with mitigation that the City has drafted to reach out to the Tribe once construction commences.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

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

Tom Dodson
Prepared by

September 2020
Date

Lead Agency (signature)

9-15-2020
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

SUBSTANTIATION

a. *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by proposed project. A review of the project area determined that there are no scenic vistas located internally within the project footprint of the proposed storm drain alignment. Therefore, implementation of the proposed Rialto Baseline Storm Drain Project is not expected to impact any important scenic vistas within the project area. A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed project may interfere with the view to a scenic vista. The City of Rialto General Plan indicates that views of the San Gabriel and San Bernardino Mountains to the north and views of the La Loma Hills, Jurupa Hills, Box Spring Mountains are important to protect as important scenic resources within the City. The proposed project will be located within Baseline Road between Cactus Basin and Tamarind Avenue. Baseline Road is an east/west corridor connecting many of the Cities and communities within the Inland Empire together. The hills and mountains that surround the City are far removed from the proposed storm drain alignment such that the views are mostly obscured from the location at which the storm drain alignment will be installed. The project will also be constructed entirely below ground, and will not permanently alter the above ground setting within the storm drain alignment. Given that the project would not degrade views to nearby scenic vistas and that the visual effects of storm drain improvements would not substantially alter the views in the Project footprint in the long-term, implementation of the proposed modification is not expected to cause any substantial adverse effects on any important scenic vistas. This potential impact is considered a less than significant adverse aesthetic impact. No mitigation is required.

b. *No Impact* – The project footprint does not include a section of road that is located within a scenic highway. According to Caltrans, there are no scenic highways within the project alignment. The Project will not demolish or substantially damage any of the buildings within the project alignment, as most of the proposed improvements will occur within existing road rights-of-way. Additionally, there are no existing rock outcroppings or other natural landscape features within the project alignment that could be considered a scenic resource. There are no trees that would be removed or interfered with as part of the proposed project; consequently, no significant adverse impact to a scenic resource will occur. No mitigation is required.

c. *Less Than Significant Impact* – The proposed storm drain alignment within Baseline Road ultimately terminates at Cactus Basin. The proposed project is located in an urbanized area, and would mostly be located within an existing roadway, which is considered land use independent. The proposed project would install a portion of the storm drain alignment within an area designated for Open Space Resource Use by the Rialto General Plan and by Cactus Basin (OS-CB) by the City of Rialto Zoning Code. The proposed development of a storm drain within an alignment designated and classified as such would be consistent with the existing use of the site. Furthermore, storm water infrastructure projects such as that which is proposed project are considered land use independent Therefore, given that the proposed project is in an urbanized area and would not conflict with applicable zoning or other regulations governing scenic quality, impacts under this issue are considered less than significant.

d. *No Impact* – There will not be any new permanent sources of lighting as part of the proposed project. The proposed project will install a new storm drain within Baseline Road, which will be located below ground. Construction of the project will require minimal lighting because it will occur during daytime hours. No reflective materials or coatings are associated with this Project. Due to the Project's location within an existing urban setting, and the lack of any new lighting, it is not anticipated that this project will create any substantial new sources of light or glare. No impact associated with lighting or glare can be identified and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION

a. *No Impact* – The majority of the Project will occur within and adjacent to existing road rights-of-way within the Baseline Road corridor and adjacent to Cactus Basin. Neither the Project footprint nor the surrounding area is designated for agricultural use; no agricultural activities exist in the project area; and there is no potential for impact to any agricultural uses or values as a result of project implementation. According to the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, no prime farmland, unique farmland, or farmland of state importance exists within the vicinity of the proposed project (Figure II-1). No adverse impact to any agricultural resources would occur from implementing the proposed project. No mitigation is required.

b. *No Impact* – There are no agricultural uses currently within the Project footprint or on adjacent properties. A majority of the Project will occur within existing road right-of-way within Baseline Road

between Tamarind Avenue and Cactus Basin, and also within and adjacent to Cactus Basin, which is designated as Open Space Resource Use by the Rialto General Plan and by Cactus Basin (OS-CB) by the City of Rialto Zoning Code. No agricultural uses exist adjacent to the storm drain alignment. Therefore, no potential exists for a conflict between the proposed project and agricultural zoning or Williamson Act contracts within the project area. No mitigation is required.

c. *No Impact* – Please refer to issues II(a) and II(b) above. The project site is in an urbanized area and neither the land use designation, nor zoning classification supports forest land or timberland uses or designations. No potential exists for a conflict between the proposed project and forest/timberland zoning. No mitigation is required.

d. *No Impact* – There are no forest lands within the project area, which is because the project area is completely urbanized. No potential for loss of forest land would occur if the project is implemented. No mitigation is required.

e. *No Impact* – Because the project footprint and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed project would not cause or result in the conversion of farmland or forest land to alternative use. There is no farmland or forest land located in the vicinity of the project roadway alignment. No adverse impact would occur. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the *Air Quality and GHG Impact Analysis, HZ-116 Rialto Baseline Strom Drain Project, City of Rialto, California* prepared by Giroux and Associates dated April 15, 2019. This document is provided as Appendix 2 to this document.

Background

Climate

The climate of western San Bernardino County, as with all of Southern California, is governed largely by the strength and location of the semi-permanent high-pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidities. Unfortunately, the same climatic conditions that create such a desirable living climate combine to severely restrict the ability of the local atmosphere to disperse the large volumes of air pollution generated by the population and industry attracted in part by the climate.

Rialto is situated in an area where the pollutants generated in coastal portions of the Los Angeles basin undergo photochemical reactions and then move inland across the project site during the daily sea breeze cycle. The resulting smog at times gives western San Bernardino County some of the worst air quality in all of California. Fortunately, significant air quality improvement in the last decade suggests that healthful air quality may someday be attained despite the limited regional meteorological dispersion potential. The combination of winds and inversions are critical determinants in leading to the degraded air quality in summer, and the generally good air quality in winter in the project area.

Air Quality Standards

Existing air quality is measured at established South Coast Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated and in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently

in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

Table III-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter (PM2.5)[9]	24 Hour	–	–	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Flourescense; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead 8[12,13]	30-Day Average	1.5 µg/m^3	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No Federal Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Footnotes

1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above 150 $\mu g/m^3$, is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.

8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9 On December 14, 2012, the national PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primarily and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primarily and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 j.tg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table III-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter.	• Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO_2)	• Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions.	• Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O_3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.	• Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	• Contaminated soil.	• Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	• Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions.	• Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	• Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.	• Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO_2)	• Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes.	• Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality

Existing levels of ambient air quality and historical trends and projections in the project area are best documented from measurements made near the project site. The SCAQMD operates a monitoring station in Fontana that monitors the complete spectrum of gaseous and particulate pollutants for which there are clean air standards. From these data resources, one can well infer that baseline air quality levels near the

project site are improving, but occasionally unhealthful. Full attainment may still be many years away. Table III-3 summarizes the last four years of published monitoring data from the Fontana station.

1. Photochemical smog (ozone) levels frequently exceed standards. The 1-hour state standard was violated 9.2 percent of all days in the last four years in Fontana. The 8-hour state ozone standard has been exceeded 14 percent of all days in the past four years. The Federal eight-hour ozone standard has averaged around 10 percent of the time during this period. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.
2. Carbon monoxide (CO) levels at the Fontana station have remained level throughout the last four years. The 8-hour standard has not been exceeded and the maximum 8-hour standard has been steadily declining, with 2016 having the lowest concentration in the time period analyzed. These data suggest that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse air quality effects would be expected.
3. PM-10 levels periodically exceed the state 24-hour standard, but no measurements in excess of the national 24-hour particulate standard has been recorded in the last four years. State PM-10 standards are exceeded an average of 22 percent of all days per year.
4. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Year 2016 showed the fewest violations in recent years. Less than one percent of all days exceeded the current national 24-hour standard of 35 µg/m^3.
5. More localized pollutants such as nitrogen oxides, lead, etc. are very low near the project site because background levels never exceed allowable levels, and there are only limited sources of such emissions near the project site.

Table III-3
AIR QUALITY MONITORING SUMMARY – 2014-2017
(NUMBER OF DAYS STANDARDS WERE EXCEEDED, AND MAXIMUM LEVELS DURING SUCH VIOLATIONS)

Pollutant/Standard	2014	2015	2016	2017
Ozone				
1-Hour > 0.09 ppm (S)	31	36	34	33
8-Hour > 0.07 ppm (S)	52	57	49	49
8- Hour > 0.075 ppm (F)	37	39	34	38
Max. 1-Hour Conc. (ppm)	0.127	0.133	0.139	0.137
Max. 8-Hour Conc. (ppm)	0.105	0.111	0.105	0.118
Carbon Monoxide				
8- Hour > 9. ppm (S,F)	0	0	0	0
Max 8-hour Conc. (ppm)	1.2	1.2	1.0	1.3
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.074	0.089	0.071	0.069
Inhalable Particulates (PM-10)				
24-hour > 50 µg/m^3 (S)	13/58	13/55	15/61	7/43
24-hour > 150 µg/m^3 (F)	0/58	0/55	0/61	0/43
Max. 24-Hr. Conc. (µg/m^3)	68.	96.	94.	75.
Ultra-Fine Particulates (PM-2.5)				
24-Hour > 35 µg/m^3 (F)	1/58	2/113	0/111	1/120
Max. 24-Hr. Conc. (µg/m^3)	78.9	47.3	30.4	39.2

(Entries shown as ratios = samples exceeding standard/samples taken)
S=State Standard; F=Federal Standard
Source: South Coast AQMD
Fontana Air Quality Monitoring Station

Air Quality Planning

The U.S. EPA is responsible for setting and enforcing the NAAQS for O3, CO, NOx, SO2, PM10, PM2.5, and lead (7). The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance (14). The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The SCAQMD adopted an updated clean air "blueprint" in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. The attainment date was to "slip" from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard. Because projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary "bump-up" from a "severe non-attainment" area to an "extreme non-attainment" designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on "black-box" measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from "severe-17" to "extreme." This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

Table III-4
SOUTH COAST AIR BASIN EMISSIONS FORECASTS (EMISSIONS IN TONS/DAY)

Pollutant	2015[a]	2020[b]	2025[b]	2030[b]
NOx	357	289	266	257
VOC	400	393	393	391
PM-10	161	165	170	172
PM-2.5	67	68	70	71

[a]2015 Base Year.
[b]With current emissions reduction programs and adopted growth forecasts.
Source: California Air Resources Board, 2013 Almanac of Air Quality

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP was required for completion in 2016. The 2016 AQMP was adopted by the SCAQMD Board in March, 2017, and has been submitted the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 $\mu g/m^3$)	2025
8-hour ozone (75 ppb)	2024 (former standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)
24-hour PM-2.5 (35 $\mu g/m^3$)	2019

The key challenge is that NOx emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional stringent NOx control measures are adopted and implemented, ozone attainment goals may not be met.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing storm drain improvement projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

Significance Thresholds Used in This Document

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following four tests of air quality impact significance. A project would have a potentially significant impact if it:

a) Conflict with or obstruct implementation of the applicable air quality plan?
b) 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?
c) Expose sensitive receptors to substantial pollutant concentrations?
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Primary Pollutants
Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

Secondary Pollutants
Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emission levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

Table III-5
DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators
In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

Impact Analysis

a. *Less Than Significant Impact* – Projects such as the proposed Rialto Baseline Storm Drain Project do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis. The City requires compliance with the Municipal Code for project such as this, and the Project will meet these standards. The Rialto Baseline Storm Drain Project will be fully consistent with both the General Plan designation and Zone classification for the project site, mainly because the project involves storm drain infrastructure, and such projects are considered land use independent. Thus,

the proposed project is consistent with regional planning forecasts maintained by the Southern California Association of Governments (SCAG) regional plans. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant only because of consistency with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis. As the analysis of project-related emissions provided below indicates, the proposed project will not cause exposure to significant air pollution, and is, therefore, consistent with the applicable air quality plan.

b. *Less Than Significant With Mitigation Incorporated* – For a typical project, air pollution emissions occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading, and exhaust emission) at the proposed Project site. No long-term emissions would be generated by future operation of the proposed project because the objective of the project is to upgrade existing drainage infrastructure conditions within Baseline Avenue from Cactus Basin west to Tamarind Avenue; as such, the new storm drain system would not require power to operate because it will gravity flow.

Construction Emissions
The City of Rialto proposes to upgrade the existing drainage infrastructure conditions within Baseline Road from Cactus Basin (Cactus Avenue) to Tamarind Avenue. The project consists of installing approximately 11,000 lineal feet (LF) of various diameter storm drains that would capture flows north of Baseline Road. The Project will be constructed once funding becomes available, which is anticipated to be secured in 2021 or 2022. Construction is anticipated to require between 6 months and one year to complete. At any given time during construction a maximum of 30 employees would be required each day, though the number of construction workers required will range from 10 to 30 persons per day. Although exhaust emissions will result from on and off-site equipment, the exact types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with certainty. The CalEEMod.2016.3.2 computer model was used to calculate emissions from the prototype construction equipment fleet and schedule as indicated in Table III-6.

Table III-6
CalEEMod CONSTRUCTION ACTIVITY EQUIPMENT FLEET AND WORKDAYS: (30 WORKERS DAILY)

Prep and Concrete Removal (3 months)	1 Concrete Saw
	1 Dozer
	1 Loader/Backhoe
	2 Skid Steer Loaders
Trench and Install Pipeline (4 months)	1 Loader/Backhoe
	2 Trenchers
	1 Forklifts
	1 Crane
	1 Excavator
Backfill and Paving (3 months)	1 Paver
	1 Roller
	1 Loader/Backhoe
	4 Mixers
	2 Compactors

Utilizing the indicated equipment fleet shown in Tables III-6 the following worst-case daily construction emissions are calculated by CalEEMod and are listed in Table III-7.

Table III-7
CONSTRUCTION ACTIVITY EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)

Maximal Construction Emissions per Calendar Year	ROG	NOx	CO	SO_2	PM-10	PM-2.5
Year 2021	2.4	21.9	19.5	0.0	1.8	1.2
SCAQMD Thresholds	75	100	550	150	150	55

Source: CalEEMod.2016.3.2 output in appendix

Peak daily construction activity emissions are below their respective SCAQMD CEQA significance thresholds without the need for any additional mitigation. However, though construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds, emissions minimization through enhanced dust control measures is recommended for use because of the PM non-attainment status of the air basin. As such, the following mitigation measure shall be implemented:

AIR-1 ***Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:***

- ***Apply soil stabilizers or moisten inactive areas.***
- ***Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).***
- ***Cover all stock piles with tarps at the end of each day or as needed.***
- ***Provide water spray during loading and unloading of earthen materials.***
- ***Minimize in-out traffic from construction zone.***
- ***Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.***
- ***Sweep streets daily if visible soil material is carried out from the construction site.***

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. As such, the following mitigation measure shall be implemented:

AIR-2 ***Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:***

- ***Utilize well-tuned off-road construction equipment.***
- ***Establish a preference for contractors using Tier 3 or better heavy equipment.***
- ***Enforce 5-minute idling limits for both on-road trucks and off-road equipment.***

With the above mitigation measures, any impacts related to construction emissions are considered less than significant. No further mitigation is required.

Operational Impacts
There are no operational air pollution emissions associated with a gravity fed storm drain.

Conclusion
With the incorporation of mitigation measures **AIR-1** and **AIR-2**, the development of the Rialto Basin Storm Drain Project would have a less than significant potential to 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.

c. *Less Than Significant Impact* – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

For the proposed project, the primary source of possible LST impact would be during construction. LST screening tables are available for various source-receptor distances. For this project the most stringent thresholds for a 1-acre site and a 25-meter source-receptor distance was used to compare to construction emissions as shown in Table III-8.

Table III-8
LST AND PROJECT EMISSIONS (POUNDS/DAY)

LST 1 acre/25 meters Central San Bernardino Valley	**CO**	**NOx**	**PM-10**	**PM-2.5**
LST Thresholds	667	118	4	3
Max On-Site Project Emissions	20	22	2	1

LSTs were compared to the maximum daily construction activities. As seen in Table III-8, even without use of mitigation, emissions easily meet the LST for construction thresholds. LST impacts are less than significant. As such, the proposed project would have a less than significant potential to expose sensitive receptors to substantial pollutant concentrations.

d. *Less Than Significant With Mitigation Incorporated* – The only new source of odors that would be generated by this project would be those short-term odors from construction equipment and vehicles. Those odors would be associated with exhaust emissions from consumption of petroleum products (gasoline, diesel, etc.). Such odors are common in urbanized areas near the project footprint, particularly due to the industrial nature of this corridor. Due to the few pieces of equipment required and the short duration of construction, as well as the ambient odor levels in the project area, the project will not result in the creation of a significant amount of objectionable odors. In the long term, no new sources of odors will result. The storm drain will operate in a similar manner to the existing storm drain system below ground. Mitigation measure **AIR-2** will reduce the potential for objectionable odors posing a health risk to humans on- or off-site as a result of exhaust emissions to a level of less than significant. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION: The *Biological Resources Assessment and Jurisdictional Delineation: Rialto Storm Drain, Rialto, CA* prepared by Jericho Systems, Inc. dated May 20, 2019 was utilized for the following analysis. A copy of this document is provided as Appendix 3 to this Initial Study.

A summary of the determination outlined in the Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD) is as follows:

Prior to conducting the field study, species and habitat information was gathered from the reports related to the specific project and relevant databases for the *Fontana* USGS quadrangle to determine which species and/or habitats would be expected to occur on site. A field survey was conducted and the outcome of the survey concluded the following:

The project site is primarily a multi-use urban setting, with the Cactus Basin component holding the only vegetation not actively managed as landscaping. The habitat adjacent to the north-bound fencing in Cactus Basin is high disturbance new growth, whereas the habitat in the northeast corner of the project site is high disturbance alluvial fan sage scrub.

Several occurrences of San Bernardino Kangaroo Rat (*Dipodomys merriami parvus)* [SBKR] and Los Angeles Pocket mouse (*Perognathus longimembris brevinasus*) [LAPM] are documented in the immediate vicinity of the east end of the Project area. Although the habitat conditions are marginal for these species,

absence of either species cannot be determined without focused survey, and as such, preconstruction surveys for these species are recommended.

Habitat suitability of Burrowing owl (*Athene cunicularia*) [BUOW] is marginal along the alignment where there is vacant land. This species was not observed during survey and no sign of the presence was found. Prior to construction a survey within 30 days of construction is warranted and recommended.

The vegetation on site does have a potential to support nesting birds and foraging raptors such as red-tailed hawks. Therefore, to reduce the potential impacts to nesting birds, mitigation to address nesting birds is recommended.

a. *Less Than Significant With Mitigation Incorporated* – As stated in the summary above, implementation of the proposed Project may have a potential for an adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Due to the habitat conditions at the east end, northbound portion of the alignment that approaches Cactus Basin, and due to previous records of SBKR in Cactus Basins, there remains a moderate potential for occurrence of SBKR and LAPM. Further, the Project site at Cactus Basin is potentially suitable for BUOW. These species must be assumed present (not recommended) within the Project area of potential effect (APE), or focused protocol-level surveys (recommended) need to be conducted to determine presence or absence. It is assumed that with mitigation, these species can be protected, particularly given that the majority of the project would occur within existing roadways; the areas that would contain these species would generally be located within the area leading to and within Cactus Basin outside of the roadways. However, for the purposes of this analysis, it is assumed that temporary ground disturbance within the mostly vacant land leading to and at Cactus Basin may have a potential to adversely impact SBKR, LAPM, and/or BUOW. As such, the following mitigation measures shall be implemented.

BIO-1 ***<u>Burrowing Owl</u>. Preconstruction presence/absence surveys for burrowing owl shall be conducted within 30 days prior to any onsite ground disturbing activity. The burrowing owl survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. In the event this species is not identified within the project limits, no further mitigation is required. If during the preconstruction survey, the burrowing owl if found to occupy the site, Mitigation Measure BIO-2 shall be required.***

BIO-2 ***If burrowing owls are identified during the survey period, the City shall take the following actions to offset impacts prior to ground disturbance:***

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum of 250-foot buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, onsite passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area.

If relocation of the owls is approved for the site by the CDFW shall require the City to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- ***The location of the nest and owls proposed for relocation.***
- ***The location of the proposed relocation site.***

- ***The number of owls involved and the time of year when the relocation is proposed to take place.***
- ***The name and credentials of the biologist who will be retained to supervise the relocation.***
- ***The proposed method of capture and transport for the owls to the new site.***
- ***A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).***

BIO-3 ***Preconstruction presence/absence surveys for SBKR shall be conducted within 45 days prior to any onsite ground disturbing activity. SBKR survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. If no presence of SBKR is found during the survey, mitigation measure BIO-3 need not be enforced.***

BIO-4 ***In the event that the preconstruction survey determines the presence of SBKR, the following actions shall be implemented: the City shall provide compensation for temporary loss of habitat and individual SBKR in the following manner: 1) the City shall obtain a 2081 Incidental Take Permit (ITP) from the CDFW; the City shall offset the loss of the temporarily disturbed habitat by purchase of acceptable SBKR habitat at a 1:1 ratio; and any conserved habitat shall be provided with an appropriate endowment to ensure permanent protection and the conserved habitat shall be managed by an agency or party considered acceptable to the CDFW. No ground disturbance within potential SBKR habitat shall occur until an ITP is obtained by the City. Note that the final compensation package contained in the permit may differ from the above compensation package, but the City finds that this compensation package shall at a minimum meet the requirements of this measure.***

BIO-5 ***Preconstruction presence/absence surveys for LAPM shall be conducted within 30 days prior to any onsite ground disturbing activity. LAPM survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. If no presence of LAPM is found during the survey, mitigation measure BIO-5 need not be enforced.***

BIO-6 ***In the event that the preconstruction survey determines the presence of LAPM, the following actions shall be implemented: the City shall provide compensation for temporary loss of habitat and individual LAPM in the following manner: 1) the City shall obtain a 2081 Incidental Take Permit (ITP) from the CDFW; the City shall offset the loss of the temporarily disturbed habitat by purchase of acceptable LAPM habitat at a 1:1 ratio; and any conserved habitat shall be provided with an appropriate endowment to ensure permanent protection and the conserved habitat shall be managed by an agency or party considered acceptable to the CDFW. No ground disturbance shall occur within potential LAPM habitat until an ITP is obtained by the City. Note that the final compensation package contained in the permit may differ from the above compensation package, but the City finds that this compensation package shall at a minimum meet the requirements of this measure.***

With the implementation of mitigation measures BIO-1 through BIO-6 above, impacts under this issue are considered less than significant.

b. *Less Than Significant Impact* – Implementation of the proposed Project will not have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The Project area of potential effect (APE) is not located within or immediately adjacent any USFWS designated Critical Habitat. Though the project footprint contains suitable habitat for several sensitive species, it does not contain any known riparian habitat or any other sensitive natural community identified by any agency. The project alignment is primarily a multi-use urban setting, with the Cactus Basin component holding the only vegetation not actively managed by landscaping. Habitat within or adjacent to the north-bound portion on the easternmost part of the Project alignment at Cactus Basin consists primarily of foxtail (*Hordeum murinum*), wild oat (*Avena fatua*), stinging nettle (*Urtica urens*), coastal heron's bill (*Erodium cicutarium*) and common fiddleneck (*Amsinckia intermedia*). Shrubs become increasingly numerous the further north into the basin. Those shrubs are primarily California buckwheat (*Eriogonum fasciculatum*) and California sagebrush (*Artemesia californica*). Adjacent to the northernmost portion of the basin is degraded alluvial fan sage scrub that consists of interspersed California sagebrush, California buckwheat, foxtail, ripgut (*Bromus diandrus*), a single holly-leaf cherry (*Prunus ilicifolia*) shrub, and a single beavertail cactus (*Opuntia basilaris var. basilaris*). Vegetation on or adjacent to all other aspects of the project are ornamental landscaped shrubs or ruderal vegetation composed of ripgut and foxtail. The project site has been subject to historic human disturbance and ongoing human use. Based on the field survey conducted by Jericho Systems, Inc. and the information contained in Appendix 3, no significant impacts to riparian habitat or other sensitive communities are anticipated to occur as a result of implementation of the proposed project.

c. *Less Than Significant With Mitigation Incorporated* – According to the data gathered by Jericho Systems in Appendix 3, areas meeting all three parameters (i.e. hydrophytic vegetation, hydric soils, and wetland hydrology) would be designated as USACE wetlands. There are no areas meeting all three wetland characteristics within the Project APE. However, the data contained in Appendix 3 indicates that Cactus Basin is a jurisdictional water subject to Sections 404 and 401 of the CWA and Section 1600 of the FGC. Modifications within the basin will likely require permits from the USACE, RWQCB and CDFW. As such, the following mitigation measure shall be implemented:

BIO-7 ***The City shall prepare and submit a 1602 Streambed Alteration Agreement (SAA) to the California Department of Fish and Wildlife (CDFW), a Section 401 Certification Permit to the Santa Ana Regional Water Quality Control Board; and, a Section 404 (Nationwide Permit No. 43) Permit to the USACE. No ground disturbance within jurisdictional waters shall occur until the City obtains the above permits. Note that the final compensation package contained in the permit shall be implemented by the City. If the permit conditions are different than the mitigation listed in this Document to protect biological resources, the City shall implement the mitigation identified in the permits.***

With implementation of mitigation measure BIO-7, the proposed project would have a less than significant potential to have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d. *Less Than Significant With Mitigation Incorporated* – Based on the field survey of the project site, the Project will not substantially interfere with the movement of any native resident or migratory species or with established native or migratory wildlife corridors, or impede the use of native nursery sites. Once constructed, the entirety of the project will be located below ground as a new storm drain. However, the State does protect all migratory and nesting native birds. Several bird species were identified as potentially occurring in the project area. Thus, the project area may include locations that function as nesting locations for native birds. To prevent interfering with native bird nesting, the following mitigation measure shall be implemented.

BIO-8 ***The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbace to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.***

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

e. *Less Than Significant Impact* – Development of the proposed project would have a less than significant potential to conflict with any local policies or ordinances protecting biological resources. Impacts to biological resources have been addressed above under issues IV(a-d). Therefore, the potential for the project to conflict with local policies or ordinances pertaining to biological resources would be considered less than significant.

f. *No Impact* – Please refer to the discussion under response IV(a) above. The Biological Resources Analysis provided as Appendix 3 concluded that the Project, is not located in an area within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and implementation of the project will therefore not result in a significant impact to any such plans. No further mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect entitled "Historical/Archaeological Resources Survey Report: Rialto Baseline Storm Drain Project, City of Rialto, San Bernardino County, California," prepared by CRM TECH dated May 16, 2019 (Appendix 4). The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Background

The study is part of the environmental review process for the project. The City of Rialto, as the project sponsor and the lead agency, required the study in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in or near the project area. In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, consulted with the Native American representatives, and carried out a systematic field survey.

The results of the records search indicate that five historical/archaeological sites were previously recorded within or adjacent to the project area:

36-010659 (CA-SBR-10659H)	sparse refuse scatter
36-010908 (CA-SBR-10908H)	structural foundation, standpipe, and refuse scatter
36-015497 (CPHI SBr-012)	San Bernardino Baseline (Baseline Road)
36-021612	three early 20th century bungalows
36-029057 (CA-SBR-29057H)	multi-origin refuse dumping site

The field survey and the historical background research reveal that four of these five sites are no longer extant today, having evidently been removed during subsequent residential and commercial developments at their former locations. The remaining site, 36-015497, represents the San Bernardino Baseline, embodied by Baseline Road in the project vicinity. As a part of the basis for all land surveys and titles in southern California since 1853, the San Bernardino Baseline was officially designated a California Point of Historical Interest (CPHI-SBr-12) in 1973. As such, Site 36-015497 meets the definition of a "historical resource" under CEQA provisions.

The historic value of Site 36-015497, however, is symbolic in nature and is derived from the conceptual line across the landscape instead of the existing roadway, a heavily traveled major thoroughfare of entirely modern character and appearance. Therefore, the current configuration and physical features of Baseline Road do not contribute to the historic significance of the site. Since Site 36-015497 exists in the project

area largely on paper only, this study concludes that the proposed project has no potential to affect the significance or integrity of this "historical resource."

During the course of the Native American contacts, the State of California Native American Heritage Commission reported the presence of unspecified Native American cultural resource(s) in the project vicinity but referred further inquiries to the Gabrieleño Band of Mission Indians–Kizh Nation. In subsequent correspondence, however, the Gabrieleño Band of Mission Indians–Kizh Nation did not provide any further information on such resources. According to CEQA guidelines, the identification of potential "tribal cultural resources" is beyond the scope of this study and needs to be addressed through government-to-government consultations between the City of Rialto and the pertinent Native American groups pursuant to Assembly Bill 52.

Based on these findings, it is recommended that the City of Rialto adopt a preliminary conclusion of *No Impact* on cultural resources, pending the completion of the City's government-to-government consultation process with local Native American tribes, which is discussed further under the Tribal Cultural Resources section below. No additional cultural resources investigation is recommended for the project unless construction plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no archaeological sites or isolates were recorded within the Project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the Project:

- No historical resources within or adjacent to the Project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the Project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if buried cultural materials are discovered during any earth-moving operations associated with the Project, the following mitigation measure shall be implemented:

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With the above mitigation incorporation, as well as the mitigation identified under Tribal Cultural Resources below, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

c. *Less Than Significant With Mitigation Incorporated* – As noted in the discussion above, no available information suggests that human remains may occur within the APE and the potential for such an occurrence is considered very low. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. However, the following mitigation measure shall be implemented to ensure that construction related activities protect such findings:

CUL-2 Should human remains or funerary objects be encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

With the implementation of the above mitigation measure, any impacts under this issue are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION

a&b. *Less Than Significant Impact* – As stated in Section III, Air Quality, the construction of the proposed Rialto Baseline Storm Drain Project would require mitigation measures to minimize emissions impacts from construction equipment use. These mitigation measures also apply to energy resources as they require equipment not in use for 5 minutes to be turned off, and for electrical construction equipment to be used where available. These measures would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency. The proposed project would install a new storm drain that would not require energy to function once installed. As such, the practices during construction—such as turning off equipment during construction when not in use—would prevent a significant impact to energy resources from occurring as a result of project implementation. Given that the proposed project would not require energy to operate, the proposed project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
(iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite land-slide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

SUBSTANTIATION

a. Ground Rupture

Less Than Significant Impact – The Project is located in the City of Rialto, which is located near several active fault zones, including the San Jacinto, Glen Helen, Cucamonga, and San Andreas Faults. The San Jacinto Fault System is located just east of the project footprint and is classified as an Alquist-Priolo Earthquake Fault Zone and traverses the area north of the project footprint near Lytle Creek. According to the California Geologic Survey Regulatory Maps, the proposed project is not located within an Alquist Priolo Earthquake Fault Zone (Figure VII-1). Furthermore, the City of Rialto General Plan's Seismic and Geologic Hazard Map (Figure VII-2) depicts the Alquist-Priolo Fault Zones in relation to the City, and none of these zones overlaps with the Project footprint. Based on this information, the risk for ground rupture at the Project location is low; furthermore, the Project will not include any human occupancy structures, but will install a new storm drain system within

Baseline Road ultimately leading to an outlet at Cactus Basin. The design and construction/improvement of storm drain systems is controlled by both state and local design construction standards. Compliance with these standards and requirements of the City is mandatory and considered adequate mitigation for potential impacts associated with this Project. Therefore, the potential for this Project to expose people or property to the hazard of earthquake fault rupture considered less than significant. No mitigation is required.

Strong Seismic Ground Shaking

Less Than Significant Impact – As stated in the discussion above, the San Jacinto, Glen Helen, Cucamonga, and San Andreas Faults are located in the area north of the project footprint. The City of Rialto, as with much of southern California, is subject to seismic ground shaking impacts from earthquakes; as such, the proposed storm drain project is anticipated to be subject to seismic ground shaking impacts should any major earthquakes occur in the future. However, as stated in the preceding section, no human occupancy structures are proposed as part of the Project, and the design of the storm drain improvements must comply with both state and local (City) standards and requirements. This is considered adequate mitigation for potential impacts associated with the Project's potential to expose people or property to a high potential or risk of loss, injury, or death from strong ground shaking or ground failure. Therefore, impacts associated with strong ground shaking will be less than significant without mitigation.

Seismic-Related Ground Failure Including Liquefaction

No Impact – According to the map prepared for the County of San Bernardino General Plan showing Geologic Hazards (Figure VII-3), the project footprint is not located within an area that is susceptible to liquefaction. Based on the data contained in Figure VII-3, the proposed project is not located within an identified Liquefaction Zone. Therefore, the Project will not expose people or structures to potential substantial adverse liquefaction hazards, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required. No mitigation is required.

Landslides

No Impact – The project area is generally flat because the majority of the project will be installed within an existing roadway; the pipeline leading from Baseline Road to Cactus Basin is also generally flat. No hills or other significant topographic features exist on the project sites. According to the San Bernardino County General Plan, General Land Use Plan with Geologic Overlays (Figure VII-3), the project is not located in an area that is susceptible to landslides. No potential events can be identified that would result in adverse effects from landslides or that would cause landslides that could expose people or structures to such an event as a result of project implementation. No impacts are anticipated and no mitigation is required.

b. *Less Than Significant With Mitigation Incorporated* – Much of the project area has been graded, compacted, and paved with asphalt and is relatively flat because the majority of the APE consists of an existing road and adjacent sidewalk/structures. The storm drain installation will result in land disturbance in the areas that will require removal of roadway and in some cases adjacent sidewalk to accommodate the new storm drain alignment. Additionally, the storm drain alignment will also be installed in areas consisting of compacted dirt, gravel, and asphalt leading to Cactus Basin. Adequate drainage facilities exist or will be developed or relocated by this Project to accommodate future drainage flows. This Project will result in the disturbance of more than one acre of land and will require filing a Notice of Intent (NOI), securing a National Pollutant Discharge Elimination System (NPDES), general construction stormwater discharge permit, and preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that is reviewed and approved by the City. The SWPPP will include but not be limited to the following measures to mitigate potential impacts associated with erosion and surface water quality degradation during construction:

GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of the material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.

GEO-2 Excavated areas shall be properly backfilled and compacted. Paved areas disturbed by this project will be repaved in such a manner that roadways and other disturbed areas are returned to as near the pre-project condition as is feasible.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating from the site within which the water facilities are being installed.

GEO-4 The length of trench which can be left open at any given time will be limited to that needed to reasonably perform construction activities. This will serve to reduce the amount of backfill stored onsite at any given time.

With implementation of the above mitigation measures, any erosion impacts are considered less than significant. No further mitigation is necessary.

c. *Less Than Significant Impact* – The Project footprint is generally flat as it is currently developed with existing roadways and a disturbed area leading to Cactus Basin. The proposed project will improve drainage within the Baseline Road corridor between Cactus Basin and Tamarind Avenue. The proposed project will involve the installation of a new storm drain. As discussed under issue VI(a) above, landslides are not of concern at this location, nor is liquefaction a concern at this location. No habitable structures are proposed as part of the project, and the proposed project will be installed entirely below ground. According to the County of San Bernardino General Plan Geologic Hazards Map (Figure VII-3), the proposed project is not located on a geologic unit that would become unstable as a result of project implementation. Furthermore, should a seismic event occur, the roadway should not collapse, nor cause a hazard along the roadway itself; such events within roadways are considered reparable in the event damage occurs, and therefore can be put back into use quickly. Compliance with all state and local (City) standards and requirements for roadway construction would ensure the project would have a less than significant potential to result in on- or off- site landslide, lateral spreading, subsidence, liquefaction or collapse that would cause permanent damage to the new storm drain alignment or the roadway within which the alignment will be installed.

d. *Less Than Significant Impact* – The Project footprint is predominantly flat and its surface is primarily asphalt or concrete covered, though a portion of the development between Baseline Road and Cactus Basin is undeveloped. According to the to the United States Department of Agriculture Web Soil Survey, the majority of the project Area of Potential Effect (APE) is underlain by Tujunga loamy sand, 0 to 5 percent slopes, Tujunga gravelly loamy sand, 0 to 9 percent slopes, and Hanford coarse sandy loam, 2 to 9 percent. Neither of these soil types are classified as being expansive under Table 18-1-B of the Uniform Building Code (1994), particularly as expansive soils are typically in the clay soil family. These classes of soil are well drained and are not considered expansive. Therefore, the proposed roadway improvements will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. Any impacts are considered less than significant. No mitigation is required.

e. *No Impact* – The Project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the Project site soils are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.

f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the Project is considered highly unlikely based on the fact that the site has been previously disturbed and a majority of the project alignment will be developed within a roadway. No unique geologic features are known or suspected to occur on or beneath the project alignment. However, because the Project has not been surveyed in recent history, and the fact that these resources are located beneath the surface and can only be discovered as a result of ground disturbance activities; therefore, the following measure shall be implemented:

GEO-5 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With incorporation of this contingency mitigation, the potential for impact to paleontological resources will be reduces to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the *Air Quality and GHG Impact Analysis, HZ-116 Rialto Baseline Strom Drain Project, City of Rialto, California* prepared by Giroux and Associates dated April 15, 2019. This document is provided as Appendix 2 to this document.

a&b. *Less Than Significant Impact* – Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the Project evaluated in this GHGA cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Significance Thresholds

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, deciding significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the Working Group released revisions which recommended a threshold of 3,000 MT CO_2e for all land use types. This 3,000 MT/year recommendation has been used as a guideline for this analysis.

Project Related GHG Emissions Generated

Construction Activity GHG Emissions
The project is assumed to require 10 months for construction estimated to start in November of 2021 and continuing to September 2022. During project construction, the CalEEMod2016.3.2 computer model predicts that the construction activities will generate the annual CO_2e emissions identified in Table VIII-1.

Table VIII-1
CONSTRUCTION EMISSIONS (METRIC TONS CO_2(e))

Year 2021	
Total	**252.4**
Amortized	8.4
Significance Threshold	3,000

*CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less than significant.

Operational GHG Emissions
There will not be any operational air pollution emissions because the project consists of a with a gravity fed storm drain.

Consistency with GHG Plans, Programs and Policies
The City of Rialto has participated in the San Bernardino County Regional Greenhouse Gas Reduction Plan with the San Bernardino Associated Governments (SANBAG). This study includes an inventory compilation of GHG emissions and an evaluation of reduction measures that could be adopted by the 21 partnership cities of San Bernardino County.

The proposed project has no associated operational emissions and generates minimal construction GHG emissions. Project GHG emissions will cease after the 10-month construction period. Therefore, there are no applicable mitigation measures for the proposed project.

Storm water conveyance is a very small component of the total City of Rialto GHG emissions inventory. Since project construction is below the recommended SCAQMD 3,000 MT CO_2e threshold it would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions. As such, impacts under this issue are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION

a&b. *Less Than Significant With Mitigation Incorporated* – During construction of proposed Project, hazardous or potentially hazardous materials will be routinely handled in small quantities on the project site. These hazardous materials would include gasoline, diesel fuel, lubricants, and other petroleum–based products used to operate and maintain construction equipment and vehicles; therefore, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people or the environment. A permitted and licensed service provider will conduct the removal of such hazardous materials; any handling, transporting, use or disposal of hazardous materials would comply with all applicable federal, State, and local agencies and regulations. In order to ensure that no accidental releases of hazardous or potentially hazardous materials occur during construction, the following mitigation measure will be incorporated into the SWPPP prepared for the Project and it can reduce such a hazard to a less than significant level.

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed

disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

Once the storm drain is installed and the roadway is returned to its original condition, there is a potential for a new source of routine transport or use of substantial volumes of hazardous materials or routine generation of hazardous waste. The road itself acts as a means of transport for vehicles carrying various materials at present and will continue to do so once the improvements have been implemented. There will be no greater risk than that which presently exists within this corridor as a result of implementation of the proposed storm drain improvement project. Therefore, the Project's potential to either create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or 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 is considered less than significant. No further mitigation is required.

c. *Less Than Significant With Mitigation Incorporated* – The project alignment is located within 2,000 feet of the nearest school. Alder Middle School is located just south of Baseline Road at 7555 Alder Avenue, Fontana, CA 92336. As previously stated, all hazardous or potentially hazardous materials use and handling would comply with all applicable federal, state, and local agencies and regulations pertaining to the handling and use of hazardous materials. Adherence to these policies and regulations, as well as the implementation of the above mitigation measure will ensure that the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during either construction or operations of the Project. Additionally, once in operation, the repaved roadway and new drainage alignment will function much as it does at present; thus, with implementation of mitigation measure HAZ-1, adherence to federal, state, and local laws regarding hazardous materials and roadway construction, impacts under this issue are considered less than significant.

d. *Less Than Significant Impact* – The proposed Project is located within existing roadways and within the area leading to Cactus Basin from Baseline Road within the City of Rialto. The project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST), there are several closed cases as well as one open case within 2,500 feet of the project alignment. However, none of these sites are within the alignment. The GeoTracker data is shown in Figures IX-1 through IX-10. The proximity of these sites to the proposed project will not cause a significant hazard to the public because the majority of these sites located near the proposed project have been remediated. The site that has not been remediated is under remediation for perchlorate contamination of the groundwater. Since the project is not anticipated to encounter groundwater, and because the site is about 2,000 feet north of Baseline Road, it is not anticipated that the project would encounter any hazardous materials as a result of this site. Therefore, due to the nature of the Project as a developed area that will not require earthwork at great depth, the proposed project has no potential to encounter the contaminated material, or upset conditions of contaminated areas that exist as a result of LUST sites. Any impacts under this issue are considered less than significant and no mitigation is required.

e. *Less Than Significant Impact* – The proposed project is located within the City of Rialto, which no longer contains any airports. The nearest public airport is the San Bernardino International Airport, located about 7.6 miles west/southwest of the storm drain alignment. The Rialto Airport, located just north of the project, was closed in 2014, and as such is no longer an active airport. According to the map prepared for the City of San Bernardino General Plan, the proposed project is not located within the planning boundaries for the Airport (Figure IX-11). The proposed storm drain improvements do not propose any human occupancy structures, new aboveground structures that exceed the height of the existing structures, nor will it place people onsite for any significant periods of time. As such, with no private airstrips and no public airports within a close vicinity to the proposed project, the

proposed project would have a less than significant potential to result in a safety hazard or excessive noise for people residing or working in the project area.

f. *Less Than Significant With Mitigation Incorporated* – The proposed storm drain alignment within the City of Rialto at Baseline Road and Cactus Basin is not located within any identified evacuation route as indicated by the San Bernardino County Mountain Area Safety Taskforce (MAST)[1]. There are several east/west roadways and freeways that provide access to the City and surrounding area. Additionally, the proposed project will not result in road closure, instead it will result in land closure, which will maintain access within this roadway during construction. Refer to the Transportation/Traffic Section of this document, Section XVII. Mitigation to address any potential traffic disruption and emergency access during construction issues is included in this section. Therefore, the potential for the development of the Project to physically interfere with any adopted emergency response plans, or evacuation plans is considered a less than significant impact with mitigation incorporated. No further mitigation is required.

g. *No Impact* – According to the City of Rialto General Plan Fire Hazard Map (Figure IX-12), the proposed project footprint is not located in an area considered susceptible to wildland fire hazards. Therefore, Project implementation would not result in a potential to expose people or structures to fire hazards. No impacts are anticipated; no mitigation measures are required.

[1] http://www.sbcounty.gov/calmast/sbc/html/emergency_plan_routes.asp

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION

a. *Less Than Significant With Mitigation Incorporated* – The proposed storm drain improvements within Baseline Road leading to Cactus Basin will occur mostly within developed roadways and surrounding properties. The surface of the roadway within which the new storm drain will be installed is mostly flat, containing asphalt or concrete, as well as some compacted dirt and gravel areas. For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater; from stormwater runoff; and potential discharges of pollutants, such as accidental spills. Within the City of Rialto, the City maintains a portion of the water distribution system, local sewage collection/treatment, and storm drain systems. Municipal wastewater is currently delivered to the Rialto Waste Water Treatment Plant (WWTP), and meets the waste discharge requirements imposed by the Santa Ana Regional Water Quality Control Board (RWQCB). To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related surface runoff meets regional discharge requirements over

the short- and long-term. The project area as it presently exists is mostly impervious because it has been previously paved and compacted, with all water discharging into existing storm drains within the existing and adjacent roadways. The proposed project will install a new storm drain within Baseline Road leading to Cactus Basin. It is not anticipated that this effort will create greater pervious area than that which exists at present. The SWPPP would specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject area. Compliance with the terms and conditions of the NPDES and the SWPPP is mandatory and is judged adequate mitigation by the regulatory agencies for potential impacts to stormwater during construction activities. Implementation of the following mitigation measure is also considered adequate to reduce potential impacts to stormwater runoff to a less than significant level.

HYD-1 ***The City shall require that the construction contractor prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. The SWPPP shall include a Spill Prevention and Cleanup Plan that identifies the methods of containing, cleanup, transport and proper disposal of hazardous chemicals or materials released during construction activities that are compatible with applicable laws and regulations. BMPs to be implemented in the SWPPP may include but not be limited to:***

- ***The use of silt fences;***
- ***The use of temporary stormwater desilting or retention basins;***
- ***The use of water bars to reduce the velocity of stormwater runoff;***
- ***The use of wheel washers on construction equipment leaving the site;***
- ***The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads;***
- ***The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and***
- ***Where feasible, stockpiled material shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.***

With implementation of the above mitigation measure, these mandatory Plans and their BMPs, as well as mitigation measure HAZ-1 above which addresses remediation and contamination concerns from any potential leakage or spills of petroleum products onsite, the Project would have a less than significant impact under this issue. No further mitigation is required.

b. *Less Than Significant Impact* – The Project does not propose the installation of any water wells that would directly extract groundwater and the project would maintain a balance of pervious surface area comparable to that which exists at present. The Project is located within the Rialto-Colton Groundwater Basin. The groundwater depth is substantially below the ground surface and will not be encountered during construction of the Project because it is about 100 feet below ground surface in the parts of the subbasin.[2] Because the proposed project would mostly be located within existing roadways that do not provide pervious areas for groundwater recharge, the storm drain improvements within the project alignment does not serve as a location for significant groundwater recharge. This is because once the storm drain has been installed, the project will not require any water to function. Therefore, the Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of

[2] https://water.ca.gov/LegacyFiles/pubs/groundwater/bulletin_118/basindescriptions/8-2.04.pdf

the local groundwater table level. Impacts under this issue are considered less than significant and no mitigation is required.

c. i-iv.

Less Than Significant Impact – No substantial impact to drainage patterns or structures will result from implementing this project. The storm drain will be installed belowground mostly within an existing roadway, and, once installed, will generate essentially the same amount of stormwater. The proposed storm drain alignment will ultimately provide more efficient drainage, runoff capture, and storm drain capacities than that which exists at present. The roadways will be repaved to accommodate existing and anticipated stormwater discharge utilizing the same drainage patterns. No substantial change to the existing drainage pattern will result from project implementation. Project implementation will direct flow to the new storm drain located on Baseline Road. The new storm drain will collect runoff in a more efficient and environmentally responsible manner than that which exists at present.

Adequate drainage facilities exist or will be developed/relocated by this Project to accommodate future drainage flows, and will therefore result in a less than significant impact. Based on the data outlined above, this Project will not substantially alter the existing drainage pattern of the site or area; result in substantial erosion or siltation onsite or offsite; substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows. Therefore, impacts under these issues are considered less than significant. No additional mitigation is required.

d. *No Impact* – According to the Flooding Hazards map prepared by the City of Rialto General Plan (Figure IX-1), the Baseline Road corridor is not located within a special flood hazard area inundated by a 100-year flood; it is in an area that is outside of the 500-year floodplain. Improvements to the storm drain system will occur within existing road rights-of-way or on vacant property containing no structures obtained for drainage use by the City as part of the project. Though the portions of the City of Rialto are vulnerable to inundation from Lytle Creek, though the proposed storm drain alignment is not located in such an area. Therefore, the project is not located within a flood hazard, and as such, would not risk release of pollutants due to project inundation. No impacts are anticipated, and no mitigation is required.

e. *Less Than Significant Impact* – The purpose of the proposed project is to ensure that the drainage from Baseline Road is more adequately managed and ultimately is directed for recharge at Cactus Basin. The storm drain will be designed with BMP's to prevent litter and some pollutants from discharging into Cactus Basin and ultimately into the Rialto-Colton Groundwater Basin. As such, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan because the project would facilitate better management of storm water runoff recharging into the groundwater basin, and would not require water in order to operate.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

SUBSTANTIATION

a. *Less Than Significant Impact* – The Project footprint will occur within developed roadways and surrounding property. The majority of the project footprint has no General Plan Land Use Designation because roadways are considered essential City infrastructure. However, the proposed storm drain alignment traverses a section of land between Baseline Road and Cactus Basin, which is located on land designated for Open Space Resource Use and land designated for Airport-Related Development by the Rialto Airport Specific Plan. Once constructed the storm drain alignment—with the exception of the outlet at the basin basin—will be installed below ground, and as such, will not result in physically dividing an established community, particularly because the majority of the storm drain improvements will occur within existing road rights-of-way. It is anticipated that the new storm drain within this portion of Baseline Road will benefit this corridor, and will have no potential to physically divide a community. No impacts are anticipated and no mitigation is required.

b. *No Impact* – Please refer to the discussion under issue XI(a) above. The Project will occur mostly within existing roadways within an area designated with several different land uses within the Cities of Rialto and Fontana. The project will develop a new storm drain alignment within the Baseline Road corridor in Rialto, which is an existing, developed roadway corridor. Thus, the development of the proposed project within the proposed alignment will be compatible with existing land uses and land use plan, and no conflict or impact to land use can been identified. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION:

a&b. *Less Than Significant Impact* – The storm drain improvement Project is located in an entirely urbanized area surrounded by development within the City of Rialto. The entirety of Project footprint does not contain known mineral deposits, particularly given that the majority of the project will be installed within existing roadways. According to the City of Rialto General Plan Mineral Resource Zones Map (Figure XII-1), the project area is located within the MRZ-2 mineral land classification, which is defined as areas where geologic data indicate that significant PCC-Grade aggregate resources are present. The type of project proposed is within an entirely developed area and will improve existing road rights-of-way and within property between Baseline Road and Cactus Basin. Therefore, the development of the Project will not cause any loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified in the City of Rialto General Plan. No impacts would occur under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

SUBSTANTIATION

Background

Noise is generally described as unwanted sound. The proposed storm drain alignment will be developed within Baseline Road from Tamarind Avenue to Cactus Basin. The alignment traverses a section of land between Baseline Road and Cactus Basin, designated for Open Space Resource Use and land designated for Airport-Related Development by the Rialto Airport Specific Plan. The surrounding uses include Business Park and Specific Plan (Specific Plan are Employment, Employment Commercial Overlay, General Commercial, and Private Rec. Center Existing Use to Remain), Single Family Residential (R-SF)(Fontana), Open Space – Resources, and Public Facilities (P-PF)(Fontana).

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called “A-weighting,” written as “dBA.”

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable"

up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

The City of Rialto Municipal Code states the following in regards to Construction Noise:

The permitted hours for such construction work are as follows:

October 1st through April 30th

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*

May 1st through September 30th

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*

a. *Less Than Significant With Mitigation Incorporated* – The proposed project footprint is located in areas with moderate-to-high background noise given the proximity to the local roadway system at any point within the project area. The City of Rialto's General Plan Noise Contour Map (Figure XIII-1) shows that the roadway noise along Baseline Road is about 80 CNEL at the centerline of the roadway and at about 65 CNEL just outside of the roadway at the adjacent properties. The Noise Contour Map indicates that the noise levels in the area in which the storm drain will be installed from Baseline Road to Cactus Basin is between 55 and 60 CNEL. According to the City of Rialto General Plan, these volumes are projected to increase in the future as development accelerates within the City. The proposed project would develop a storm drain below ground within Baseline Road, and as such, the project is not anticipated to install any permanent sources of noise. The segment of Baseline Road in which the storm drain will be installed does contain adjacent residential uses, and, as such, the exteriors of the nearest residences, which contain sensitive receptors, are located between 25 and 50 feet from the pipeline alignments at several points within the project footprint. Depending on the land use adjacent to Baseline Road within the project area, the normally acceptable CNEL, dB would range between 60 and 75 dBA.

Short Term Noise

As shown in the tables above, the City of Rialto Noise Ordinance prohibits construction activities between 5:30 PM and 7 AM Monday – Friday, and between 5 PM and 8 AM on Saturdays, with no construction activities permitted on Sundays or State holidays from October to April, and between 7 PM and 6 AM Monday – Friday and 5 PM to 8 AM on Saturdays, with no construction activities permitted on Sundays or State holidays from May to September. Construction equipment generates noise that ranges between approximately 75 and 90 dBA at a distance of 50 feet. Refer to Table XIII-1, which shows construction equipment noise levels at 25, 50 and 100 feet from the noise source.

Receptors located adjacent to the roadways in which the proposed pipeline alignment will be installed may experience increased noise levels during construction, but the proposed project will comply with the City's restrictions on night-time construction activity. Therefore, through compliance with the City's noise standards, construction of the proposed project would not result in the generation of a substantial temporary or permanent noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, contingency mitigation is provided below to reduce noise levels at residences and/or minimize or address complaints from local sensitive noise receptors.

Table XII-1
NOISE LEVELS OF CONSTRUCTION EQUIPMENT AT
25, 50 AND 100 FEET (in dBA Leq) FROM THE SOURCE

Equipment	Noise Levels at 25 feet	Noise Levels at 50 feet	Noise Levels at 100 feet
Earthmoving			
Front Loader	85	79	73
Backhoes	86	80	74
Dozers	86	80	74
Tractors	86	80	74
Scrapers	91	85	79
Trucks	91	85	79
Material Handling			
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Crane	89	83	77
Derrick	94	88	82
Stationary Sources			
Pumps	82	79	70
Generator	84	78	72
Compressors	87	81	75
Other			
Saws	84	78	72
Vibrators	82	76	70

Source: U.S. Environmental Protection Agency "Noise"

The short-term noise impacts associated with Project construction activities are forecast to be less than significant through implementing the following measures. As construction activities may be a nuisance to nearby residents, the following mitigation is recommended:

NOI-1 ***No construction activities shall occur during the hours of 5:30 PM and 7 AM Monday – Friday, and between 5 PM and 8 AM on Saturdays from October to April, and between 7 PM and 6 AM Monday – Friday and 5 PM to 8 AM on Saturdays from May to September; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.***

NOI-2 ***The City shall establish a noise complaint response program and shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the noise level exceeds an Ldn of 60 dBA exterior or an Ldn of 45 dBA interior at the receptor, the City will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.***

NOI-3 ***The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by City personnel during construction activities.***

NOI-4 Equipment not in use for five minutes shall be shut off.

NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.

NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.

NOI-7 No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.

Long Term

The long term or permanent change in noise from the proposed Rialto Baseline Storm Drain Project would be minimal because the majority of the project will be located below ground, and once constructed, would not generate noise beyond that which exists within the footprint of the project at present. Based on the existing noise levels in the area surrounding the project from nearby traffic, and due to the fact that the no new noise generating activities will occur, operation of the proposed project would not result in the generation of a substantial temporary or permanent noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b. *Less Than Significant With Mitigation Incorporated* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g. earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g. explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (VdB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The FTA assessment states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. FTA assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The Federal Transit Association (FTA) guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential Project related vibration impacts.

In the short term, the excavation and removal/demolition activities required to implement the drainage improvements have limited potential to create some vibration at the nearest sensitive receptors adjacent to the project footprint. The proposed storm drain construction do not include activities that would generate substantial ground vibration. Specifically, no pile driving or major earth moving activities are anticipated to occur as a result of implementation of the proposed project. Removal of pavement may require some jackhammer and loader activities, but these activities do not typically generate enough vibration energy to adversely impact adjacent structures, which are already exposed to large trucks traveling on the existing road. Based on the type of equipment and construction activities required to install the storm drain outlined in the Project Description, the vibration impacts are forecast to be less than significant. However, the following contingency mitigation measure shall be implemented:

NOI-8 ***The construction contractor shall provide signs (2) along the roadway identifying a phone number for adjacent property owners to contact regarding excessive vibration. The contractor shall respond within 24 hours to any complaint at this phone number; assess the complaint; and, if reasonable, adjust construction activities (use different construction methods, slow down construction activity, or other measures) to reduce vibration at the property from where the complaint was received.***

Implementation of the above measure will ensure that any short-term impacts to the nearest sensitive receptor would be considered less than significant.

c. *No Impact* – The proposed project is located within the City of Rialto, which does not contain any airports. The nearest public airport is the San Bernardino International Airport, located about 7.6 miles west/southwest of the storm drain alignment. The Rialto Airport, located just north of the project, was closed in 2014, and as such is no longer an active airport. The San Bernardino Airport Noise Contours do not overlap with the project area. As such the proposed storm drain alignment is not located within the vicinity of a private airstrip or an airport land use plan, and as such, would not expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION

a. *Less Than Significant Impact* – Implementation of the Project will not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The Project is considered a vital infrastructure project because it proposes to improve storm drain system within the City of Rialto. It is anticipated that construction will require a temporary work force; however, this is short-term and with a maximum of about 30 employees will not induce substantial population growth. It is not anticipated that this project would require any additional City employees once installed. The City of Rialto had a population of 107,330 persons in 2016.[3] The anticipated build-out population within the City, according to the City of Rialto General Plan, is about 125,256 persons. It is unknown what percentage of the temporary workforce required to construct the proposed project would be drawn from the general area or will bring new residents to the project area; however, given that the construction work force would be temporary and that the project is not anticipated require any new employees, the proposed project is not anticipated to induce population growth in the area. Thus, based on the type of project proposed, the proposed project will not induce substantial population growth either directly or indirectly.

b. *No Impact* – The proposed project will occur within an existing roadway and a segment of land between Cactus Basin and Baseline Road, neither of which contain housing or persons. No occupied residential homes are located within the project footprint; therefore, implementation of the proposed project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

[3] https://www.scag.ca.gov/Documents/Rialto.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: 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:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

SUBSTANTIATION

a. *Less Than Significant Impact* – The City of Rialto receives fire protection and emergency medical services from the Rialto Fire Department. The Rialto Fire Department deploys from four fire stations staffed by 24 hours per day by career firefighters and one administrative office. The Rialto Fire Department staffs one battalion chief, three engine companies, one truck company and four paramedic ambulances each day. The nearest fire station to the proposed project is Rialto Fire Station 203 1550 N. Ayala Dr., which is located just north of Baseline Road. The proposed project would develop a new storm drain alignment within Baseline Road from Tamarind Avenue to Cactus Basin. The demand for fire protection within the project alignment primarily consists of incidental traffic accidents and emergencies within the corridor or at adjacent businesses and residences. Additionally, the provision of adequate drainage systems within the City is viewed as a benefit to fire protection services and to the public in general. No substantial changes in existing fire protection facilities are anticipated and potential impacts would be less than significant as a result of the proposed project. No mitigation is required.

b. *Less Than Significant Impact* – The area surrounding the Project is completely urbanized with varying land uses ranging from open space to commercial to residential in nature. The City of Rialto is served by the City of Rialto Police Department, located at 128 N Willow Ave, Rialto, CA 92376, which is about one mile southeast of the project footprint. The Department employs 142.5 total employees, 103 sworn and 39.5 non-sworn and services 28.5 square mile area. The Rialto Police Department offers a variety of services and assignments to include Patrol, K-9, School Resource Officer (SRO), Street Crime Attack Team (SCAT), Investigations, Traffic, Narcotics, Training/Backgrounds, Community Services, the Re-Entry Support Team, and is part of a Four-City Regional SWAT team (Inland Valley SWAT) and Air-Support Unit.[4] The Project is not expected to result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. No new or expanded police facilities would need to be constructed as a result of the project. Additionally, the provision of expanded infrastructure is viewed as a benefit to police protection services and to the public in general. Therefore, impacts to police protection resources from implementation of the proposed project are considered less than significant; no mitigation measures are required.

[4] http://rialtopd.com/index.php/more/department-history

c. *Less Than Significant Impact* – The proposed project is located within the area served by the Rialto Unified School District and Fontana Unified School District. The Baseline Road corridor is located within approximately 2,000 feet of several schools, including the following: Locust Elementary School, Alder Middle School, Virginia Primrose Elementary School, Eric Birch High School, North Tamarind Elementary School, and Helen L. Dollahan Elementary School. The Project would not induce population growth within the City, as it will not employ any persons once the storm drain alignment has been installed. Thus, the proposed project will not generate an increase in elementary, middle, or high school population. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

d. *No Impact* – As stated in the preceding sections, the proposed Project is not anticipated to create an increase in population because no persons will be employed as a result of the Project once the proposed storm drain alignment has been installed. There are no parks in the vicinity of the Project that would be impacted by the proposed roadway improvement project, and with no forecast increase in population, implementation of the proposed project would not cause a substantial adverse physical impact to any parks within the City. No impacts are anticipated and no mitigation is required.

e. *No Impact* – Other public facilities include library and general municipal services. Since the Project will not directly induce population growth, it is not forecast that the use of such facilities will increase as a result of the proposed project. The improvements to this corridor will be consistent with the standards and requirements of the City and are therefore considered adequate to ensure adequate drainage is provided to prevent flooding during storm events, which are considered beneficial to most public services, including traffic. No impacts under this issue are anticipated, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION

a. *No Impact* – As addressed in the discussion under Population and Housing, Section XIV and Public Services, Section XV(d) above, the proposed Project does not include a use that would substantially induce population growth, and will not require a substantial short-term labor force for construction of the Project and no long-term labor force is required for operations of the proposed project. Thus, the proposed Project will not generate a substantial increase in residents of the City who would increase the use of existing recreational facilities. Therefore, no impacts under this issue are anticipated. No mitigation is required.

b. *No Impact* – The proposed Project consists of installation of a new storm drain within Baseline Road from Tamarind Avenue to Cactus Basin within the City of Rialto. The project will not include any recreational facilities, nor will it require the construction of new recreational facilities or expansion of new recreational facilities because the proposed project is not anticipated to substantially induce any population growth. The Project will require a small short-term labor force during construction and no long-term labor force during operation, as the road will function as it does at present, altered by updated drainage facilities to accommodate runoff within the proposed alignment. As a result, no recreational facilities—existing or new—are required to serve the Project, thus no impacts are anticipated under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous inter-sections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

SUBSTANTIATION

a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the City of Rialto. The majority of the proposed project will be installed within Baseline Road between Tamarind Avenue and Cactus Basin, though a portion traverses the area between Baseline Road and the storm drain outlet location at Cactus Basin. The City of Rialto traffic study guidelines indicate that if a project contributes less than 50 peak hour trips to a CMP intersection, a formal traffic study is typically not required as off-site improvements are assumed to be nominal for low traffic generating uses. As such, the proposed project is not anticipated to violate the City's Traffic Study Guidelines due to the limited number of trips required to implement the proposed project (below the City's Traffic Study Guidelines).

In the short-term, the proposed project will require the installation of a storm drain mostly within existing road rights-of-way. The roadway within which the storm drain will be installed (Baseline Road) is a major roadway that is important to circulation in the area. The installation of the storm drain will require one lane to be closed during the construction within Baseline Road. However, the project will require implementation of a traffic management plan in order to comply with the City of Rialto and the County of San Bernardino Master Plan of Roads and Circulation Plans, which will ensure adequate circulation within the area. During construction, an estimated 30 roundtrips from construction workers would occur per day. A maximum of 30 roundtrips per day will occur to support construction efforts (i.e. delivery or removal of construction materials, etc.). Implementation of the Project has the potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. However, with implementation of the following mitigation measure requiring a construction traffic management plan, the impacts of implementing the Project would be considered less than significant.

TRAF-1 ***The construction contractor will provide adequate traffic management resources, as determined by the County of San Bernardino, and the City of Rialto. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. The traffic management plan shall be prepared and approved by the City(s) and County prior to initiation of excavation or pipeline construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of***

adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

TRAF-2 The City shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of San Bernardino, and the City of Rialto standard design requirements.

The operation phase of the proposed project will not require trips because the project will function as a storm drain; no new employees of the City will be required. As such, operation of the proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, with implementation of the above mitigation measures, implementation of the project has a less than significant potential to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

b. *Less Than Significant Impact* – The proposed project would install a storm drain alignment within and adjacent to Baseline Road from Tamarind Avenue to Cactus Basin. The City of Rialto has not developed a threshold for vehicle miles travelled; however, the proposed project will not require any operational traffic beyond any maintenance trips to the storm drain alignment or the outlet at Cactus Basin. Construction of the proposed project will require a maximum of about 25 trips to and from the site each day as a result of employee and construction related trips. Given that these trips are temporary, and are not anticipated 100 miles round trip per day during the 6 months to 1 year period required to complete construction, construction related vehicle miles traveled impacts are considered less than significant. Furthermore, the proposed project would not generate a significant number of trips once in operation, and the City of Rialto Office location is less than 3 miles from the storm drain alignment. As such, development of the Rialto Basin Storm Drain Project is not anticipated to result in significant impact related to vehicle miles travelled, and thus would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts under this issue are considered less than significant.

c. *Less Than Significant With Mitigation Incorporated* – The project will temporarily alter existing roadways during construction of the proposed storm drain alignment. However, this alteration will not create any hazards due to design features of incompatible uses. The project will install a new storm drain system within existing rights-of-way within Baseline Road. As stated under issue XVII(a) above, the with the implementation of mitigation measures **TRAF-1** and **TRAF-2** above, which require implementation of a construction traffic management plan, any potential increase in hazards due to design features or incompatible use will be considered less than significant in the short term. In the long term, no impacts to any hazards or incompatible uses in existing roadways are anticipated because once the storm drain alignment is installed, the roadway will be returned to its original condition, or better, as will the segment of land between Cactus Basin and Baseline Road. Thus, any impacts are considered less than significant with implementation of mitigation. No additional mitigation is required.

d. *Less Than Significant With Mitigation Incorporated* – Please refer to the discussion under issue XVII(a) above. The proposed project will require closure of one lane within the roadway in which the storm drain alignment is installed. This effort will occur within existing rights-of-way within Baseline Road. During construction, a potential exists for short-term hazards and constraints on both normal and emergency access within the affected area, especially due to the construction of the proposed pipeline alignment, as it will require partial lane closure within existing rights-of-way. There are no emergency access roadways located within the project footprint. However, adequate emergency

access will be provided along these routes throughout construction. Though closure of one lane will impact traffic, the implementation of mitigation measures **TRAF-1** and **TRAF-2** will ensure that impacts are reduced to a level of less than significant. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in sub-division (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SUBSTANTIATION

A Tribal Resources is defined in the Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

a&b. *Less Than Significant With Mitigation Incorporated* – The City of initiated AB 52 consultation with five tribes/tribal entities who previously notified the City: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño-Tongva San Gabriel Band of Mission Indians, Morongo Band of Mission Indians,

San Manuel Band of Mission Indians, Gabrieleño-Tongva Nation (sent to Sam Dunlap, Cultural Resources Director and Sandonne Goad, Chairperson). Notification was provided to the tribes via an AB 52 consultation letter which was initiated on June 4, 2019. The only Tribe to respond was the Gabrieleño Band of Mission Indians – Kizh Nation. A letter was received from the Tribe on June 10, 2019 requesting that the City contact the Tribe to discuss consultation. As such, the City reached out to the Tribe a phone conference was set up for August 21, 2019, but the Tribe did not request any actionable items during this phone call; they expressed interest in the Project, but did not respond in writing with any specific requests related to consultation. The City was been unable to reach the Tribe for further instruction, and as such consultation has concluded as of October 7, 2019. It should be noted that the Cultural Resources Report (Appendix 4) concluded that no additional cultural resources investigation is recommended for the project unless construction plans undergo such changes as to include areas not covered by this study; however, if buried cultural materials are encountered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. As such, given that the Tribe did not provide any further input on the treatment of cultural resources, the City has decided to implement the following mitigation measure to ensure that the Tribe is given the opportunity to consult with the City before commencement of any construction activities requiring excavation:

TRC-1 ***The Contractor shall be required to notify the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe) at least 2 weeks prior to the commencement of any construction activities requiring excavation related to the proposed Project at (844) 390-0787. The Contractor shall document the date that the Tribe was notified, and give the Tribe two weeks to respond prior to commencement of any excavation required to develop the proposed Project.***

If the Tribe responds, the City shall negotiate with the Tribe to arrange any requests of the Tribe related to the handling of and potential for Tribal Cultural Resources with the understanding that the City has no responsibility to fund any requests of the City from the Tribe.

If the Tribe does not respond with any formal requests of the City within the 2-week period, the Contractor shall proceed with construction with the understanding that the Tribe does not wish to provide further input on the proposed Project. This shall conclude the City's effort to enable to the Tribe to provide input on this Project.

With the incorporation of these mitigation measures, as well as the mitigation identified under Cultural Resources, any impacts under these issues are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☒	☐	☐

SUBSTANTIATION

a. Water

Less Than Significant Impact – The proposed project is located within an area served by the City of Rialto Department of Public Works Water Division (Water Division). The Water Division services approximately 8.5 square miles in the central portion of the City, from Baseline Avenue to Rialto Avenue, with a narrow extension in the south to I-10. The City's primary source of water is City-owned water wells. These wells draw water from four water basins: Lytle Creek Surface Water Basin, Rialto Ground Water Basin, Bunkerhill Ground Water Basin, and Chino Hill Ground Water Basin. Though, according to the General Plan, in 2006, SBVMWD provided 26 percent of City's total water, and seven percent came from the WVWD. The proposed project would not require expansion or construction of new water facilities. However, the project will contribute to groundwater recharge through the creation of an outlet for the stormwater carried by the new storm drain at Cactus Basin. As such, this project is not anticipated to result in any significant environmental effects. Impacts are less than significant.

Wastewater

Less Than Significant Impact – The proposed project would install a new storm drain within an existing roadway. This infrastructure is not anticipated to require expansion or development of new wastewater treatment facilities. This project would not require connection to wastewater treatment collection services once in operation. As such, this project is not anticipated to require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. Impacts are less than significant.

Stormwater

Less Than Significant Impact – The proposed project would install a new stormwater collection system within Baseline Road with an outlet at Cactus Basin. The project in and of itself will result in construction of new stormwater facilities, but as discussed throughout this document, the project is not anticipated to result in any significant impacts. The roadway within which the storm drain will be installed will be returned to its original condition upon completion of the placement the storm drain alignment. The project will ensure that surface water will be adequately managed within the project footprint. The roadway will generate essentially the same amount of stormwater as they do at present because no expansion of roadway is anticipated. Conveyance of stormwater to drainage alignments and storm drains within these roadways will be improved through the development of the new storm drain alignment, which is considered a benefit to the community. Therefore, development of the Rialto Basin Strom Drain Project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

No Impact – The proposed project would install a new storm drain alignment. The new storm drain alignment will not require any electricity to operate, though during construction some of the equipment used may be electric. Given that the project will not require connection to electricity during operation, the project would have no potential to require or result in the relocation or construction of new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. No impacts are anticipated under this issue.

Natural Gas

No Impact – Development of the Rialto Basin Strom Drain Project would not demand natural gas. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated.

Telecommunications

No Impact – Development of the Rialto Basin Strom Drain Project would not require installation of wireless internet service or phone serve. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunication facilities. No impacts are anticipated.

b. *Less Than Significant Impact* – Please refer to issue X(b), Hydrology and Water Quality, above. The proposed project will not require any water to operate as it will function as a storm drain alignment carrying stormwater to Cactus Basin. The proposed project will require a maximum of 10,000 gallons of water per day during construction. This temporary increase in water demand for construction purposes is considered less than significant because the project will be conducted within existing entitlements from the Department of Public Works Water Division. Based on the limited and short-term demand for potable water during construction of the proposed pipeline replacement project, sufficient water supplies are available to serve the project; according to the Rialto Water Services website,[5] the maximum daily production is 13.812 million gallons, while the average daily production is 9.11 million gallons, which leaves ample supply available for the Project during construction. As such, impacts under this issue are considered less than significant and no mitigation is required.

c. *No Impact* – Please refer to the discussion under XIX(a) above. The storm drain alignment carrying stormwater to Cactus Basin will not require installation of restroom facilities; construction will require portable toilets that will be handled by the provider of such facilities. As such, given that the storm drain alignment will not require any new connection to wastewater treatment services, it is not anticipated that the project would 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. No impacts under this issue are anticipated.

[5] https://rialtowater.com/about-us/water/

d&e. *Less Than Significant With Mitigation Incorporated* – This project will result in construction waste from the removal of asphalt, concrete, and similar materials. The inert wastes can be disposed of at existing municipal solid waste facilities, which have adequate capacity to accept inert wastes generated by this project, or can be recycled onsite. The nearest landfill to the Project area is the Mid-Valley Sanitary Landfill, which has a maximum permitted capacity of 7,500 tons per day, and a remaining capacity of 61,219,377 cubic yards (CY), with a maximum permitted capacity of 101,300,000 CY according to CalRecycle.[6] The proposed project will not result in any operational solid waste because it will function as an improved storm drain alignment, which will not require any employees to function excepting any drainage maintenance performed by the City. Additionally, any hazardous materials collected on the project site during either construction of the Project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. To further reduce potential impacts to solid waste facilities due to the large scale of the materials that may require disposal or recycling, the following mitigation measure will be implemented:

UTIL-1 The contract with demolition and construction contractors shall include the requirement that all materials that can feasibly be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The contractor shall submit a recycling plan to the City for review and approval prior to the start of demolition/construction activities to accomplish this objective.

Therefore, with the above mitigation measure, the Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

[6] https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0055/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION

a-d. *No Impact* – The proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone, therefore the proposed project can have no impacts to any wildfire issues. As stated in previous sections, according to the City of Rialto Fire Hazard Map for the project area, the proposed project is not located within the fire safety severity zone (Figure IX-12). The proposed project area is located in an urban area removed from the high fire hazard areas that are located adjacent to the San Gabriel Mountains and Lytle Creek Wash to the north. As such, no impacts under these issues are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

a. *Less Than Significant With Mitigation Incorporated* – The Project has no potential to cause a significant impact to any biological or cultural resources. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Based on the historic disturbance of the project footprint, especially given that the Project will not substantially impact habitat in and around Cactus Basin and that the remainder of the project will occur within existing road rights-of-way, the potential for impacting biological resources is low; however, mitigation has been identified to protect nesting birds. The cultural resources evaluation concluded that the Project site contains no historic resources, but given that it will not be altered by the proposed project, no impacts are anticipated. To ensure that any accidentally exposed subsurface cultural resources are properly handled, contingency mitigation measures will be implemented. With incorporation of Project mitigation measures all biology and cultural resource impacts will be reduced to a less than significant level.

b. *Less Than Significant With Mitigation Incorporated* – The Project has ten (10) potential impacts that are individually limited, but may be cumulatively considerable. These are: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Resources, and Utilities and Service Systems. The Project is not considered growth-inducing, as defined by *State CEQA Guidelines.* These issues require the implementation of mitigation measures to reduce impacts to a less than significant level

and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, would have a less than significant cumulative impact.

c. *Less Than Significant With Mitigation Incorporated* – The Project will achieve long-term community goals by providing a new storm drain alignment that would more efficiently manage runoff in the area surrounding the project footprint. The short-term impacts associated with the Project, which are mainly construction-related impacts, are less than significant with mitigation, and the proposed Project is compatible with long-term environmental protection. The issues of Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Energy, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, and Wildfire. The issues of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact.

Based on the findings in this Initial Study, the City of Rialto proposes to adopt a Mitigated Negative Declaration (MND) for the Rialto Basin Storm Drain Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the City. The Initial Study and NOI will be circulated for 30 days of public comment because this project does involve state agencies as either a responsible or trustee agency. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the City. The City of Rialto will hold a future hearing for project adoption at City Hall, the date for which has not yet been determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*,(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; San *Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019
Authority: Public Resources Code sections 21083 and 21083.09
Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Air Quality

AIR-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

AIR-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Biological Resources

BIO-1 Burrowing Owl. Preconstruction presence/absence surveys for burrowing owl shall be conducted within 30 days prior to any onsite ground disturbing activity. The burrowing owl survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. In the event this species is not identified within the project limits, no further mitigation is required. If during the preconstruction survey, the burrowing owl if found to occupy the site, Mitigation Measure BIO-2 shall be required.

BIO-2 If burrowing owls are identified during the survey period, the City shall take the following actions to offset impacts prior to ground disturbance:

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum of 250-foot buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, onsite passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area.

If relocation of the owls is approved for the site by the CDFW shall require the City to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.
- The location of the proposed relocation site.
- The number of owls involved and the time of year when the relocation is proposed to take place.
- The name and credentials of the biologist who will be retained to supervise the relocation.

- The proposed method of capture and transport for the owls to the new site.
- A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).

BIO-3 Preconstruction presence/absence surveys for SBKR shall be conducted within 45 days prior to any onsite ground disturbing activity. SBKR survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. If no presence of SBKR is found during the survey, mitigation measure BIO-3 need not be enforced.

BIO-4 In the event that the preconstruction survey determines the presence of SBKR, the following actions shall be implemented: the City shall provide compensation for temporary loss of habitat and individual SBKR in the following manner: 1) the City shall obtain a 2081 Incidental Take Permit (ITP) from the CDFW; the City shall offset the loss of the temporarily disturbed habitat by purchase of acceptable SBKR habitat at a 1:1 ratio; and any conserved habitat shall be provided with an appropriate endowment to ensure permanent protection and the conserved habitat shall be managed by an agency or party considered acceptable to the CDFW. No ground disturbance within potential SBKR habitat shall occur until an ITP is obtained by the City. Note that the final compensation package contained in the permit may differ from the above compensation package, but the City finds that this compensation package shall at a minimum meet the requirements of this measure.

BIO-5 Preconstruction presence/absence surveys for LAPM shall be conducted within 30 days prior to any onsite ground disturbing activity. LAPM survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. If no presence of LAPM is found during the survey, mitigation measure BIO-5 need not be enforced.

BIO-6 In the event that the preconstruction survey determines the presence of LAPM, the following actions shall be implemented: the City shall provide compensation for temporary loss of habitat and individual LAPM in the following manner: 1) the City shall obtain a 2081 Incidental Take Permit (ITP) from the CDFW; the City shall offset the loss of the temporarily disturbed habitat by purchase of acceptable LAPM habitat at a 1:1 ratio; and any conserved habitat shall be provided with an appropriate endowment to ensure permanent protection and the conserved habitat shall be managed by an agency or party considered acceptable to the CDFW. No ground disturbance shall occur within potential LAPM habitat until an ITP is obtained by the City. Note that the final compensation package contained in the permit may differ from the above compensation package, but the City finds that this compensation package shall at a minimum meet the requirements of this measure.

BIO-7 The City shall prepare and submit a 1602 Streambed Alteration Agreement (SAA) to the California Department of Fish and Wildlife (CDFW), a Section 401 Certification Permit to the Santa Ana Regional Water Quality Control Board; and, a Section 404 (Nationwide Permit No. 43) Permit to the USACE. No ground disturbance within jurisdictional waters shall occur until the City obtains the above permits. Note that the final compensation package contained in the permit shall be implemented by the City. If the permit conditions are different than the mitigation listed in this Document to protect biological resources, the City shall implement the mitigation identified in the permits.

BIO-8 The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbace to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.

Cultural Resources

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

CUL-2 Should human remains or funerary objects be encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Geology and Soils

GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of the material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.

GEO-2 Excavated areas shall be properly backfilled and compacted. Paved areas disturbed by this project will be repaved in such a manner that roadways and other disturbed areas are returned to as near the pre-project condition as is feasible.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating from the site within which the water facilities are being installed.

GEO-4 The length of trench which can be left open at any given time will be limited to that needed to reasonably perform construction activities. This will serve to reduce the amount of backfill stored onsite at any given time.

GEO-5 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Hazards and Hazardous Waste

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

Hydrology and Water Quality

HYD-1 The City shall require that the construction contractor prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. The SWPPP shall include a Spill Prevention and Cleanup Plan that identifies the methods of containing, cleanup, transport and proper disposal of hazardous chemicals or materials released during construction activities that

are compatible with applicable laws and regulations. BMPs to be implemented in the SWPPP may include but not be limited to:

- The use of silt fences;
- The use of temporary stormwater desilting or retention basins;
- The use of water bars to reduce the velocity of stormwater runoff;
- The use of wheel washers on construction equipment leaving the site;
- The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads;
- The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and
- Where feasible, stockpiled material shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.

Noise

NOI-1 No construction activities shall occur during the hours of 5:30 PM and 7 AM Monday – Friday, and between 5 PM and 8 AM on Saturdays from October to April, and between 7 PM and 6 AM Monday – Friday and 5 PM to 8 AM on Saturdays from May to September; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.

NOI-2 The City shall establish a noise complaint response program and shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the noise level exceeds an Ldn of 60 dBA exterior or an Ldn of 45 dBA interior at the receptor, the City will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.

NOI-3 The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by City personnel during construction activities.

NOI-4 Equipment not in use for five minutes shall be shut off.

NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.

NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.

NOI-7 No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.

NOI-8 The construction contractor shall provide signs (2) along the roadway identifying a phone number for adjacent property owners to contact regarding excessive vibration. The contractor shall respond within 24 hours to any complaint at this phone number; assess the complaint; and, if reasonable, adjust construction activities (use different construction methods, slow down construction activity, or other measures) to reduce vibration at the property from where the complaint was received.

Transportation

TRAF-1 The construction contractor will provide adequate traffic management resources, as determined by the County of San Bernardino, and the City of Rialto. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during

excavation activities. The traffic management plan shall be prepared and approved by the City(s) and County prior to initiation of excavation or pipeline construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

TRAF-2 The City shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of San Bernardino, and the City of Rialto standard design requirements.

Tribal Cultural Resources

TRC-1 The Contractor shall be required to notify the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe) at least 2 weeks prior to the commencement of any construction activities requiring excavation related to the proposed Project at (844) 390-0787. The Contractor shall document the date that the Tribe was notified, and give the Tribe two weeks to respond prior to commencement of any excavation required to develop the proposed Project.

If the Tribe responds, the City shall negotiate with the Tribe to arrange any requests of the Tribe related to the handling of and potential for Tribal Cultural Resources with the understanding that the City has no responsibility to fund any requests of the City from the Tribe.

If the Tribe does not respond with any formal requests of the City within the 2-week period, the Contractor shall proceed with construction with the understanding that the Tribe does not wish to provide further input on the proposed Project. This shall conclude the City's effort to enable to the Tribe to provide input on this Project.

Utilities and Service Systems

UTIL-1 The contract with demolition and construction contractors shall include the requirement that all materials that can feasibly be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The contractor shall submit a recycling plan to the City for review and approval prior to the start of demolition/construction activities to accomplish this objective.

REFERENCES

CRM TECH, "Historical/Archaeological Resources Survey Report: Rialto Baseline Storm Drain Project, City of Rialto, San Bernardino County, California" dated May 16, 2019

Giroux and Associates, *"Air Quality and GHG Impact Analysis, HZ-116 Rialto Baseline Strom Drain Project, City of Rialto"* dated April 15, 2019

Jericho Systems, *"The Biological Resources Assessment and Jurisdictional Delineation: Rialto Storm Drain, Rialto, CA"* dated May 20, 2019

California State Water Board's GeoTracker website

Drainage Study to the Renaissance Specific Plan (Encompass, 2015)

Rialto Airport Specific Plan

City of Rialto General Plan

City of Rialto Renaissance Master Plan

County of San Bernardino General Plan

http://www.sbcounty.gov/calmast/sbc/html/emergency_plan_routes.asp

https://water.ca.gov/LegacyFiles/pubs/groundwater/bulletin_118/basindescriptions/8-2.04.pdf

https://www.scag.ca.gov/Documents/Rialto.pdf

http://rialtopd.com/index.php/more/department-history

https://rialtowater.com/about-us/water/

https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0055

FIGURES

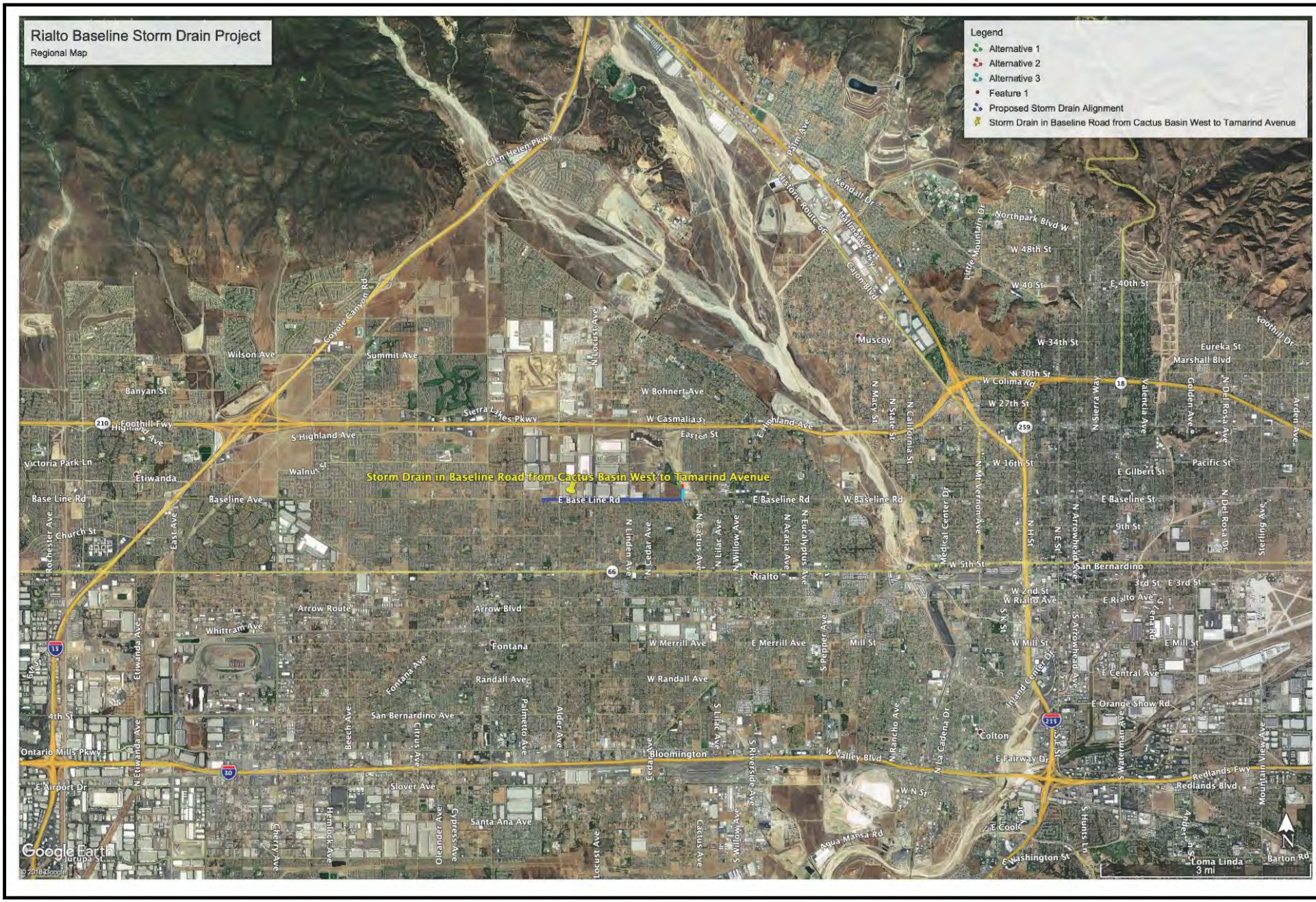


FIGURE 1

Tom Dodson & Associates
Environmental Consultants

Regional Location Map

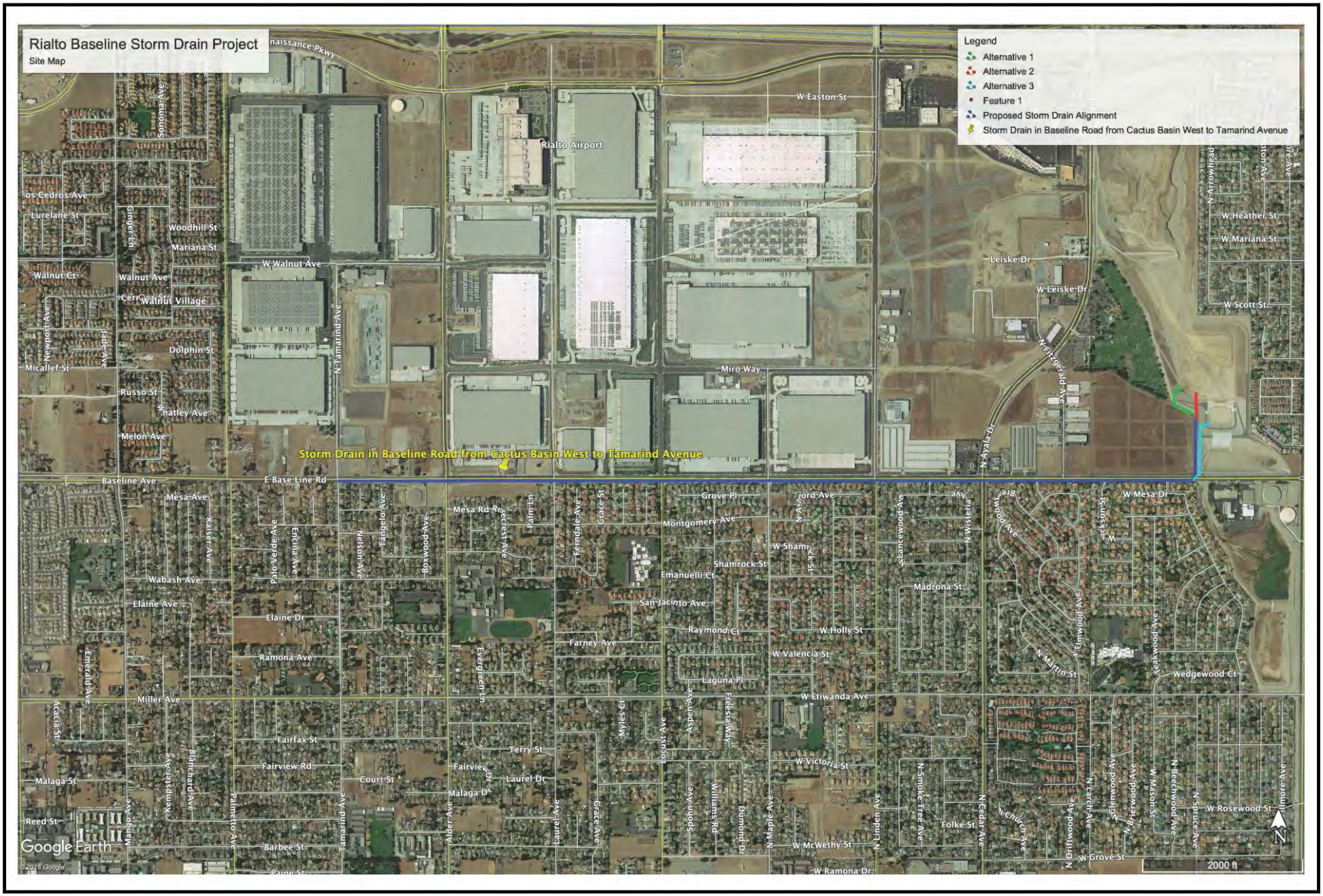


FIGURE 2

Tom Dodson & Associates
Environmental Consultants

Site Map

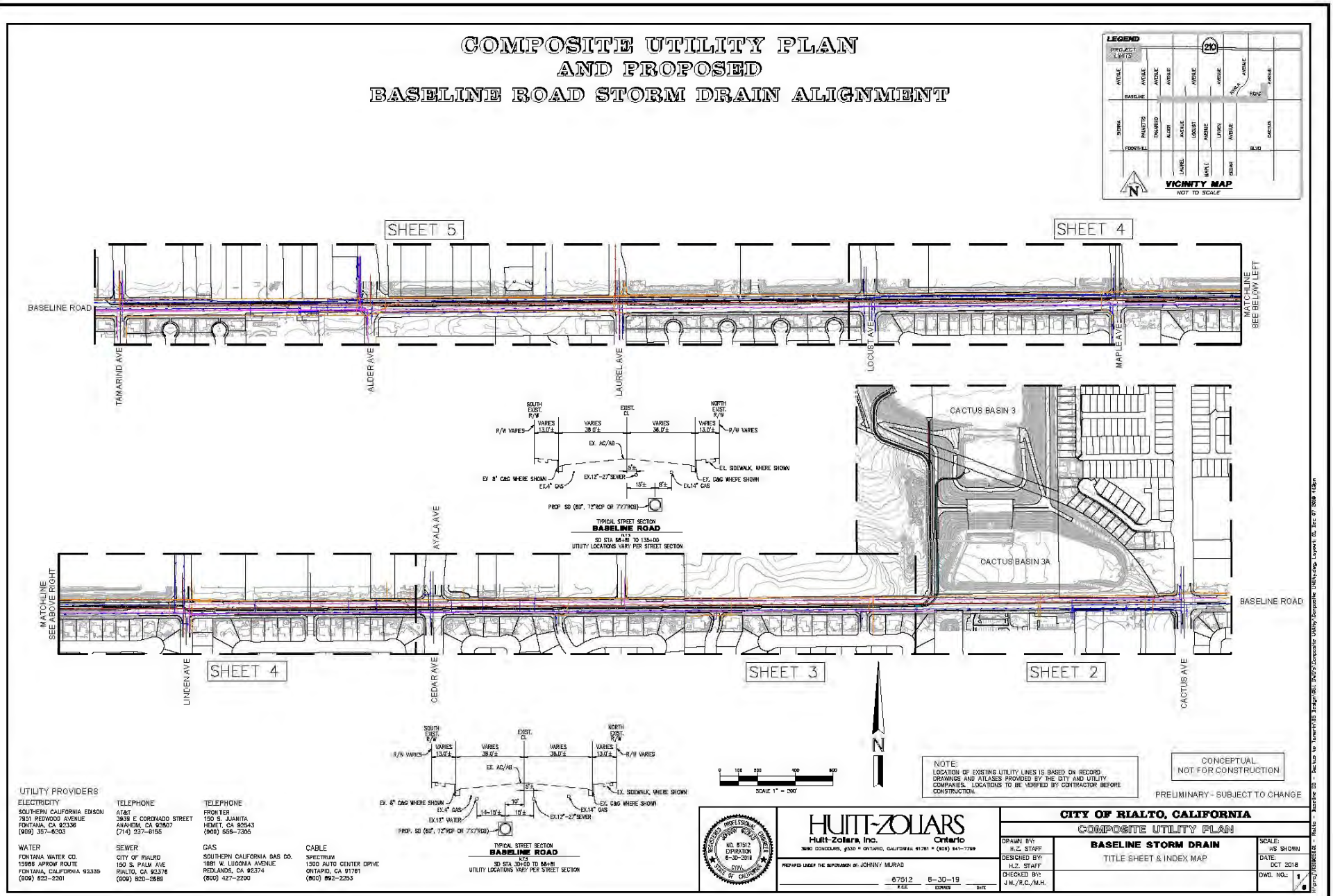


FIGURE 3

Tom Dodson & Associates
Environmental Consultants

Site Plan

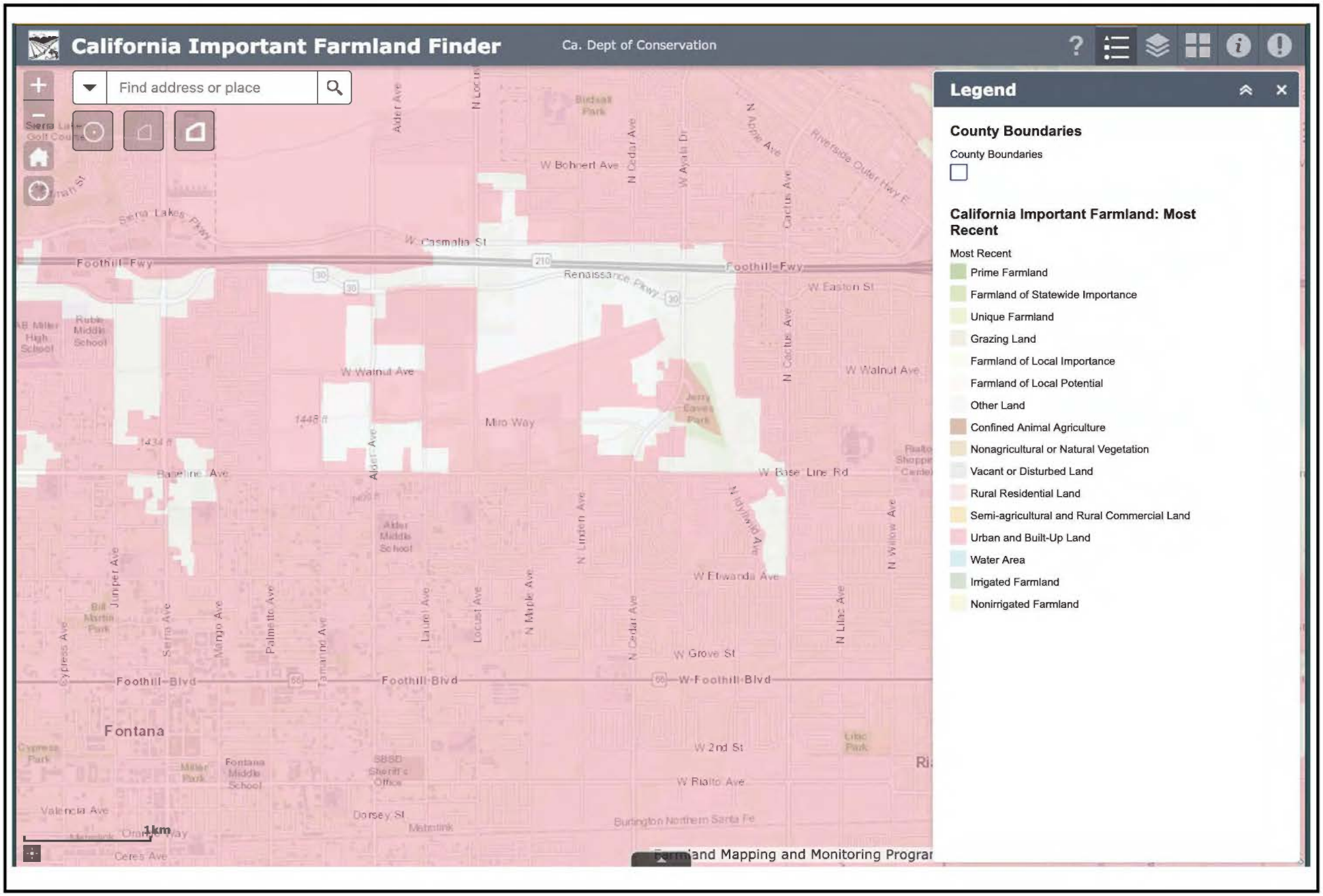


FIGURE II-1

Tom Dodson & Associates
Environmental Consultants

Farmland Map

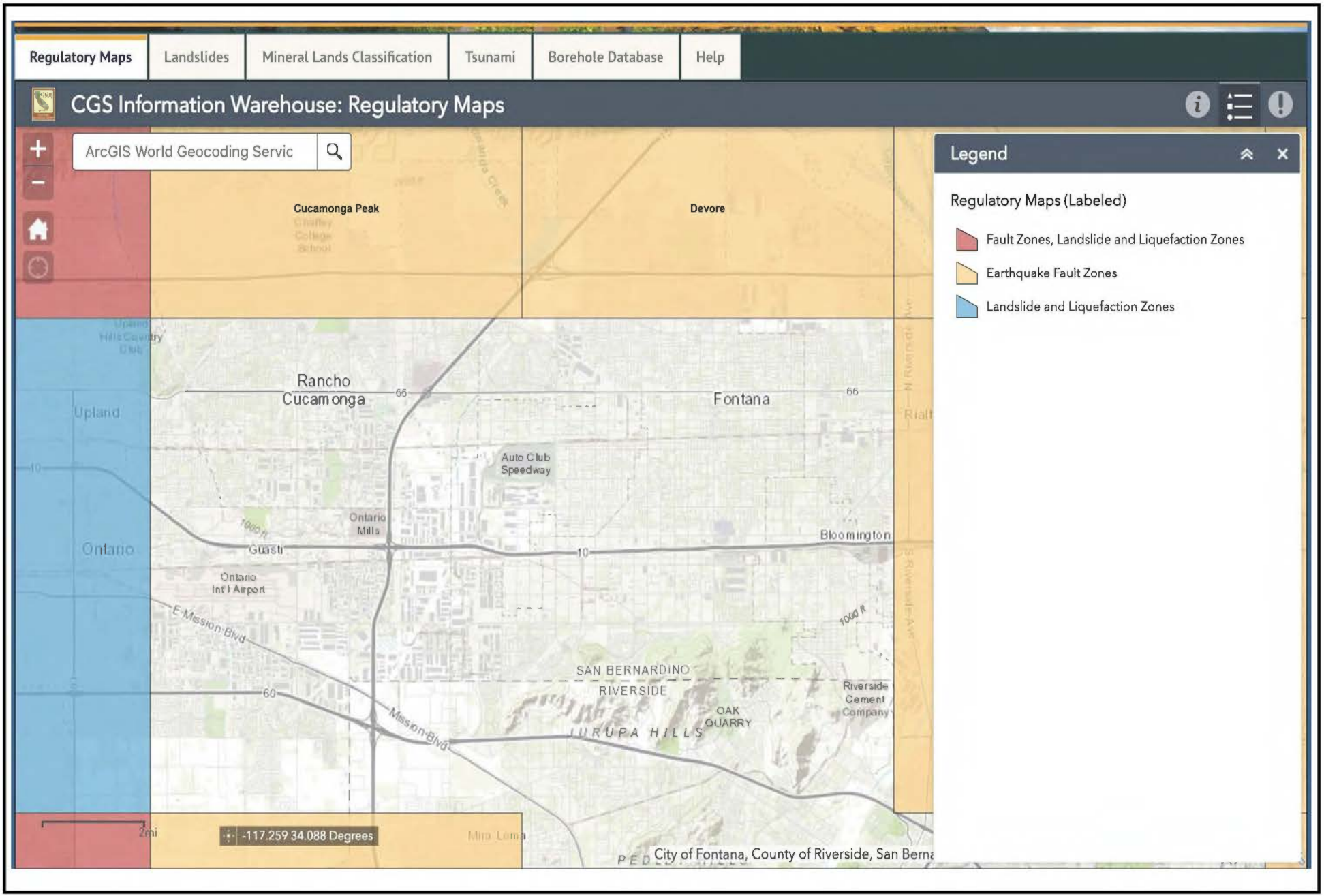
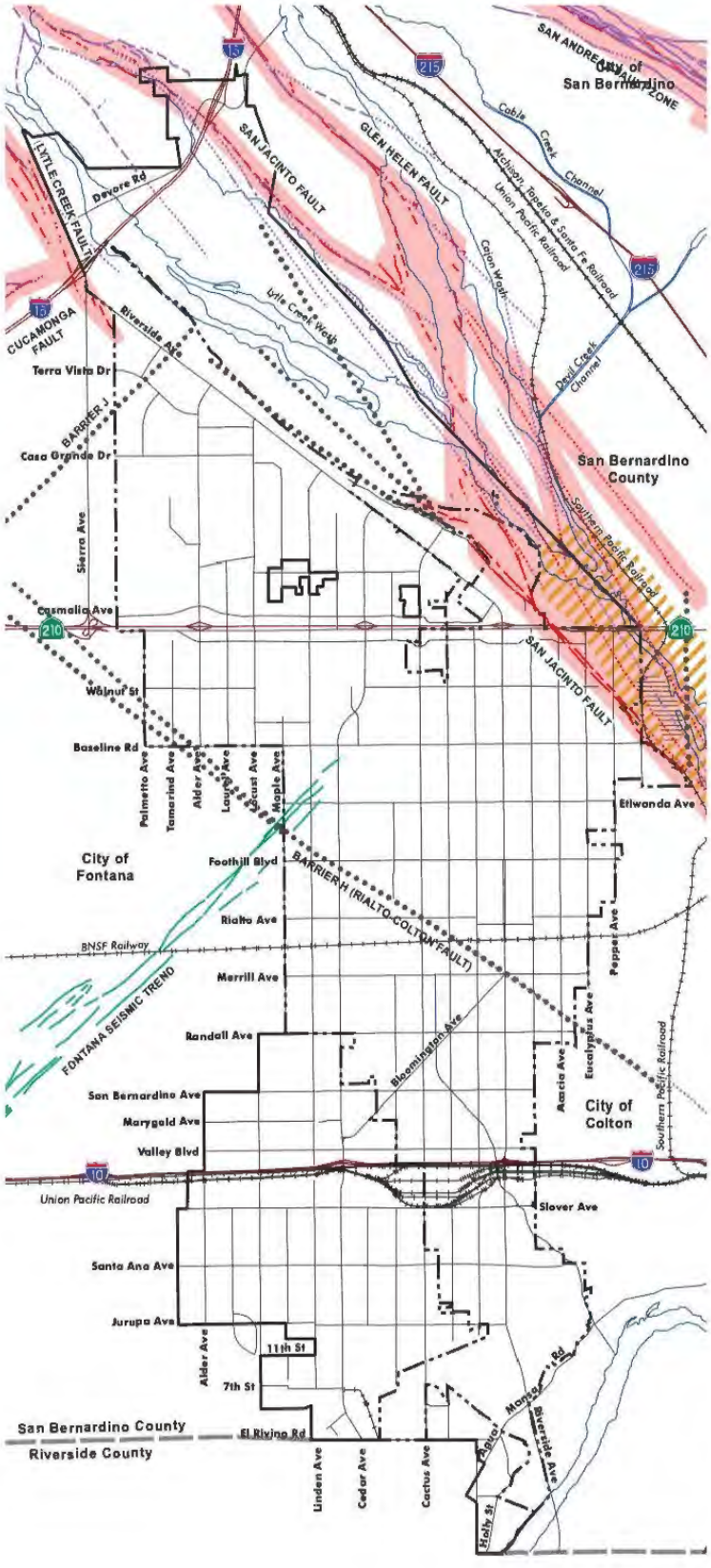


FIGURE VII-1

Tom Dodson & Associates
Environmental Consultants

Alquist-Priolo Map



Seismic and Geologic Hazards

(Faults: Solid where location is known, dashed where approximate, dotted where inferred.)

- Fault (Morton and Miller, 2003)
- Alquist-Priolo Earthquake Fault (CGS, 2002)
- Alquist-Priolo Earthquake Fault Zone (CGS, 2002)
- Lineaments identified in aerial photos
- Groundwater barrier (Dutcher and Garrett, 1963) by F. Jordan (personal communication, 2002)
- Moderate liquefaction susceptibility. Sediment are young (less than 10,000 years old), unconsolidated, with fine-grained layers, and there has been artesian well activity historically.
- Approximate bog, swap, or marsh land area in the early 1900s

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Freeway/Highway
- Local Road
- Railroad
- Hydrological Feature

Notes:
This map is intended for general land use planning only. Information on this map is not sufficent to serve as a substitute for detailed geologic investigations of individual sites, nor does it satisfy the evaluation requirements set forth in geologic hazard regulations.

Sources:
Earth Consultants International (ECI); Morton and Miller (2003); Alquist-Priolo Earthquake Fault Zones in San Bernardino South (1977), San Bernardino North (1974), and Devore (1995) Quads. [reproduced with permission CGS CD-ROM 2001-05 (2002)]; Jennings (1994) [reproduced with permission CDMG, CD-ROM (2000)]; Dutcher and Garrett (1963); Jordan, F. (personal communications (2002); USGS 7.5-minute Digital Elevation Model and W.C. Mendenhall (1904)

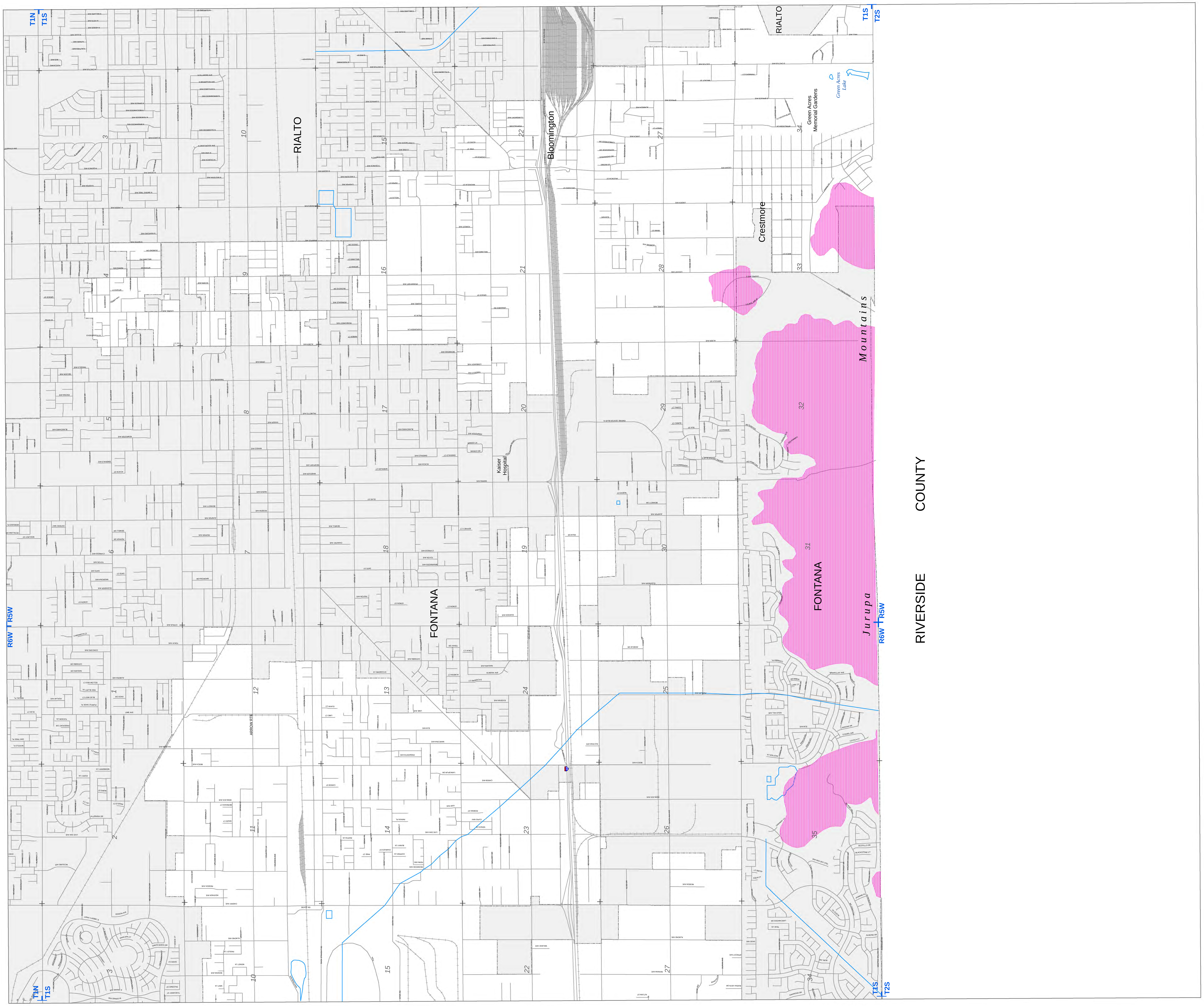
Miles
0 0.5 1 1.5 2

SOURCE: Rialto General Plan

FIGURE VII-2

Tom Dodson & Associates
Environmental Consultants

Seismic and Geologic Hazards



San Bernardino County Land Use Plan
GENERAL PLAN
Geologic Hazard Overlays

FH29 C
Fontana

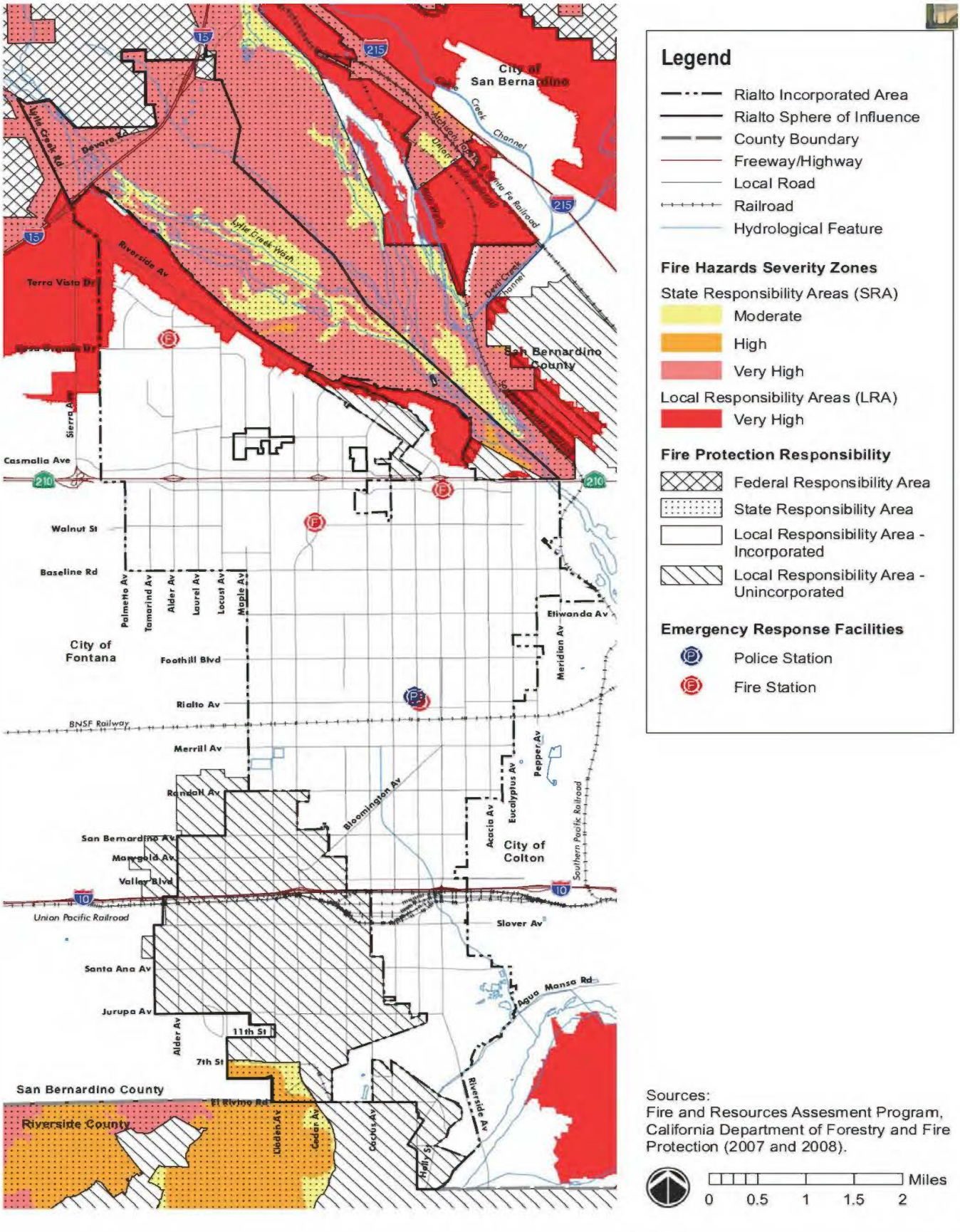
Earthquake Fault Zones

Generalized Liquefaction Susceptibility

Generalized Landslide Susceptibility

SCALE 1:14,400

FIGURE VII-3



SOURCE: Rialto General Plan

FIGURE IX-12

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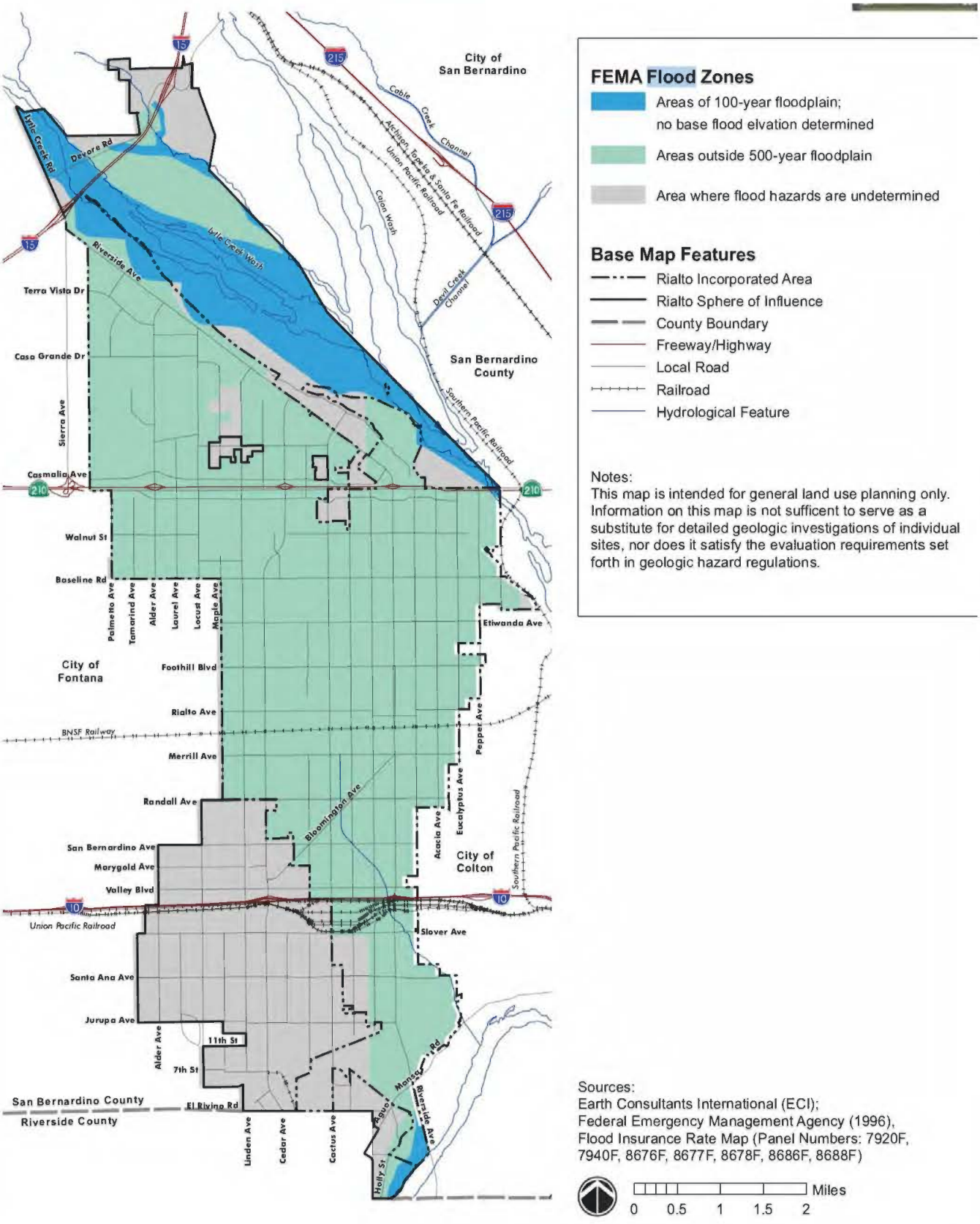
Fire Hazards

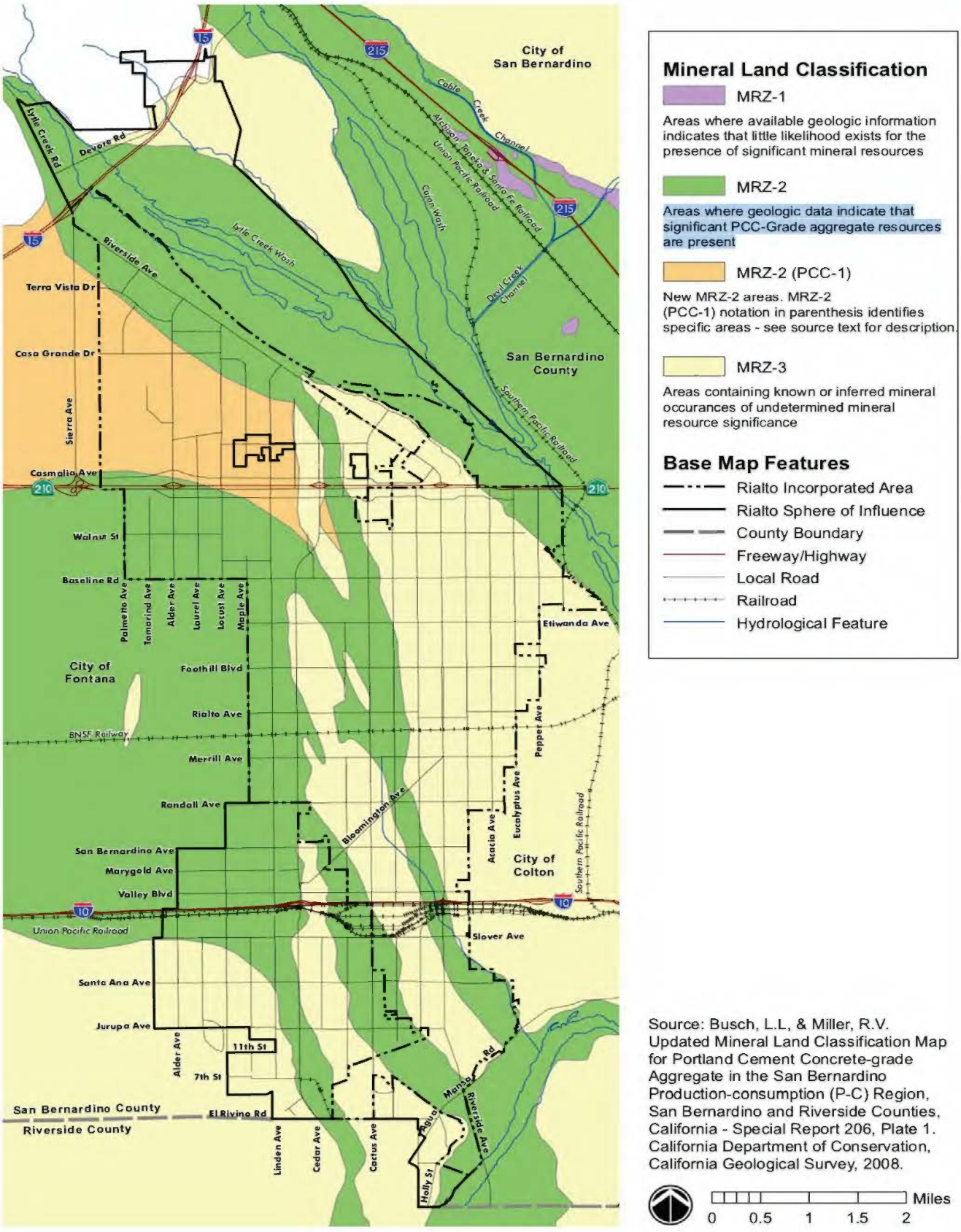


SOURCE: Rialto General Plan

FIGURE X-1

Tom Dodson & Associates
Environmental Consultants

Flooding Hazards



SOURCE: Rialto General Plan

FIGURE XII-1

Tom Dodson & Associates
Environmental Consultants

Mineral Resource Zones

SOURCE: Rialto General Plan

FIGURE XIII-1

Tom Dodson & Associates
Environmental Consultants

Noise Contours

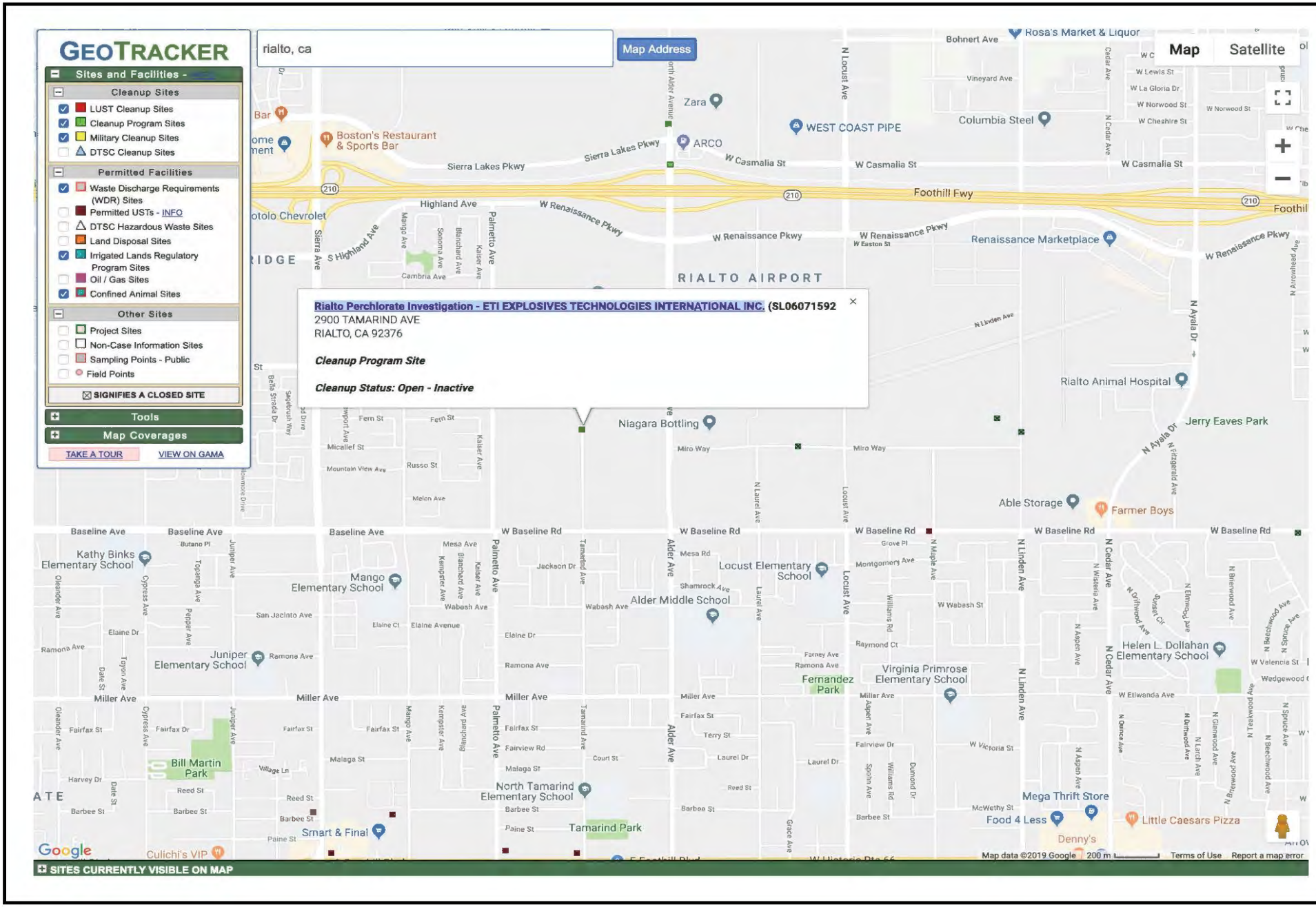

GEOTRACKER
rialto, ca
Map Address
Map
Satellite
Sites and Facilities -
Cleanup Sites
LUST Cleanup Sites
Cleanup Program Sites
Military Cleanup Sites
DTSC Cleanup Sites
Permitted Facilities
Waste Discharge Requirements (WDR) Sites
Permitted USTs - INFO
DTSC Hazardous Waste Sites
Land Disposal Sites
Irrigated Lands Regulatory Program Sites
Oil / Gas Sites
Confined Animal Sites
Other Sites
Project Sites
Non-Case Information Sites
Sampling Points - Public
Field Points
SIGNIFIES A CLOSED SITE
Tools
Map Coverages
TAKE A TOUR
VIEW ON GAMA
Rialto Perchlorate Investigation - ETI EXPLOSIVES TECHNOLOGIES INTERNATIONAL INC. (SL06071592
2900 TAMARIND AVE
RIALTO, CA 92376
Cleanup Program Site
Cleanup Status: Open - Inactive
RIALTO AIRPORT
Sierra Lakes Pkwy
Foothill Fwy
W Renaissance Pkwy
W Casmalia St
Highland Ave
Baseline Ave
W Baseline Rd
Miller Ave
Bohnert Ave
Vineyard Ave
Zara
ARCO
WEST COAST PIPE
Columbia Steel
Boston's Restaurant & Sports Bar
Renaissance Marketplace
Rialto Animal Hospital
Jerry Eaves Park
Niagara Bottling
Able Storage
Farmer Boys
Kathy Binks Elementary School
Mango Elementary School
Juniper Elementary School
Locust Elementary School
Alder Middle School
Virginia Primrose Elementary School
Helen L. Dollahan Elementary School
Fernandez Park
Bill Martin Park
North Tamarind Elementary School
Tamarind Park
Smart & Final
Culichi's VIP
Mega Thrift Store
Food 4 Less
Little Caesars Pizza
Denny's
Google
Map data ©2019 Google
200 m
Terms of Use
Report a map error
SITES CURRENTLY VISIBLE ON MAP

FIGURE IX-1


GeoTracker
WEST VALLEY WATER DISTRICT - CACTUS DUMP (T10000002851) - [MAP]
SIGN UP FOR EMAI
855 WEST BASE LINE ROAD
RIALTO, CA 92377
SAN BERNARDINO COUNTY
CLEANUP PROGRAM SITE [INFO]
PRINTABLE CASE SUMMARY / CEIM REPORT
CLEANUP OVERSIGHT AGEN
SANTA ANA RWQCB (REGION
Summary
Cleanup Action Report
Regulatory Activities
Site Maps / Documents
Community Involvement
Regulatory Profile
PRINTABLE CASE SUMM
CLEANUP STATUS - DEFINITIONS
COMPLETED - CASE CLOSED AS OF 7/23/2012 - CLEANUP STATUS HISTORY
POTENTIAL CONTAMINANTS OF CONCERN
LEAD
POTENTIAL MEDIA OF CONCERN
SOIL
FILE LOCATION
REGIONAL BOARD
DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS
MUN, AGR, IND, PROC
DWR GROUNDWATER SUB-BASIN NAME
Upper Santa Ana Valley - Rialto-Colton (8-002.04)
CALWATER WATERSHED NAME
Santa Ana River - Middle Santa Ana River - Chino (Split) (801.21)
Site History
The site is located in a residential area of Rialto, immediately to the east and north of Cactus Drainage Basin. Existing onsite structures include the District Headquarters, a warehouse/Maintenance building, Well No. 33 and associated pumping equipment, a concrete reservoir, two above ground fuel storage tanks, and a waste oil storage area. The site wa previously owned by the County of San Bernardino. It was once a rock quarry and was operated as a refuse disposal and burn dump that ceased operation in 1956. Vertically, fill waste appears to extend from 8 to 13 feet below ground surface. The first encountered groundwater is more than 100 feet deep in the vicinity of the site. The district and the City of Rialto extr about two thirds of the demand from groundwater. In recent years, perchlorate has been detected in several of the wells. As a result, the district has plans to construct a wellhead treatr system that will remove perchlorate and nitrate from the groundwater. The Regional Board has reviewed the plans and has given concurrance with the plans. The district will excavate a remove the fill material below the planned site to remediate the lead contaminated soils at the site prior to constructing the well head treatment system.

FIGURE IX-2

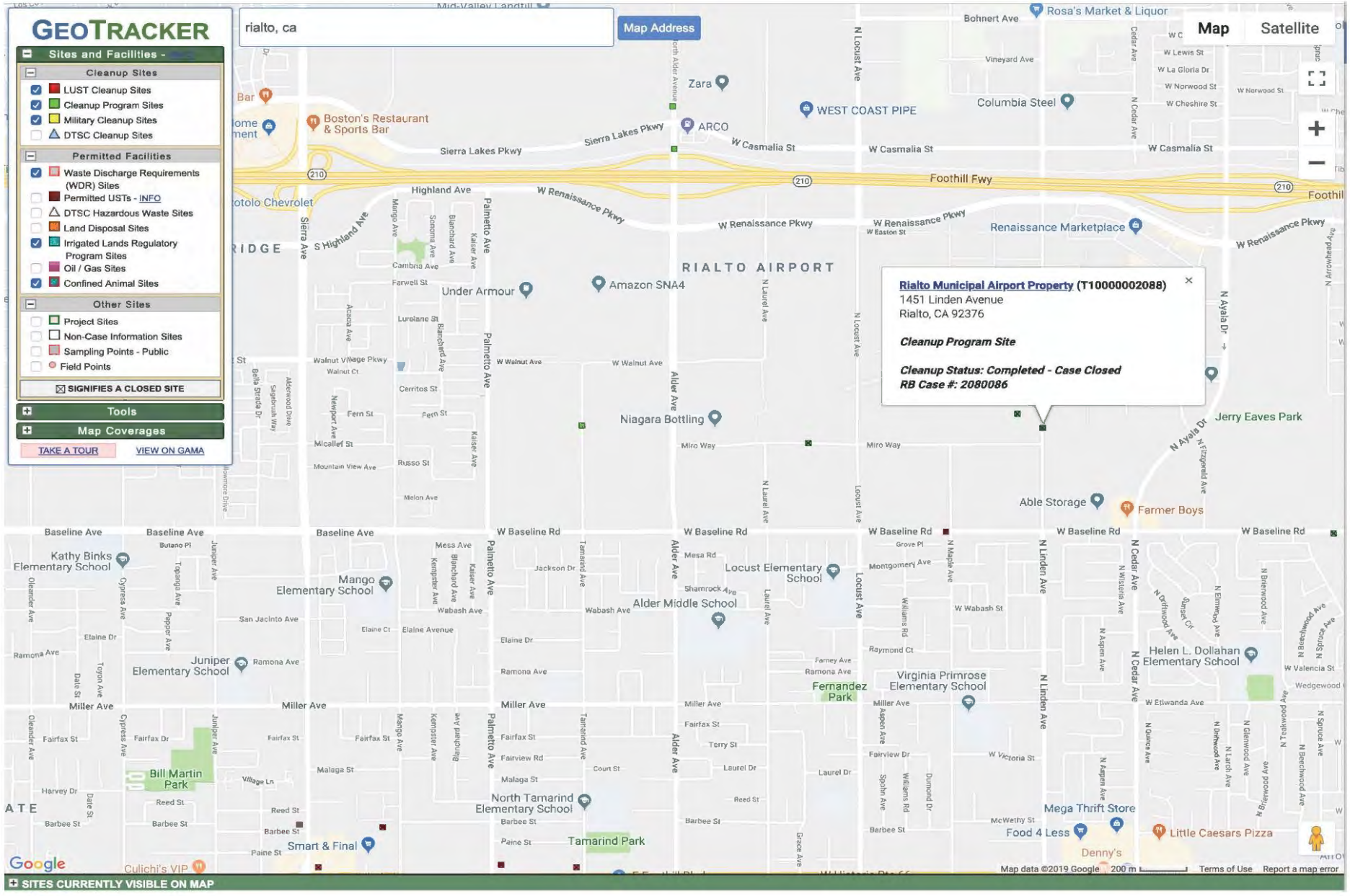

GEOTRACKER
rialto, ca
Map Address
Map
Satellite
Sites and Facilities -
Cleanup Sites
LUST Cleanup Sites
Cleanup Program Sites
Military Cleanup Sites
DTSC Cleanup Sites
Permitted Facilities
Waste Discharge Requirements (WDR) Sites
Permitted USTs - INFO
DTSC Hazardous Waste Sites
Land Disposal Sites
Irrigated Lands Regulatory Program Sites
Oil / Gas Sites
Confined Animal Sites
Other Sites
Project Sites
Non-Case Information Sites
Sampling Points - Public
Field Points
SIGNIFIES A CLOSED SITE
Tools
Map Coverages
TAKE A TOUR
VIEW ON GAMA
Rialto Municipal Airport Property (T10000002088)
1451 Linden Avenue
Rialto, CA 92376
Cleanup Program Site
Cleanup Status: Completed - Case Closed
RB Case #: 2080086
RIALTO AIRPORT
Sierra Lakes Pkwy
Foothill Fwy
W Renaissance Pkwy
W Casmalia St
Highland Ave
Baseline Ave
W Baseline Rd
Miro Way
Walnut Ave
Miller Ave
Fairfax St
Malaga St
Barbee St
Reed St
Fairview Rd
Laurel Dr
Terry St
Ramona Ave
Elaine Dr
Wabash Ave
Mesa Rd
Shamrock Ave
Jackson Dr
Montgomery Ave
Grove Pl
Raymond Ct
Farney Ave
W Wabash St
W Etiwanda Ave
W Victoria St
McWethy St
Paine St
Court St
Jerry Eaves Park
Fernandez Park
Tamarind Park
Bill Martin Park
Kathy Binks Elementary School
Mango Elementary School
Juniper Elementary School
Alder Middle School
Locust Elementary School
North Tamarind Elementary School
Virginia Primrose Elementary School
Helen L. Dollahan Elementary School
Amazon SNA4
Under Armour
Niagara Bottling
Able Storage
Farmer Boys
Renaissance Marketplace
Rosa's Market & Liquor
Columbia Steel
WEST COAST PIPE
ARCO
Zara
Boston's Restaurant & Sports Bar
Smart & Final
Culichi's VIP
Food 4 Less
Mega Thrift Store
Little Caesars Pizza
Denny's
Google
Map data ©2019 Google
Terms of Use
Report a map error
SITES CURRENTLY VISIBLE ON MAP

FIGURE IX-3

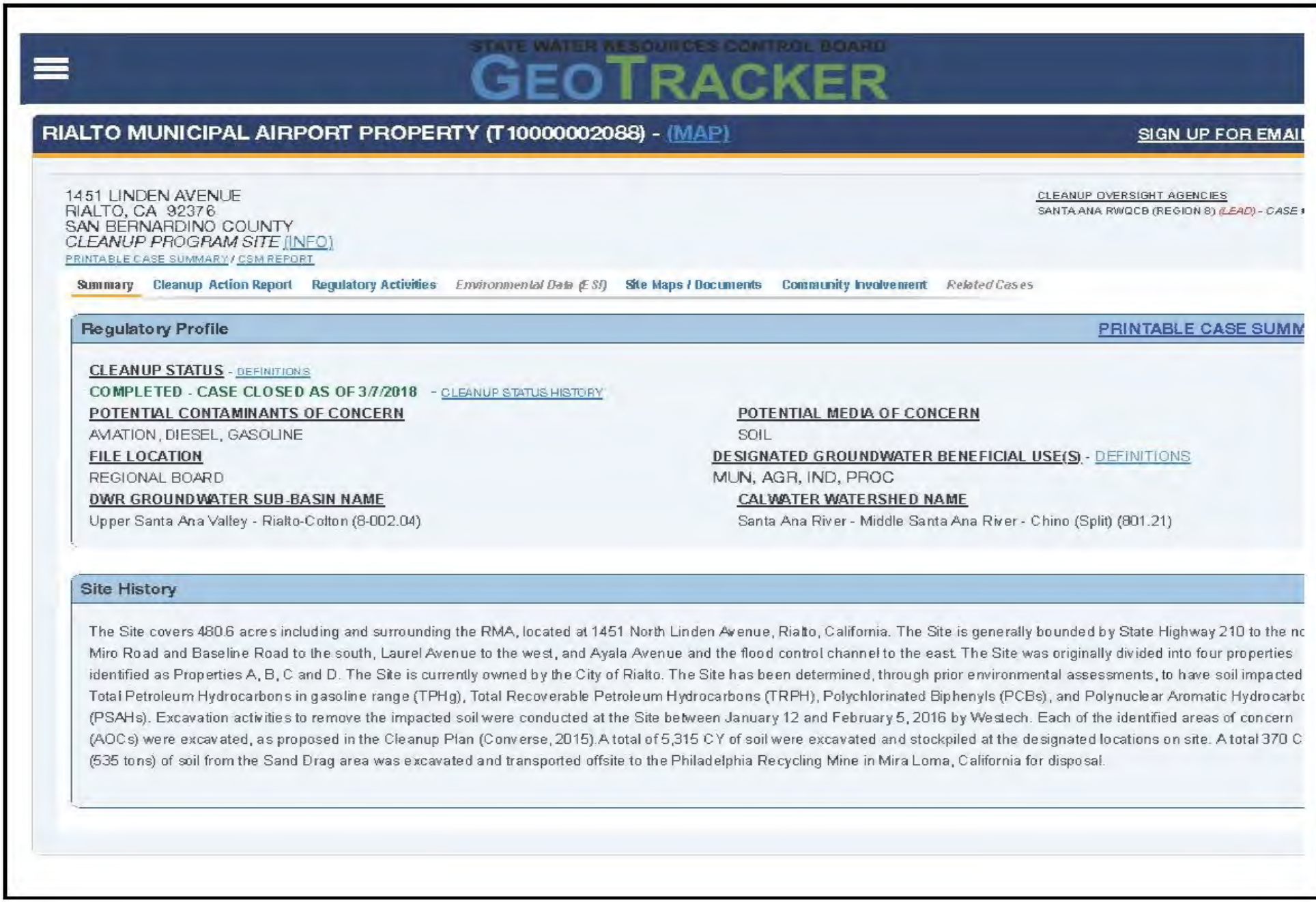

STATE WATER RESOURCES CONTROL BOARD
GEOTRACKER
RIALTO MUNICIPAL AIRPORT PROPERTY (T10000002088) - (MAP)
SIGN UP FOR EMAI
1451 LINDEN AVENUE
RIALTO, CA 92376
SAN BERNARDINO COUNTY
CLEANUP PROGRAM SITE (INFO)
PRINTABLE CASE SUMMARY / CSM REPORT
CLEANUP OVERSIGHT AGENCIES
SANTA ANA RWQCB (REGION 8) (LEAD) - CASE
Summary
Cleanup Action Report
Regulatory Activities
Environmental Data (ESI)
Site Maps / Documents
Community Involvement
Related Cases
Regulatory Profile
PRINTABLE CASE SUMM
CLEANUP STATUS - DEFINITIONS
COMPLETED - CASE CLOSED AS OF 3/7/2018 - CLEANUP STATUS HISTORY
POTENTIAL CONTAMINANTS OF CONCERN
AVIATION, DIESEL, GASOLINE
POTENTIAL MEDIA OF CONCERN
SOIL
FILE LOCATION
REGIONAL BOARD
DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS
MUN, AGR, IND, PROC
DWR GROUNDWATER SUB-BASIN NAME
Upper Santa Ana Valley - Rialto-Colton (8-002.04)
CALWATER WATERSHED NAME
Santa Ana River - Middle Santa Ana River - Chino (Split) (801.21)
Site History
The Site covers 480.6 acres including and surrounding the RMA, located at 1451 North Linden Avenue, Rialto, California. The Site is generally bounded by State Highway 210 to the nc
Miro Road and Baseline Road to the south, Laurel Avenue to the west, and Ayala Avenue and the flood control channel to the east. The Site was originally divided into four properties
identified as Properties A, B, C and D. The Site is currently owned by the City of Rialto. The Site has been determined, through prior environmental assessments, to have soil impacted
Total Petroleum Hydrocarbons in gasoline range (TPHg), Total Recoverable Petroleum Hydrocarbons (TRPH), Polychlorinated Biphenyls (PCBs), and Polynuclear Aromatic Hydrocarbc
(PSAHs). Excavation activities to remove the impacted soil were conducted at the Site between January 12 and February 5, 2016 by Westech. Each of the identified areas of concern
(AOCs) were excavated, as proposed in the Cleanup Plan (Converse, 2015). A total of 5,315 CY of soil were excavated and stockpiled at the designated locations on site. A total 370 C
(535 tons) of soil from the Sand Drag area was excavated and transported offsite to the Philadelphia Recycling Mine in Mira Loma, California for disposal.

FIGURE IX-4

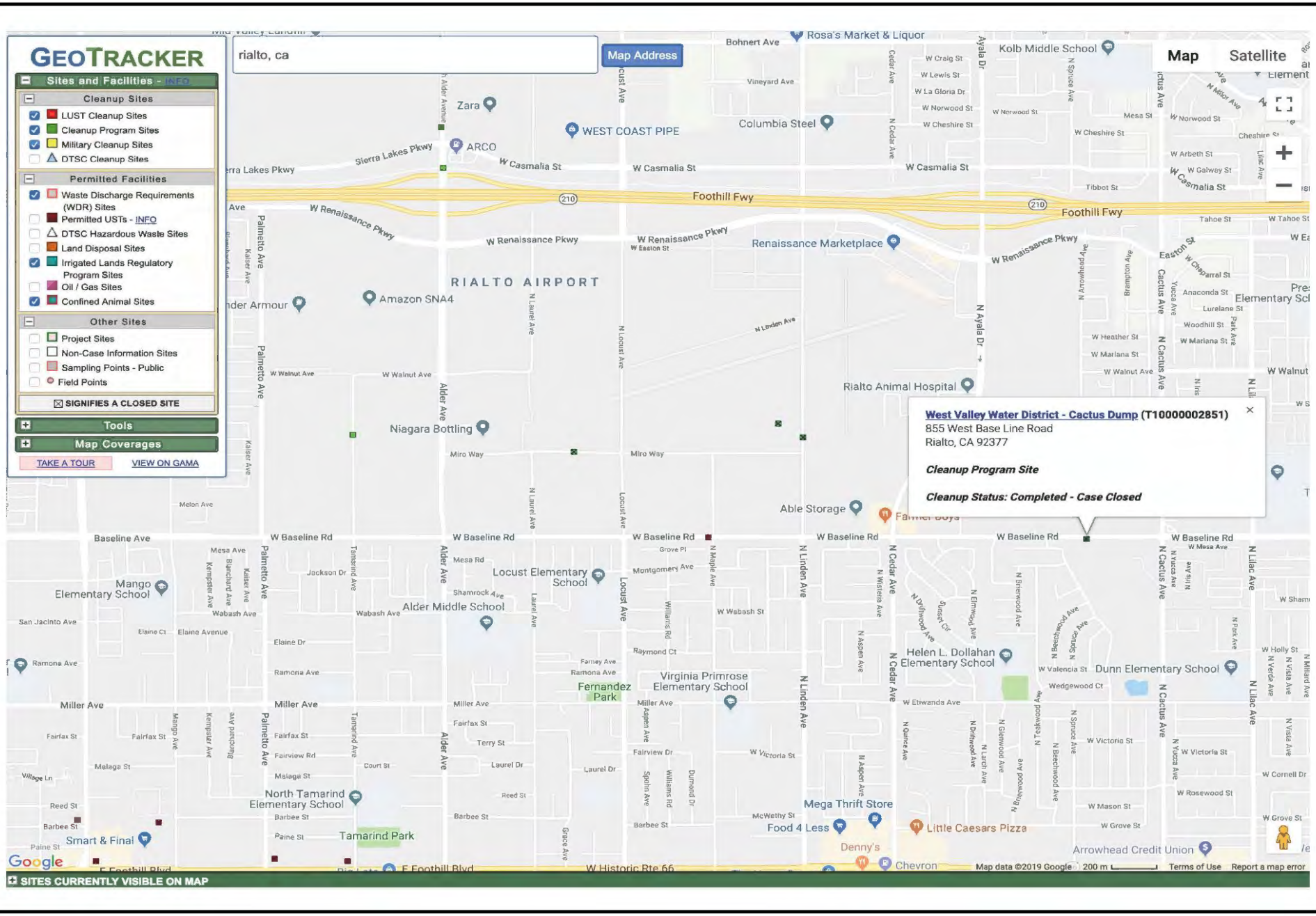

GEOTRACKER
rialto, ca
Map Address
Map
Satellite
Sites and Facilities - INFO
Cleanup Sites
LUST Cleanup Sites
Cleanup Program Sites
Military Cleanup Sites
DTSC Cleanup Sites
Permitted Facilities
Waste Discharge Requirements (WDR) Sites
Permitted USTs - INFO
DTSC Hazardous Waste Sites
Land Disposal Sites
Irrigated Lands Regulatory Program Sites
Oil / Gas Sites
Confined Animal Sites
Other Sites
Project Sites
Non-Case Information Sites
Sampling Points - Public
Field Points
SIGNIFIES A CLOSED SITE
Tools
Map Coverages
TAKE A TOUR
VIEW ON GAMA
West Valley Water District - Cactus Dump (T10000002851)
855 West Base Line Road
Rialto, CA 92377
Cleanup Program Site
Cleanup Status: Completed - Case Closed
RIALTO AIRPORT
Foothill Fwy
Renaissance Marketplace
Amazon SNA4
Rialto Animal Hospital
Niagara Bottling
Able Storage
Locust Elementary School
Alder Middle School
Mango Elementary School
Virginia Primrose Elementary School
Fernandez Park
Helen L. Dollahan Elementary School
Dunn Elementary School
North Tamarind Elementary School
Tamarind Park
Smart & Final
Mega Thrift Store
Food 4 Less
Little Caesars Pizza
Denny's
Arrowhead Credit Union
Chevron
Kolb Middle School
Columbia Steel
WEST COAST PIPE
ARCO
Zara
Rosa's Market & Liquor
Google
Map data ©2019 Google
200 m
Terms of Use
Report a map error
SITES CURRENTLY VISIBLE ON MAP

FIGURE IX-5

WEST SAN BERNARDINO COUNTY WATER DISTRICT (T0607185912) - (MAP) SIGN UP FOR EMAI

855 BASELINE WEST
RIALTO, CA 92377
SAN BERNARDINO COUNTY
LUST CLEANUP SITE (INFO)
PRINTABLE CASE SUMMARY / GAM REPORT

CLEANUP OVERSIGHT AGENCIES
SAN BERNARDINO COUNTY (LEAD) - CASE #
SANTA ANA RWQCB (REGION 8) - CASE # : 0
CASEWORKER: Ken Williams

Summary | Cleanup Action Report | Regulatory Activities | Environmental Data (0 S) | Site Maps / Documents | Community Involvement | Related Cases

Regulatory Profile PRINTABLE CASE SUMM

CLEANUP STATUS - DEFINITIONS
COMPLETED - CASE CLOSED AS OF 8/20/2003 - CLEANUP STATUS HISTORY

POTENTIAL CONTAMINANTS OF CONCERN
GASOLINE, MTBE / TBA / OTHER FUEL OXYGENATES

POTENTIAL MEDIA OF CONCERN
SOIL

FILE LOCATION
LOCAL AGENCY

DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS
MUN, AGR, IND, PROC

DWR GROUNDWATER SUB-BASIN NAME
Upper Santa Ana Valley - Rialto-Colton (8-002.04)

CALWATER WATERSHED NAME
Santa Ana River - Middle Santa Ana River - Chino (Split) (801.21)

Site History

No site history available

FIGURE IX-6

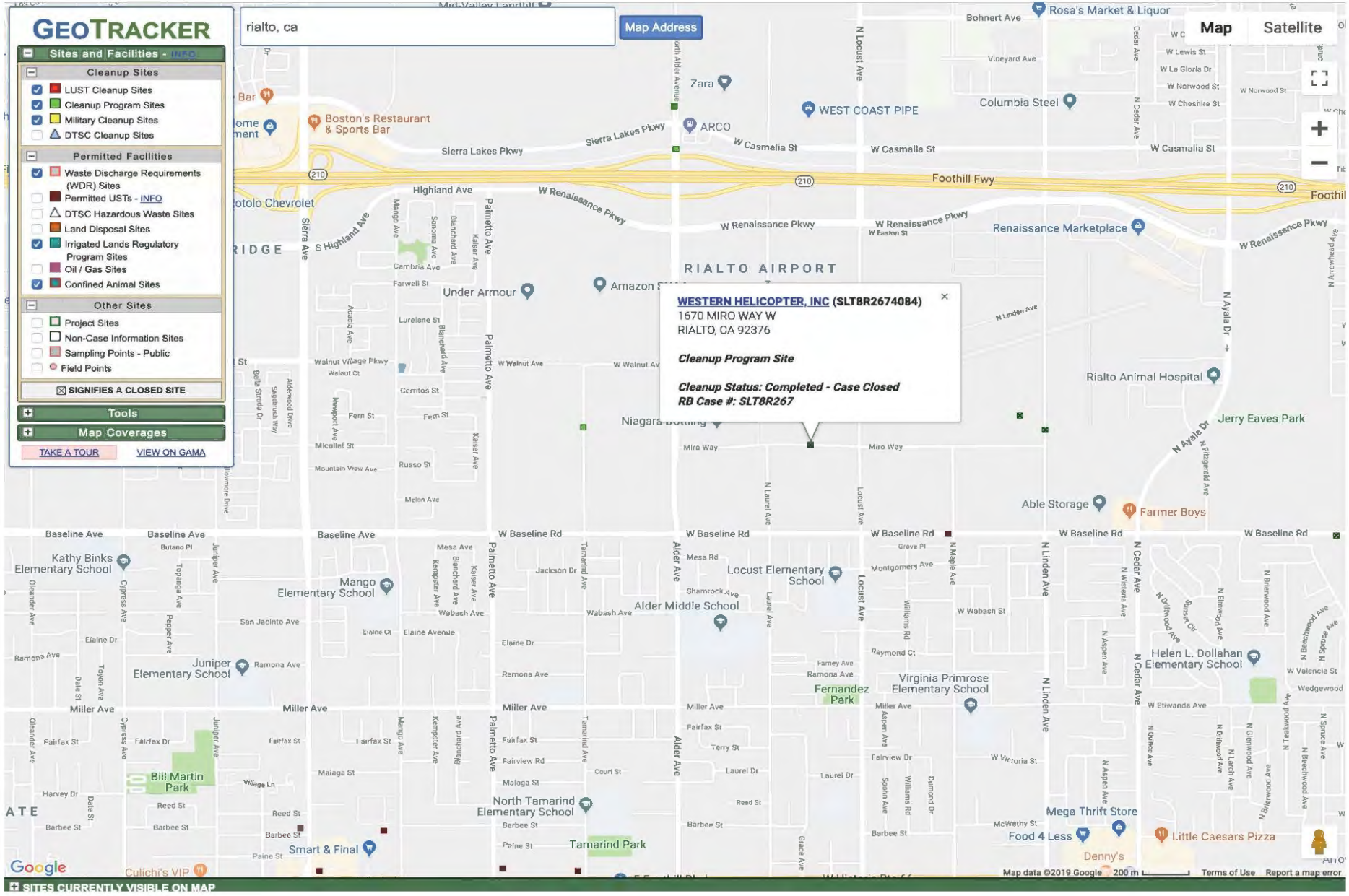

GEOTRACKER
Sites and Facilities - INFO
Cleanup Sites
LUST Cleanup Sites
Cleanup Program Sites
Military Cleanup Sites
DTSC Cleanup Sites
Permitted Facilities
Waste Discharge Requirements (WDR) Sites
Permitted USTs - INFO
DTSC Hazardous Waste Sites
Land Disposal Sites
Irrigated Lands Regulatory Program Sites
Oil / Gas Sites
Confined Animal Sites
Other Sites
Project Sites
Non-Case Information Sites
Sampling Points - Public
Field Points
SIGNIFIES A CLOSED SITE
Tools
Map Coverages
TAKE A TOUR
VIEW ON GAMA
rialto, ca
Map Address
Map
Satellite
WESTERN HELICOPTER, INC (SLT8R2674084)
1670 MIRO WAY W
RIALTO, CA 92376
Cleanup Program Site
Cleanup Status: Completed - Case Closed
RB Case #: SLT8R267
RIALTO AIRPORT
Sierra Lakes Pkwy
Foothill Fwy
W Renaissance Pkwy
W Casmalia St
Highland Ave
Baseline Ave
W Baseline Rd
Miro Way
Locust Elementary School
Alder Middle School
Mango Elementary School
Kathy Binks Elementary School
Juniper Elementary School
North Tamarind Elementary School
Virginia Primrose Elementary School
Helen L. Dollahan Elementary School
Bill Martin Park
Fernandez Park
Tamarind Park
Jerry Eaves Park
Rialto Animal Hospital
Able Storage
Farmer Boys
Mega Thrift Store
Food 4 Less
Little Caesars Pizza
Denny's
Smart & Final
Culichi's VIP
Boston's Restaurant & Sports Bar
Under Armour
Renaissance Marketplace
Columbia Steel
WEST COAST PIPE
ARCO
Zara
Rosa's Market & Liquor
Google
Map data ©2019 Google
Terms of Use
Report a map error
SITES CURRENTLY VISIBLE ON MAP

FIGURE IX-7


GeoTracker
WESTERN HELICOPTER, INC (SLT8R2674084) - [MAP]
SIGN UP FOR EMAI
1670 MIRO WAY W
RIALTO, CA 92376
SAN BERNARDINO COUNTY
CLEANUP PROGRAM SITE [INFO]
PRINTABLE CASE SUMMARY / CSM REPORT
CLEANUP OVERSIGHT AGENCIES
SANTA ANA RWQCB (REGION 8) (LEAD) - CASE #:
Summary
Cleanup Action Report
Regulatory Activities
Site Maps / Documents
Community Involvement
Regulatory Profile
PRINTABLE CASE SUMM
CLEANUP STATUS - DEFINITIONS
COMPLETED - CASE CLOSED AS OF 4/7/1992 - CLEANUP STATUS HISTORY
POTENTIAL CONTAMINANTS OF CONCERN
NONE SPECIFIED
POTENTIAL MEDIA OF CONCERN
NONE SPECIFIED
FILE LOCATION
DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS
MUN, AGR, IND, PROC
DWR GROUNDWATER SUB-BASIN NAME
Upper Santa Ana Valley - Rialto-Colton (8-002.04)
CALWATER WATERSHED NAME
Santa Ana River - Middle Santa Ana River - Chino (Split) (801.21)
Site History
No site history available

FIGURE IX-8

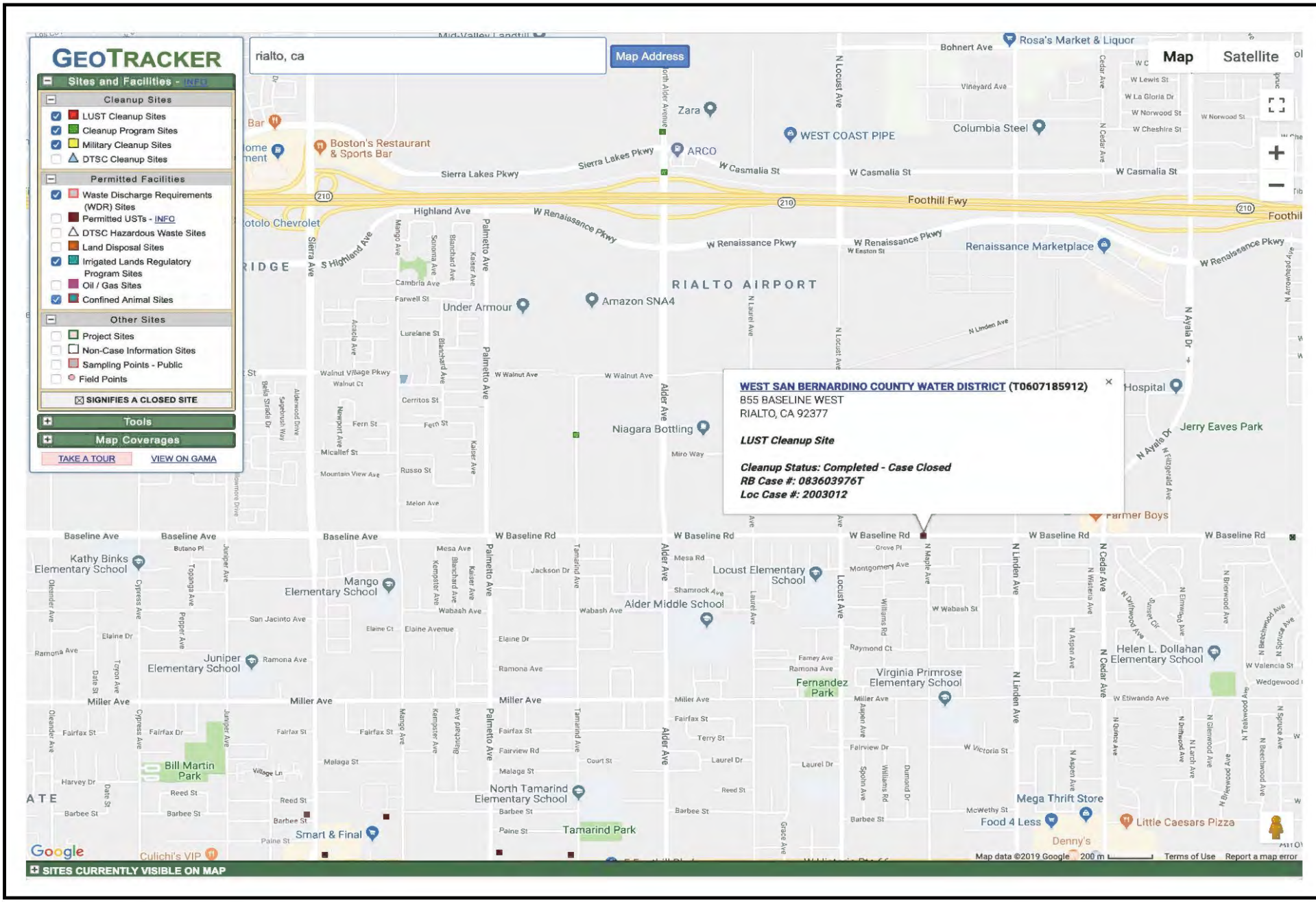
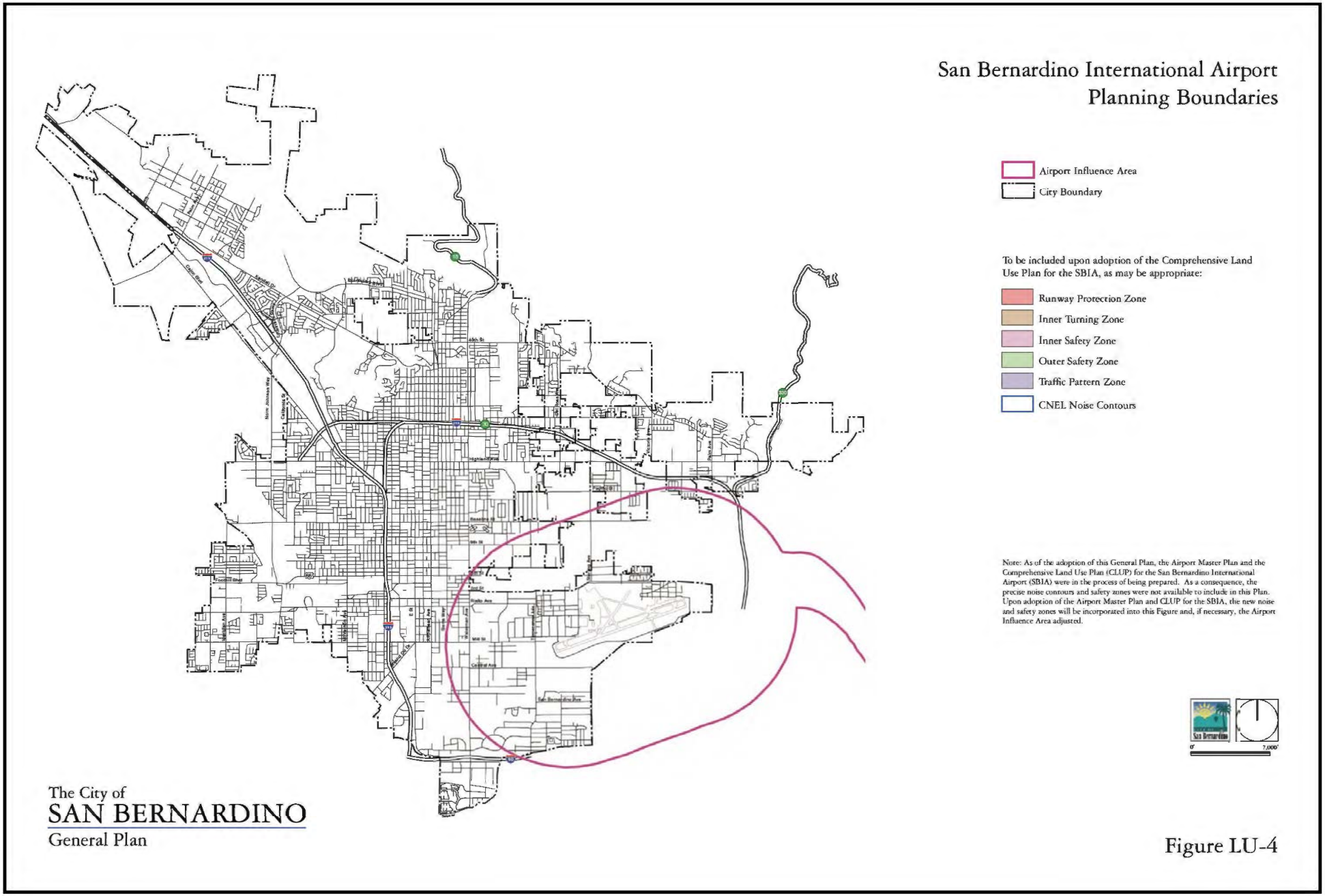

GEOTRACKER
Sites and Facilities - INFO
Cleanup Sites
LUST Cleanup Sites
Cleanup Program Sites
Military Cleanup Sites
DTSC Cleanup Sites
Permitted Facilities
Waste Discharge Requirements (WDR) Sites
Permitted USTs - INFO
DTSC Hazardous Waste Sites
Land Disposal Sites
Irrigated Lands Regulatory Program Sites
Oil / Gas Sites
Confined Animal Sites
Other Sites
Project Sites
Non-Case Information Sites
Sampling Points - Public
Field Points
SIGNIFIES A CLOSED SITE
Tools
Map Coverages
TAKE A TOUR
VIEW ON GAMA
rialto, ca
Map Address
Map
Satellite
WEST SAN BERNARDINO COUNTY WATER DISTRICT (T0607185912)
855 BASELINE WEST
RIALTO, CA 92377
LUST Cleanup Site
Cleanup Status: Completed - Case Closed
RB Case #: 083603976T
Loc Case #: 2003012
RIALTO AIRPORT
Sierra Lakes Pkwy
Foothill Fwy
W Renaissance Pkwy
W Casmalia St
Highland Ave
Baseline Ave
W Baseline Rd
Alder Ave
Palmetto Ave
Locust Ave
Miller Ave
Walnut Ave
Bohnert Ave
Vineyard Ave
Zara
ARCO
WEST COAST PIPE
Columbia Steel
Rosa's Market & Liquor
Boston's Restaurant & Sports Bar
Renaissance Marketplace
Under Armour
Amazon SNA4
Niagara Bottling
Hospital
Jerry Eaves Park
Farmer Boys
Kathy Binks Elementary School
Mango Elementary School
Juniper Elementary School
Locust Elementary School
Alder Middle School
Helen L. Dollahan Elementary School
Virginia Primrose Elementary School
Fernandez Park
Bill Martin Park
North Tamarind Elementary School
Tamarind Park
Smart & Final
Culichi's VIP
Mega Thrift Store
Food 4 Less
Denny's
Little Caesars Pizza
Google
Map data ©2019 Google
200 m
Terms of Use
Report a map error
SITES CURRENTLY VISIBLE ON MAP

FIGURE IX-9


GeoTracker
ETI EXPLOSIVES TECHNOLOGIES INTERNATIONAL INC. (SL0607159245) - MAP
SIGN UP FOR EMAI
2900 TAMARIND AVE
RIALTO, CA 92376
SAN BERNARDINO COUNTY
CLEANUP PROGRAM SITE (INFO)
PRINTABLE CASE SUMMARY / CSM REPORT
CLEANUP OVERSIGHT AGEN
SANTA ANA RWQCB (REGION
CASEWORKER: KA MPON
Summary
Cleanup Action Report
Regulatory Activities
Environmental Data (ESI)
Site Maps / Documents
Community Involvement
Related Cases
Regulatory Profile
PRINTABLE CASE SUMM
COMPLEX SITE CLEANUP PROGRAM FACILITY
RIALTO PERCHLORATE INVESTIGATION
CLEANUP STATUS - DEFINITIONS
OPEN - INACTIVE AS OF 5/18/2015 - CLEANUP STATUS HISTORY
POTENTIAL CONTAMINANTS OF CONCERN
PERCHLORATE
POTENTIAL MEDIA OF CONCERN
AQUIFER USED FOR DRINKING WATER SUPPLY
FILE LOCATION
REGIONAL BOARD
DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS
MUN, AGR, IND, PROC
DWR GROUNDWATER SUB-BASIN NAME
Upper Santa Ana Valley - Rialto-Colton (8-002.04)
CALWATER WATERSHED NAME
Santa Ana River - Middle Santa Ana River - Chino (Split) (801.21)
Site History
Perchlorate contamination was first detected in groundwater in the Rialto, Colton and Chino Subbasins in 1997. At that time, the California Department of Health Services (DHS) Action
Level (AL) for perchlorate in drinking water was 18 parts per billion (ppb). Two wells had perchlorate levels exceeding 18 ppb and were shut down. In January 2002, the DHS lowered th
AL to 4 ppb. In response to the reduced AL for perchlorate, the local water purveyors in the Rialto, Colton and Chino Groundwater Subbasins restricted or eliminated the use of addition
production wells with perchlorate concentrations that exceeded 4 ppb. Between 1997 and the present, various suspected perchlorate dischargers have been identified. For more up to
information on enforcement actions, see our website at www.waterboards.ca.gov

FIGURE IX-10

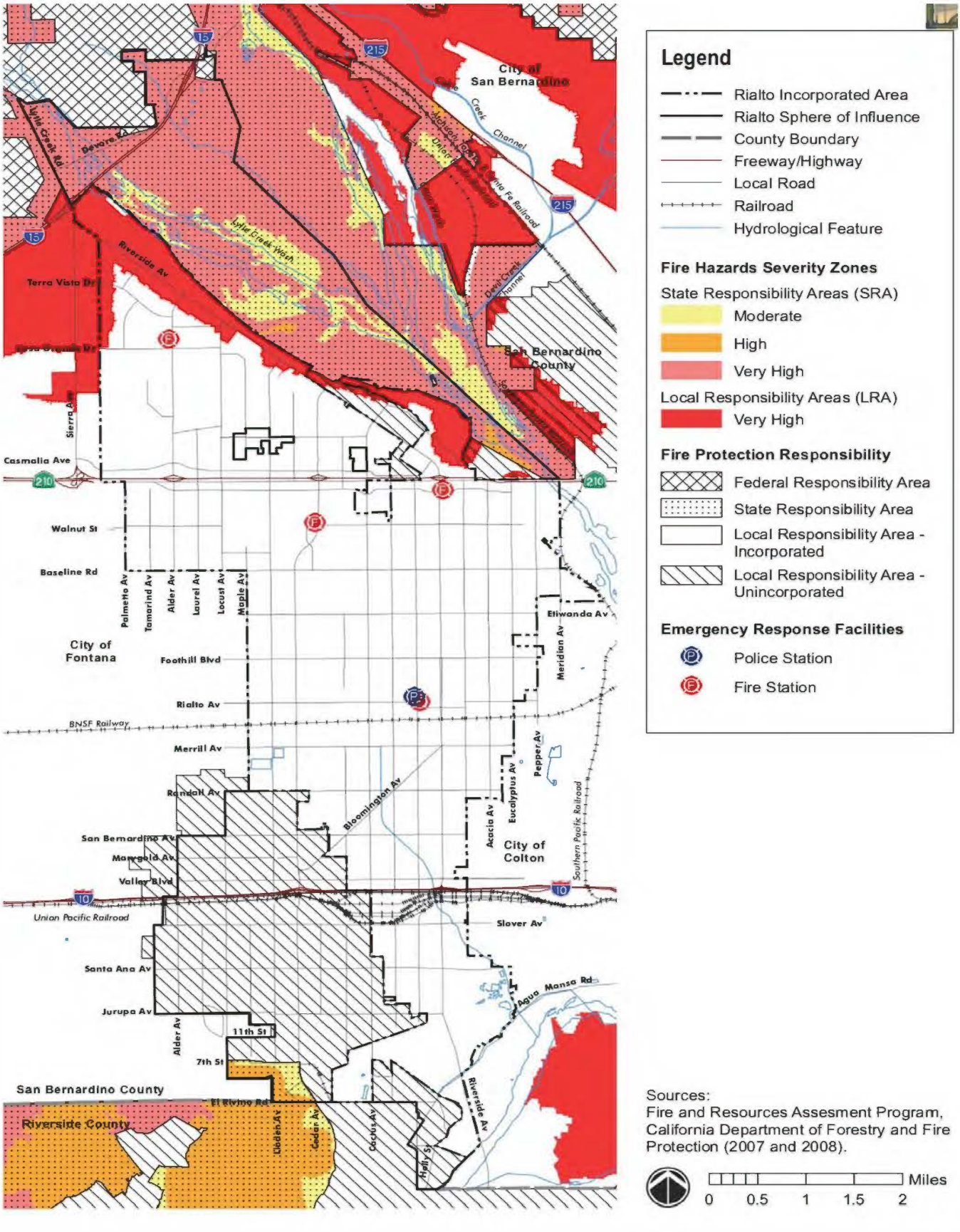


SOURCE: City of San Bernardino General Plan

FIGURE IX-11

Tom Dodson & Associates
Environmental Consultants

San Bernardino International Airport Planning Boundaries

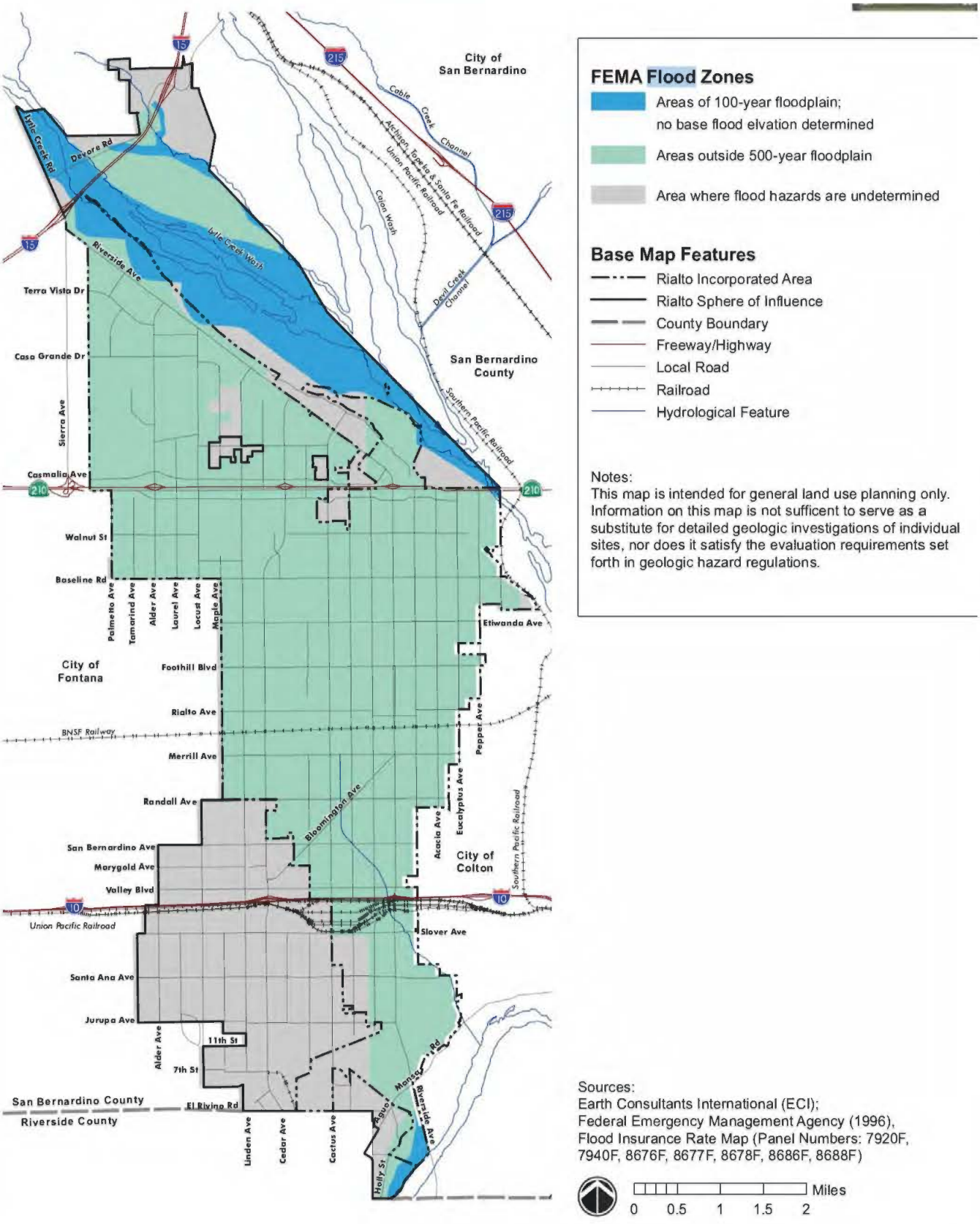


SOURCE: Rialto General Plan

FIGURE IX-12

Tom Dodson & Associates
Environmental Consultants

Fire Hazards

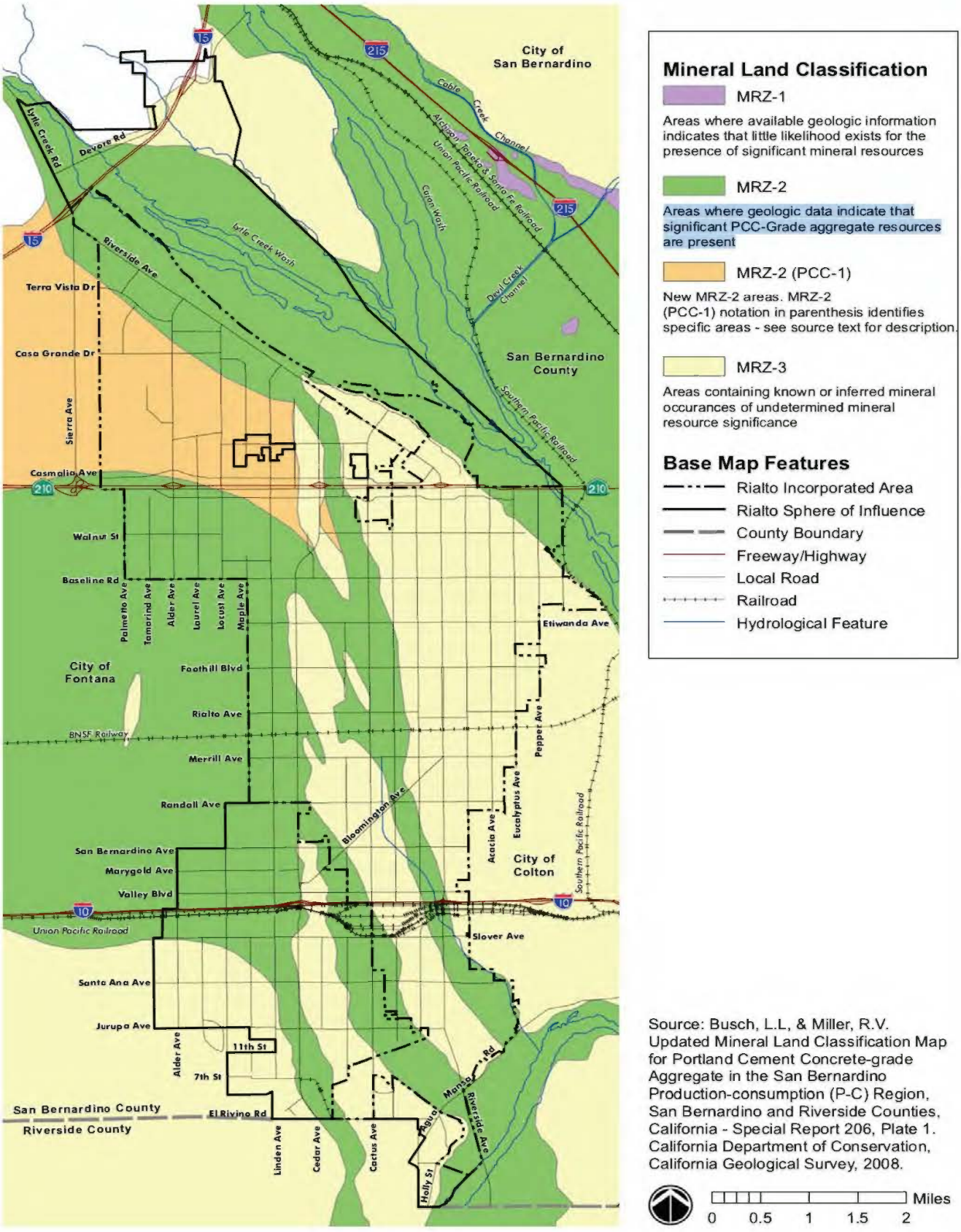


SOURCE: Rialto General Plan

FIGURE X-1

Tom Dodson & Associates
Environmental Consultants

Flooding Hazards



SOURCE: Rialto General Plan

FIGURE XII-1

Tom Dodson & Associates
Environmental Consultants

Mineral Resource Zones

SOURCE: Rialto General Plan

FIGURE XIII-1

Tom Dodson & Associates
Environmental Consultants

Noise Contours