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# INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

## RIALTO & LINDEN INDUSTRIAL WAREHOUSE PROJECT

RIALTO, CALIFORNIA

DECEMBER 2024

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**DRAFT**

# INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

## RIALTO & LINDEN INDUSTRIAL WAREHOUSE PROJECT

## RIALTO, CALIFORNIA

Prepared For:

City of Rialto
Community Development Department – Planning Division
150 S. Palm Avenue
Rialto, California 92376

Prepared by:

LSA
285 South Street
San Luis Obispo, California 93401
(805) 782-0745

Project No. 20241780

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# LIST OF ABBREVIATIONS AND ACRONYMS

| | |
|---|---|
| AAQS | ambient air quality standards |
| AB | Assembly Bill |
| ADA | Americans with Disabilities Act |
| APN | Assessor's Parcel Number |
| APSA | Aboveground Petroleum Storage Act |
| AQMP | Air Quality Management Plan |
| ATP | Active Transportation Plan |
| BAAQMD | Bay Area Air Quality Management District |
| Basin | South Coast Air Basin |
| Basin Plan | Water Quality Control Plan |
| BMPs | Best Management Practices |
| BRT | Bus Rapid Transit |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| Cal/OSHA | California Occupational Safety and Health Administration |
| CalARP | California Accidental Release Prevention |
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CALGreen Code | California Green Building Standards Code |
| California Register | California Register of Historical Resources |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |

| | |
|---|---|
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CERS | California Environmental Reporting System |
| CGP | Construction General Permit |
| $CH_4$ | methane |
| City | City of Rialto |
| CMU | concrete masonry unit |
| CNDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| County | County of San Bernardino |
| CUPA | Certified Unified Program Agency |
| CWA | Clean Water Act |
| dBA | A-weighted decibel |
| DIR | California Department of Industrial Relations |
| DOC CGS | California Department of Conservation, California Geologic Survey |
| DOSH | Division of Occupational Safety and Health |
| DTSC | California Department of Toxic Substances Control |
| DWR | California Department of Water Resources |
| EMFAC | California Emissions Factor Model |
| EO | Executive Order |
| EV | electric vehicle |
| FAR | floor area ratio |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Map |
| FTA | Federal Transit Administration |

| | |
|---|---|
| GHG | greenhouse gas |
| GHGRP | Greenhouse Gas Reduction Plan |
| GSAs | Groundwater Sustainability Agencies |
| GSPs | Groundwater Sustainability Plans |
| GWh | gigawatt-hours |
| HASP | Health and Safety Plan |
| HMBP | Hazardous Materials Business Plan |
| HMIS | Hazardous Material Inventory Statements |
| HRA | Health Risk Assessment |
| HVAC | heating, ventilation, and air conditioning |
| I-10 | Interstate 10 |
| IEUA | Inland Empire Utilities Agency |
| IR-UWMP | Integrated Regional Urban Water Management Plan |
| IS/MND | Initial Study/Mitigated Negative Declaration |
| ITE | Institute of Transportation Engineers |
| kWh | kilowatt-hours |
| LED | light emitting diode |
| LEED | Leadership in Energy and Environmental Design |
| $L_{eq}$ | equivalent continuous sound level |
| LI | Light Industrial |
| LID | Low Impact Development |
| LOS | Level of Service |
| LST | Local Significance Threshold |
| $L_w$ | sound power level |
| M-2 | General Manufacturing |
| MBTA | Migratory Bird Treaty Act |
| MEI | maximally exposed individual |
| mgd | million gallons per day |

| | |
|---|---|
| MHFP | Multi-Hazard Function Plan |
| MICR | maximum individual cancer risk |
| MLD | Most Likely Descendant |
| mpg | miles per gallon |
| MRZ | Mineral Resource Zone |
| MT | metric tons |
| MT $CO_2e$ | metric tons of carbon dioxide equivalent |
| MT $CO_2e$/yr | metric tons of carbon dioxide equivalent per year |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NIMS | National Incident Management System |
| NO | nitric oxide |
| $NO_X$ | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NWI | National Wetlands Inventory |
| $O_3$ | ozone (or smog) |
| OEHHA | California Environmental Protection Agency's Office of Environmental Health Hazard Assessment |
| OSHA | United States Department of Labor, Occupational Safety and Health Administration |
| PCEs | Passenger Car Equivalent |
| $PM_{2.5}$ | particulate matter less than 2.5 microns in size |
| $PM_{10}$ | particulate matter less than 10 microns in size |
| ppb | parts per billion |
| PPD | Precise Plan of Design |
| ppm | parts per million |
| PPV | peak particle velocity |
| PRC | Public Resources Code |

| | |
|---|---|
| PRD | Permit Registration Documents |
| project | Rialto & Linden Industrial Warehouse Project |
| PV | passenger vehicle |
| RCM | Regulatory Compliance Measure |
| RCP | Regional Comprehensive Plan |
| RCRA | Resource Conservation and Recovery Act |
| RECs | Recognized Environmental Conditions |
| RFD | Rialto Fire Department |
| RIRO | right-in/right-out |
| RMP | Risk Management Plan |
| RPD | Rialto Police Department |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RWQCB | Regional Water Quality Control Board |
| RWS | Rialto Water Services |
| SB | Senate Bill |
| SBCOG | San Bernardino Council of Governments |
| SBCTA | San Bernardino County Transportation Authority |
| SBD Airport | San Bernardino International Airport |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCCIC | South Central Coastal Information Center |
| SCS | Sustainable Communities Strategy |
| SDSs | Safety Data Sheets |
| SEMS | Standardized Emergency Management System |
| SMARA | Surface Mining and Reclamation Act |
| SMARTS | Stormwater Multiple Application and Report Tracking System |
| $SO_2$ | sulfur dioxide |
| $SO_X$ | sulfur oxides |

| | |
|---|---|
| SR-210 | State Route 210 |
| SRA | Source Receptor Area, also State Responsibility Area |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TIA | Traffic Impact Analysis |
| TIA Guidelines | *Traffic Impact Analysis* (TIA) *Guidelines for Vehicle Miles Traveled and Level of Service Assessment* |
| TMDL | Total Maximum Daily Load |
| TPA | Transit Priority Area |
| UCMP | University of California Museum of Paleontology |
| USACE | United States Army Corps of Engineers |
| USDOT | United States Department of Transportation |
| USEPA | United States Environmental Protection Agency |
| USFWS | United States Fish and Wildlife Service |
| UST | Underground Storage Tank |
| VdB | vibration velocity decibels |
| VMT | vehicle miles traveled |
| VOCs | volatile organic compounds |
| WDID | Waste Discharge Identification Number |
| WQMP | Water Quality Management Plan |
| WWTP | Rialto Wastewater Treatment Plant |
| ZEV | zero-emission vehicle |

# 1.0 PROJECT INFORMATION

1. **Project Title:**

   Rialto & Linden Industrial Warehouse Project

2. **Lead Agency Name and Address:**

   City of Rialto
   150 S Palm Avenue
   Rialto, California 92376

3. **Contact Person and Phone Number:**

   Daniel Casey, Principal Planner
   Community Development Department – Planning Division
   150 S Palm Avenue, Rialto, California 92376
   Phone: (909) 820-2525, ext. 2075
   Email: dcasey@rialtoca.gov

4. **Project Location:**

   Corner of West Rialto Avenue and South Linden Avenue in the City of Rialto in San Bernardino County, California

5. **Project Sponsor's Name and Address:**

   Gregg Lord
   Lord Constructors, Inc.
   1920 West 11th Street
   Upland, California 91786

6. **General Plan Designation:**

   Light Industrial (LI)

7. **Zoning:**

   General Manufacturing (M-2)

8. **Description of Project:**

   The proposed project consists of construction of a two-story 40,000-square-foot industrial warehouse with a 2,000-square-foot second floor office and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements.

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

   The project site is generally surrounded by a mix of residential, commercial, and industrial uses. To the north, the project site is bound by West Rialto Avenue, across which are residential uses. To the east, the project site is bound by South Linden Avenue, across which are a mix of commercial and industrial uses. To the south, the project site is bound by industrial uses and further south are residential uses. To the west, the project site is bound by residential uses.

10. **Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):**

    City of Rialto Fire Department, Rialto Water Services, and Southern California Edison

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.??**

    No California Native American tribes have requested consultation pursuant to Public Resources Code section 21080.3.1. Consultation with Native American tribes was conducted by the City of Rialto as described further in Section 4.18, Tribal Cultural Resources.

# 2.0 PROJECT DESCRIPTION

The following describes the proposed Rialto & Linden Industrial Warehouse Project (project) that is the subject of this Initial Study/Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA). The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. The City of Rialto (City) is the Lead Agency for review of the proposed project under CEQA.

## 2.1 PROJECT SITE

The following section describes the project location, existing conditions, surrounding land uses, and the regulatory setting.

### 2.1.1 Project Location

The approximately 2.13-acre project site is located at the corner of West Rialto Avenue and South Linden Avenue in the City of Rialto in San Bernardino County, California (Assessor's Parcel Number [APN] 0246-201-51). The project site is located in western Rialto, an area primarily consisting of residential, commercial, and industrial uses.

Regional vehicular access to the project site is provided by State Route 210 (SR-210) and Interstate 10 (I-10). The nearest on/off ramps for SR-210 are located along Ayala Drive, approximately 2.5 miles northeast of the project site, and the nearest on/off ramps for I-10 are located along Cedar Avenue, approximately 2 miles southeast of the project site. Bus stops located immediately north of the project site along West Rialto Avenue and North Linden Avenue provide transit access to the project site. Figure 2-1 shows the regional and local context of the project site. Figure 2-2 depicts an aerial photograph of the project site and surrounding land uses.

### 2.1.2 Existing Conditions

The project site is generally flat, is currently used as a truck yard and contains no permanent buildings, as shown in Figure 2-2. The project site is enclosed by fencing consisting partially of chain link and partially of concrete masonry unit (CMU) walls with barbed-wire fencing on top. Landscaping on the project site consists of ornamental privacy hedges along the northern and eastern parcel boundaries. Additionally, there are 7 street trees along the eastern parcel boundary within the street right-of-way. Vehicular access to the project site is currently provided by one driveway at the northern property boundary along West Rialto Avenue.

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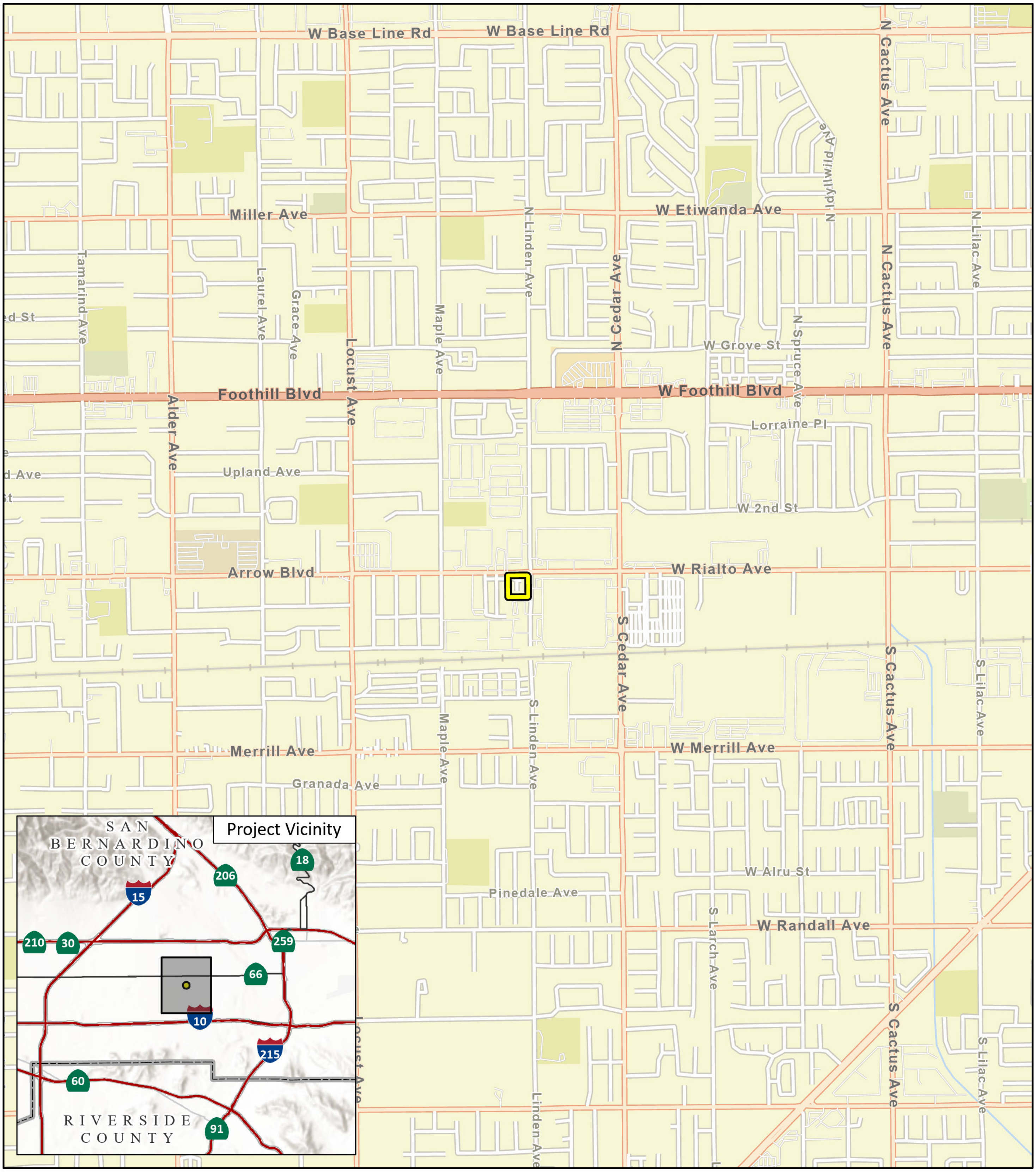


LSA

Project Site

FIGURE 2-1

N

0 1000 2000

FEET

*Rialto & Linden Industrial Warehouse*

Project Location

SOURCE: Esri Street Map (2024)

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LSA

Project Site

FIGURE 2-2

0 125 250
FEET

SOURCE: Google Maps (2023)

*Rialto & Linden Industrial Warehouse*

Aerial Photograph of the Project Site and Surrounding Land Uses

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### 2.1.3 Surrounding Land Uses

As shown in Figure 2-2, the project site is generally surrounded by a mix of residential, commercial, and industrial uses. To the north, the project site is bound by West Rialto Avenue, across which are residential uses. To the east, the project site is bound by South Linden Avenue, across which are a mix of commercial and industrial uses. To the south, the project site is bound by industrial uses and further south are residential uses. To the west, the project site is bound by residential uses.

### 2.1.4 Regulatory Setting

As shown in the City of Rialto General Plan (2010), the project site has a City General Plan designation of Light Industrial (LI) and is zoned General Manufacturing (M-2).[1] The LI designation allows light industrial activity such as processing, packaging, machinery repair, fabrication, distribution, warehousing and storage, research and development, and similar uses, which are considered "low impact." The LI designation allows a maximum floor area ratio (FAR) of 1.0. The M-2 zone allows for a variety of general manufacturing uses related to the manufacturing, processing, or treatment of products.

## 2.2 PROPOSED PROJECT

The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. Figure 2-3 depicts the conceptual site plan, and Figure 2-4 depicts the conceptual landscaping plan.

### 2.2.1 Building Program

As shown in Figure 2-3, the proposed project consists of construction of a two-story, 40,000-square-foot industrial warehouse with a 2,000-square-foot second floor office, as well as the installation of associated paving (35,602 square feet) and landscaping (17,062 square feet on-site and 3,072 square feet off-site). The first floor of the proposed building would be 40,000 square feet, including 38,000 square feet of industrial/warehouse space and 2,000 square feet of office space located at the northwestern corner of the proposed building. The second floor of the proposed building would consist of an additional 2,000 square feet of office space. The proposed project would include standard parking spaces to the west of the proposed building and a recessed dock with three truck loading zones at the southeast corner of the proposed building. The proposed building would be a maximum of 35 feet tall and have a FAR of 0.45.

Per Section 18.112.050 (c) of the City's Municipal Code, a building setback of one foot for every one foot of building height is required along street frontages for indoor storage facilities. The proposed project would provide a 25-foot setback along South Linden Avenue and, therefore, would require a variance to reduce the required 35-foot setback to a 25-foot setback along South Linden Avenue.

1 City of Rialto. *Rialto, California Code of Ordinances, Title 18 – Zoning.*

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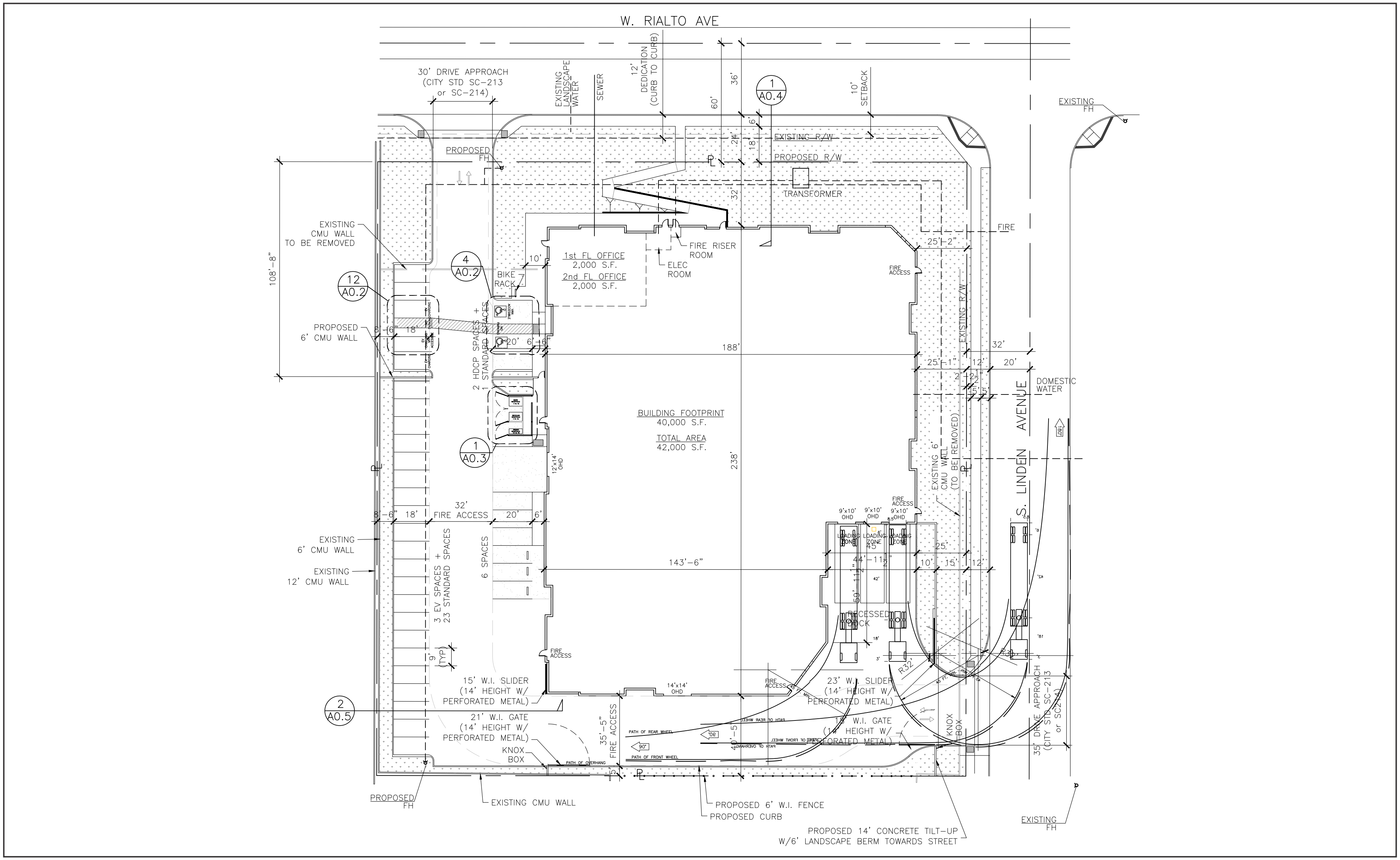


LSA

FIGURE 2-3

*Rialto & Linden Industrial Warehouse*

Proposed Site Plan

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SOURCE: Van Dam Engineering (11/14/24)

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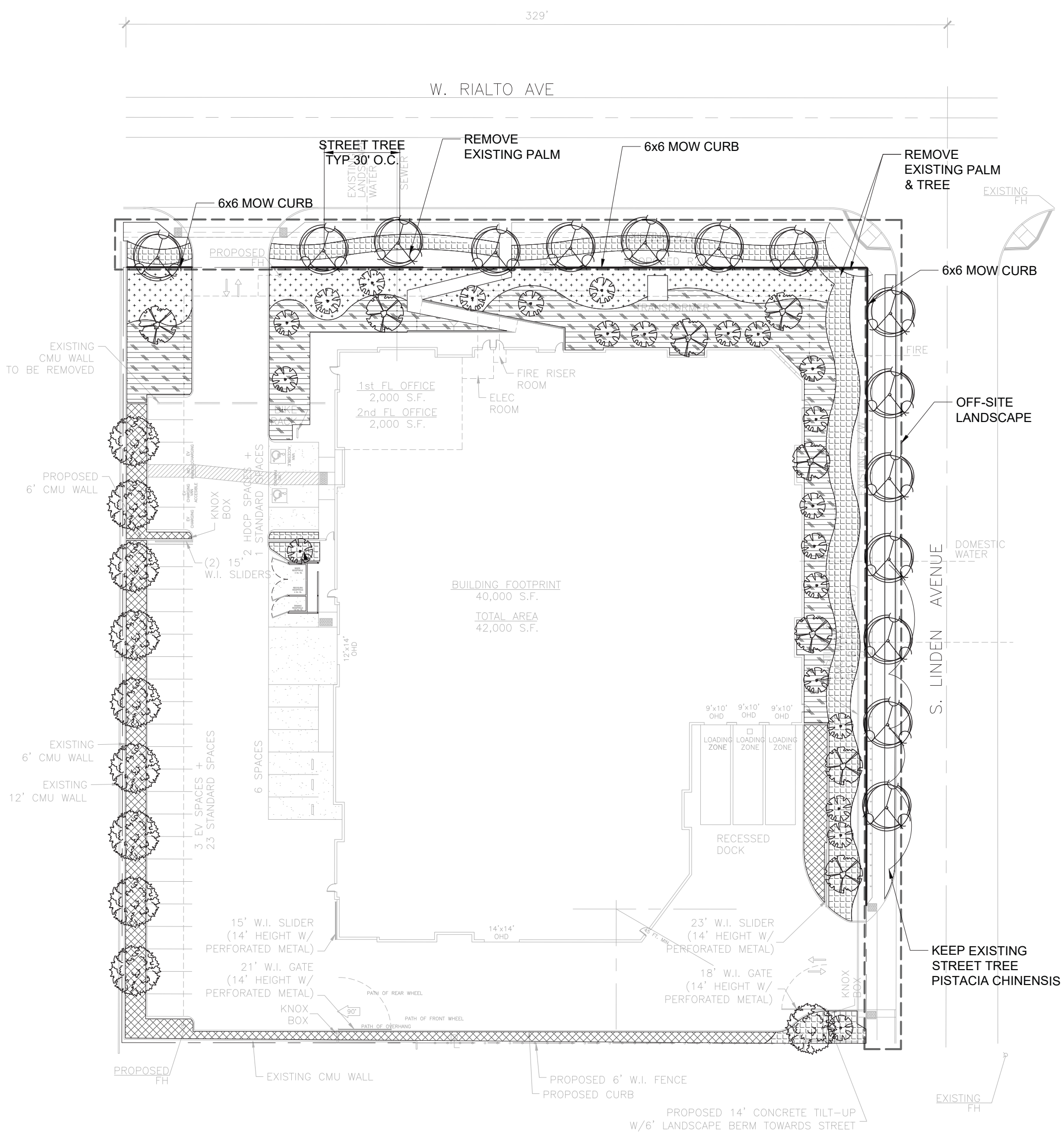


## TREE LEGEND

| SYM. | BOTANICAL NAME | COMMON NAME | SIZE | WUCOLS |
|---|---|---|---|---|
| | RIALTO AVE. & LINDEN AVE. STREET TREE PISTACIA CHINENSIS | CHINESE PISTACHE | 15 GAL | M. |
| | CAESALPINIA CACALACO-MULTI | CASCALOTE | 15 GAL | L. |
| | VITEX AGNUS-CASTUS | CHASTEBERRY | 15 GAL | L. |
| | ACACIA ANEURA | ACACIA | 15 GAL | L. |

NOTE: MULTI, STAKE, AND ESPALIER TREE FORMS WILL BE SHOWN IN THE LEGEND; ALL OTHERS ARE STANDARD TREE FORMS.

## SHRUB LEGEND

| SYM. | BOTANICAL NAME | COMMON NAME | SIZE | WUCOLS |
|---|---|---|---|---|
| | ANIGOZANTHOS 'TEQUILA SUNRISE' | TEQUILA SUNRISE KANGAROO PAW | 1 GAL | L. |
| | ROSMARINUS OFF. 'PROSTRATUS' | CREEPING ROSEMARY | 1 GAL | L. |
| | LIMONIUM VULGARE | SEA LAVENDER | 1 GAL | L. |
| | MUHLENBERGIA RIGENS | DEER GRASS | 1 GAL | L. |
| | NASSELLA TENUISSIMA | MAXICAN FEATHER GRASS | 1 GAL | L. |
| | PANICUM VIRGATUM 'SHENANDOAH' | SWITCH GRASS | 1 GAL | L. |
| | MACFADYENA UNGUIS-CATI - STAKE | CAT'S CLAW | 1 GAL | L. |
| | OENOTHERA BERLANDIERI | MEXICAN EVENING PRIMROSE | 1 GAL | L. |
| | WESTRINGIA F. 'BLUE GEM' | BLUE GEM COAST ROSEMARY | 1 GAL | L. |
| | ELAEAGNUS PUNGENS | SILVERBERRY | 1 GAL | L. |
| | LANTANA MONTEVIDENSIS | PURPLE/WHITE TRAILING LANTANA | 1 GAL | L. |
| | ACACIA REDOLENS 'LOW BOY' | POSTRATE ACACIA | 1 GAL | L. |
| | | | | |
| | 3" LAYER SHREDDED WOOD MULCH | | | |
| | 3" LAYER CALIFORNIA GOLD D.G. | | | |

FIGURE 2-4

LSA

N

0 40 80
FEET

SOURCE: Soltis

*Rialto & Linden Industrial Warehouse*

Proposed Landscape Plan

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### 2.2.2 Operational Characteristics

A tenant for the proposed building has not been identified at this time; therefore, specific details about the future operation are not currently available. Based on the building size, it is anticipated that approximately 15 people would be employed on the project site.[2] It is assumed that the proposed buildings would operate 24 hours per day, 7 days per week, depending on business and operational needs.

### 2.2.3 Open Space and Landscaping

The proposed project includes a total of 17,062 square feet of on-site landscaping. The majority of on-site landscaping would be installed along the western, northern, and eastern perimeters of the project site. Trees, shrubs, and ornamental vegetation would also be installed along the northern and eastern sides of the proposed building. Approximately 40 trees would be planted within the project site. Additionally, the proposed project would include 3,072 square feet of off-site landscaping within the right-of-way along West Rialto Avenue and South Linden Avenue. Six of the seven existing street trees along the eastern parcel boundary would be removed and 11 new trees would be planted within the right-of-way along West Rialto Avenue and South Linden Avenue. All landscaping would be designed to be low maintenance and include drought-tolerant species.

### 2.2.4 Access, Circulation, and Parking

Access to the proposed project would be provided via one right-in/right-out (RIRO) driveway along West Rialto Avenue at the northwestern corner of the project site, and a full-access driveway on South Linden Avenue at the southeastern corner of the project site. The northwestern driveway along West Rialto Avenue would be 30 feet wide and would connect to an employee parking area located along the western side of the proposed building. The southeastern driveway along South Linden Avenue would be 35 feet wide and would connect to a 40.5-foot-wide internal drive aisle and recessed dock/truck loading zones located at the southeast corner of the proposed building. The driveway access along South Linden Avenue would also include a 14-foot-tall perforated metal gate. In addition to the three truck loading zones, the proposed project would include 36 parking spaces, including 2 Americans with Disabilities (ADA) compliant spaces and 3 electric vehicle (EV) spaces.

Pedestrian access to the proposed project would be provided via sidewalks along West Rialto Avenue and South Linden Avenue. The site plan also includes a pedestrian pathway along the northern boundary of the project site that would provide access to the northwestern corner of the proposed building and employee parking along the western side of the proposed building. The proposed project would also include two bicycle parking spaces at the northwest corner of the proposed building.

---

[2] Based on the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition) rates for Land Use 150 – "Warehousing," the proposed project would generate approximately 1.74 average daily vehicle trips per 1,000 square feet gross floor area and average 5.05 daily vehicle trips per employee. 1.74 ÷ 5.05 = 0.345 employee per 1,000 square feet gross floor area. 0.345 × 42 thousand square feet = 15 employees.

The proposed project would widen the right-of-way along the project's frontage with West Rialto Avenue to establish 36 feet of roadway from the center line of the roadway to curb along West Rialto Avenue, and 24 feet of landscaped parkway and sidewalk. The proposed project would also include improvements along the South Linden Avenue right-of-way including the provision of 12 feet of landscaped parkway and sidewalk along the eastern boundary of the project site.

## 2.2.5 Utilities and Infrastructure

The project site is located in an urban area that is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, gas, and telecommunications infrastructure. Existing and proposed utility connections are discussed below.

### 2.2.5.1 Water

Rialto Water Services (RWS) owns and operates its own water distribution system and provides water service to the project site. An existing water main is located within the right-of-way of South Liden Avenue. The proposed project includes installation of a new connection to this existing water main to provide water to the project site.

### 2.2.5.2 Wastewater

RWS owns and operates the wastewater collection and treatment system that serves the project site. An existing sanitary sewer main is located within the right-of-way of West Rialto Avenue. The proposed project includes installation of a new connection to this existing sanitary sewer main to provide service to the project site.

### 2.2.5.3 Stormwater

Under existing conditions, there is approximately 0.1 acre (5 percent) of impervious surfaces and 2.03 acres (95 percent) of pervious surfaces within the project site. The project site is undeveloped and does not contain any existing stormwater infrastructure. Stormwater generally flows southeast to existing storm drains along South Linden Avenue.

With implementation of the proposed project, approximately 1.7 acres (80 percent) of the project site would consist of impervious surfaces and approximately 0.43 acre (20 percent) would consist of pervious surfaces. Stormwater drains and catch basins would be installed throughout the site which would connect to a new underground infiltration chamber system that would be used for stormwater control, treatment, and infiltration.

### 2.2.5.4 Electricity

The proposed project would include connections to existing overhead electricity lines located along West Rialto Avenue and South Linden Avenue, which are owned and maintained by Southern California Edison.

### 2.2.6 Demolition and Construction

There are no existing permanent structures on the project site, and no building demolition would be required. However, the proposed project would result in the demolition of a portion of the existing 6-foot-tall CMU wall along the eastern property boundary and along the northwestern corner of the project site. The maximum depth of excavation for construction would be approximately 3 feet below the existing grade. Construction activities would result in the disturbance of approximately 2.13 acres of soil. It is anticipated that grading on the project site would be balanced, and no soil import or export would be required. Construction of the proposed project is anticipated to begin in February 2025 and would occur over an approximately 5.5-month period.

## 2.3 PROJECT APPROVALS

While the City is the CEQA Lead Agency for the proposed project, other agencies and entities also have review and/or approval authority in connection to the proposed project. A list of these agencies and potential permits and approvals that may be required for the proposed project is provided in Table 2.A.

### Table 2.A: Potential Permits and Approvals

| Lead Agency | Permits/Approvals |
|---|---|
| City of Rialto | • IS/MND Adoption<br>• Precise Plan of Design Approval<br>• Variance Approval for setback along South Linden Avenue<br>• Grading Permit<br>• Building Permit |
| **Other Agencies** | |
| City of Rialto Fire Department | • Review/Approve fire truck access and site fire flow design |
| Rialto Water Services | • Water and wastewater connections |
| Southern California Edison | • Electricity service connection |

Source: LSA (2024).

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# 3.0 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" for which mitigation has been prescribed as indicated by the checklist in Chapter 3.0.

| | | |
|---|---|---|
| ☐ 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 |

## 3.1 DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

Signature ____________________ Date ____________________

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# 4.0 CEQA ENVIRONMENTAL CHECKLIST

## 4.1 AESTHETICS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and 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? | ☐ | ☐ | ☒ | ☐ |

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

**Less Than Significant Impact.** Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, coastlines, and open space areas. The City of Rialto's General Plan encourages the protection of scenic resources and views by limiting building heights. Policy 2-14.1 of the City's General Plan requires protection of views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development. Policy 2-14.2 of the General Plan requires protection of views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and City of Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.

The project site is generally flat and is currently used as a truck yard and does not include any permanent buildings. The project site is enclosed by fencing consisting partially of chain link and partially of CMU walls with barbed-wire fencing on top. Landscaping on the project site consists of ornamental privacy hedges along the northern and eastern parcel boundaries. Additionally, there are seven street trees along the eastern parcel boundary within the street right-of-way. There are no landforms on the project site or in the nearby vicinity that would be considered scenic as defined by the City's General Plan.

Public views in the vicinity of the project site are generally diverse and characterized by the urban setting. The San Gabriel and San Bernardino Mountains are located over 10 miles to the northwest and over 20 miles to the east of the project site, respectively. Views of the San Gabriel and San Bernardino Mountains are available from the project site and surrounding area; however, they are largely obstructed by intervening development including structures, landscaping, and overhead utilities. The La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and City of Riverside are located in a southerly direction from the project site. Views of these areas from the project site and surrounding roadways are heavily obscured by intervening urban development including, structures, landscaping, and overhead utility lines.

The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. The proposed building would further obstruct current public views available from nearby public vantage points of surrounding mountains and hillsides. However, as stated above, these views are already largely obstructed by existing intervening development and the proposed development would not substantially obscure views more than existing conditions. Additionally, the proposed project's height, scale, and building materials would be in accordance with the City's Municipal Code for the site's designated M-2 zone and would be consistent with the surrounding urban development. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no mitigation is required.

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

**No Impact.** The California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways near the project site.[3] The nearest officially designated State Scenic Highway is a portion of State Route 2 in Wrightwood, approximately 23 miles northwest of the project site, and the nearest eligible highway is a portion of State Route 38 in Redlands, approximately 12.5 miles southeast of the project site. Given this distance, the proposed project would not result in impacts to scenic resources within a State Scenic Highway. No impacts would occur, and no mitigation is required.

*c. In non-urbanized areas, would the project 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 a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

**Less Than Significant Impact**. California Public Resources Code (PRC) Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As further discussed in Section 4.14, Population and Housing, 104,026

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[3] California Department of Transportation (Caltrans). *California State Scenic Highway System Map.* Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed August 29, 2024).

people were recorded in the City of Rialto in the 2020 United States Census.[4] Therefore, the project site is within an urbanized area as defined by PRC Section 21071.

As noted in Chapter 2.0, Project Description, the project site has a City General Plan designation of Light Industrial (LI) and is located within the M-2 zoning district. The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. Both the LI designation and M-2 zoning allow for industrial warehouses. Additionally, the LI designation allows a maximum FAR of 1.0, and the M-2 zoning district allows a maximum building height of 6 stories or 75 feet. The proposed industrial warehouse would be a maximum of 35 feet tall and would have a FAR of 0.45, consistent with these development standards. The proposed project would be consistent with the M-2 zoning district setback requirements along the north, south, and west perimeter of the project with the exception of the setback to the east along South Linden Avenue. The proposed project is requesting a variance to reduce the required setback of 35 feet along South Linden Avenue to 25 feet. The height and character of the proposed project would be similar to the existing surrounding commercial and industrial uses and would be consistent with the surrounding architectural styles.

The proposed building would be subject to the Design Guidelines for industrial buildings in Chapter 18.61 of the City's Municipal Code, including guidelines for site design, building design, materials and colors, fences, and walls, among others. Additionally, the proposed project would be required to prepare a precise plan of design (PPD) for approval by the community development director or planning commission as stipulated by Chapter 18.65 of the City's Municipal Code. As part of the PPD approval process, the City would ensure that the proposed development is in compliance with all City ordinances and regulations, that the site is physically suitable for the proposed development, and the proposed development will be arranged, designed, constructed, and maintained so that it is consistent with the City's General Plan and its objectives, zoning ordinances, or any applicable specific plan and its objectives.

The proposed project would be consistent with the uses planned for the project site as outlined in the City's General Plan and would be consistent with the development standards outlined in the City Municipal Code as detailed in Table 4.11.A in Section 4.11, Land Use and Planning. Furthermore, the proposed project would be consistent with the objectives, goals, and policies of the General Plan. Therefore, impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** The project site is located in an urbanized area, which is subject to existing exterior lighting from surrounding residential, commercial, and industrial development and existing street lighting. Existing sources of light and glare on the project site consist of vehicle headlights and reflective materials on vehicles using the truck yard. There are no existing permanent

4 United States Census Bureau. 2024. *QuickFacts, Rialto city, California; United States.* Website: https://www.census.gov/quickfacts/fact/table/rialtocitycalifornia,US/PST045223 (accessed August 29, 2024).

structures on the project site. Development of the proposed project would introduce new sources of light and glare from windows on the proposed building and exterior safety and security lighting throughout the site. However, the new sources of light and glare associated with the proposed project would be consistent with the existing sources of light and glare associated with surrounding land uses. Additionally, the proposed project would be required to adhere to the lighting standards set forth in City Municipal Code Section 18.61.140 – Lighting, which regulates the style, material, and color of exterior lighting, limits spillover glare, and limits the level of lighting to not exceed one-half footcandle at any residential property line or one footcandle at any nonresidential property line. Once operational, the proposed project would be required to provide illumination for security and safety, streetlights, pedestrian paths, entrances, parking, and other work areas. All exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties. Additionally, the proposed landscaping (including trees) installed along the project site's boundaries would further shield project-related lighting from adjacent uses.

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. The proposed project would consist of a painted concrete tilt-up industrial warehouse building. Although the proposed project would include some new reflective materials that could result in minor glare effects (i.e., windows), such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed for the proposed project would be low-reflective, set back from the roadway, and proposed landscaping would provide a buffer between all proposed glass surfaces and the public right-of-way.

Therefore, due to the proposed project's location, design, and compliance with applicable regulations, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant, and no mitigation is required.

## 4.2 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ☐ | ☒ |

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

**No Impact**. The project site is located within an urbanized area of the City. There are no agricultural uses located within or adjacent to the project site. Additionally, the site is classified as "Urban and Built-Up Land" by the State Department of Conservation.[5] Therefore, development of the proposed project would not convert agricultural land to a non-agricultural use. The proposed project would

5 California Department of Conservation (DOC). 2016. California Important Farmland Finder (map). Website: maps.conservation.ca.gov/dlrp/ciff/ (accessed August 29, 2024).

not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur, and no mitigation is required.

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

**No Impact.** As shown in the City of Rialto General Plan (2010), the project site has a General Plan designation of Light Industrial (LI) and is zoned General Manufacturing (M-2).[6] The project site is not subject to a Williamson Act contract. Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur, and no mitigation is required.

*c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

**No Impact.** The project site is located within an existing urban area zoned M-2 within the City. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland production. No impact would occur, and no mitigation is required.

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

**No Impact.** Refer to Threshold 4.2.c, above. The proposed project would not result in the loss of forest land or the conversion of forest land to non-forest uses. No impact would occur, and no mitigation is required.

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

**No Impact.** Refer to Thresholds 4.2.a and 4.2.c, above. The project site is located within an existing urban area and would not result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. The proposed project would not involve other changes to the existing environment, which due to their location or nature, could adversely affect agricultural or forestry resources. No impact would occur, and no mitigation is required.

[6] City of Rialto. *Rialto, California Code of Ordinances, Title 18 – Zoning.*

## 4.3 AIR QUALITY

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

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

The following discussion and analyses are based on the findings included in the Air Quality, Heath Risk, and Greenhouse Gas Impact Report[7] completed for the proposed project, which is included as Appendix A to this IS/MND.

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

**Less Than Significant Impact.** The project site is located within the South Coast Air Basin (Basin), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County, and is within the jurisdictional boundaries of South Coast Air Quality Management District (SCAQMD).

The SCAQMD administers the Air Quality Management Plan (AQMP) for the Basin, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recent adopted AQMP is the 2022 AQMP, which was adopted by the SCAQMD Governing Board in December 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low nitrogen oxides ($NO_X$) technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act (CAA) measures to achieve the 2015 8-hour ozone standard.

The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in the SCAQMD's *CEQA Air Quality*

7 LSA Associates, Inc. (LSA). 2024a. *Air Quality, Health Risk, and Greenhouse Gas Impact Report, Rialto & Linden Industrial Warehouse Project, City of Rialto, California*. August.

*Handbook*, consistency with the SCAQMD's 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. As demonstrated in Table 4.3.A and Table 4.3.B under Threshold 4.3.b below, the proposed project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by SCAQMD. Therefore, the proposed project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standards violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as significant. In addition, as stated in Chapter 2.0, Project Description, although the proposed project would require a variance for the project's setback along South Linden Avenue, the proposed industrial warehouse and office uses would be consistent with the project site's existing General Plan designation and zoning.

Based on the consistency analysis presented above, the proposed project would be consistent with the regional AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant, and no mitigation is required.

*b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

**Less Than Significant Impact.** The Basin is designated as non-attainment for ozone ($O_3$) and particulate matter less than 2.5 microns in size ($PM_{2.5}$) for federal standards and non-attainment for $O_3$, particulate matter less than 10 microns in size ($PM_{10}$), and $PM_{2.5}$ for State standards. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of Ambient Air Quality Standards (AAQS). Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

### *Construction Emissions*

Project construction activities would include grading, site preparation, building, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. $PM_{10}$ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. $PM_{10}$ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emissions reductions of 50 percent or more. The SCAQMD has established Rule 403: Fugitive Dust, which would require the construction contractor to implement measures that would reduce the amount of particulate matter generated during the construction period.

In addition to dust-related $PM_{10}$ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate carbon monoxide (CO), sulfur dioxide ($SO_2$), nitrogen oxides ($NO_x$), volatile organic compounds (VOCs), and some soot particulate ($PM_{2.5}$ and $PM_{10}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using California Emissions Estimator Model (CalEEMod) and are presented in Table 4.3.A, below. CalEEMod output sheets are included in Appendix A.

## Table 4.3.A: Project Construction Emissions

| Project Construction | Maximum Pollutant Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOCs | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| **Maximum Daily Emissions** | **9.5** | **20.3** | **15.5** | **<0.1** | **3.4** | **1.9** |
| SCAQMD Thresholds | 75.0 | 100.0 | 550.0 | 150.0 | 150.0 | 55.0 |
| **Exceeds?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (July 2024).

CO = carbon monoxide
lbs/day = pounds per day
$NO_X$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
$SO_X$ = sulfur oxides
VOCs = volatile organic compounds

As shown in Table 4.3.A, construction emissions associated with the proposed project would not exceed the SCAQMD thresholds for VOCs, $NO_X$, CO, sulfur oxides ($SO_X$), $PM_{2.5}$, or $PM_{10}$ emissions. Therefore, construction of the proposed project would not result in emissions that would result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant, and no mitigation is required.

*Operational Air Quality Impacts*

Long-term air pollutant emission impacts are those typically associated with mobile sources (e.g., vehicle and truck trips), energy sources (e.g., natural gas), area sources (e.g., architectural coatings and the use of landscape maintenance equipment), and off-road sources (e.g., use of the forklifts).

Mobile source emissions include VOCs and $NO_X$ emissions that contribute to the formation of ozone. Additionally, $PM_{10}$ emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy source emissions result from activities in buildings for which natural gas is used. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source. The proposed building would not include the use of natural gas.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Off-road sources are associated with the use of the two forklifts.

Long-term operation emissions associated with the proposed project were calculated using CalEEMod. Model results are shown in Table 4.3.B below. CalEEMod output sheets are included in Appendix A.

## Table 4.3.B: Project Operational Emissions

| Emission Type | Pollutant Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOCs | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile Sources – Vehicle Trips | 0.2 | 0.2 | 1.8 | <0.1 | 0.4 | 0.1 |
| Mobile Sources – Heavy Duty Truck Trips | <0.1 | 3.1 | 1.7 | <0.1 | 0.8 | 0.2 |
| Area Sources | 1.3 | <0.1 | 1.8 | <0.1 | <0.1 | <0.1 |
| Energy Sources | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Off-Road Sources | 0.0 | 1.8 | 17.6 | 0.0 | 0.0 | 0.0 |
| **Total Project Emissions** | **1.5** | **5.1** | **22.9** | **<0.1** | **1.2** | **0.3** |
| **SCAQMD Thresholds** | **55.0** | **55.0** | **550.0** | **150.0** | **150.0** | **55.0** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (July 2024).
Note: Some values may not appear to add correctly due to rounding.
CO = carbon monoxide
lbs/day = pounds per day
$NO_X$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
$SO_X$ = sulfur oxides
VOCs = volatile organic compounds

The results shown in Table 4.3.B indicate that the emissions associated with the proposed project would not exceed the significance criteria for VOCs, $NO_x$, CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$ emissions; thus, the proposed project would not have a significant effect on regional air quality. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant, and no mitigation is required.

*c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact with Mitigation Incorporated.** Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project site are the multifamily residences located approximately 5 feet west of the project site. The closest worker receptor includes the industrial uses located approximately 250 feet east of the project site across South Linden Avenue, and the closest school receptor includes Rialto Middle School, located approximately 1,400 feet northeast of the project site.

The following section describes the potential impacts on sensitive receptors from construction and operation of the proposed project and includes a CO Hot Spot Analysis, a Localized Significance Analysis, and a Health Risk Assessment.

*Long-Term Microscale (CO Hot Spot) Analysis*

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the San Bernardino monitoring station (i.e., the closest station to the project site) showed a highest recorded 1-hour concentration of 2.0 parts per million (ppm) (the State standard is 20 ppm) and a highest 8-hour concentration of 1.6 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

The proposed project would generate 72 average daily trips, including 7 trips during the a.m. peak hour and 8 trips during the p.m. peak hour, as further detailed in Section 4.17, Transportation. As the proposed project would not generate 50 or more peak hour trips, the proposed project does not meet the criteria for an evaluation of study area intersection or roadway segment Level of Service (LOS). Therefore, the addition of the proposed project traffic is not expected to create any significant adverse impacts to nearby intersections and project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Therefore, the intersections in the project area would not experience CO “hot spots.”

### *Localized Significance Analysis*

The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors such as residential land uses in the immediate vicinity of a project site as a result of construction activities. The thresholds are based on standards established by the SCAQMD in its Localized Significance Thresholds (LST) Methodology and are measured against emissions that occur on a specific project site. Project construction and operation emissions were compared to the LST screening tables in Source Receptor Area (SRA) 34, based on a 25-meter source-receptor distance. The results of the LST analysis are summarized in Tables 4.3.C and 4.3.D below.

## Table 4.3.C: Project Localized Construction Emissions (lbs/day)

| Source | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| On-Site Project Emissions | 20.3 | 15.0 | 3.3 | 1.8 |
| Localized Significance Threshold | 170.0 | 972.0 | 7.0 | 4.0 |
| **Exceeds Threshold?** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (July 2024).
Note: Source Receptor Area 34, based on a 2.0-acre construction disturbance daily area, at a distance of 25 meters from the project boundary.
CO = carbon monoxide
lbs/day = pounds per day
$NO_X$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size

## Table 4.3.D: Project Localized Operational Emissions (lbs/day)

| Source | $NO_x$ | CO | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| On-Site Project Emissions | 2.0 | 19.6 | 0.1 | <0.1 |
| Localized Significance Threshold | 170.0 | 972.0 | 2.0 | 1.0 |
| **Exceeds Threshold?** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (July 2024).
Note: Source Receptor Area 34, based on a 2.0-acre operational disturbance daily area, at a distance of 25 meters from the project boundary.
CO= carbon monoxide
lbs/day = pounds per day
$NO_X$ = nitrogen oxides
$PM_{2.5}$= particulate matter less than 2.5 microns in size
$PM_{10}$= particulate matter less than 10 microns in size

By design, the localized impacts analysis only includes on-site emission sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions detailed in Table 4.3.D assume all area and energy source emissions would occur on site, and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related on-site vehicle travel, would occur on site. Since the majority of vehicle travel would occur off site and considering the total overall vehicle miles traveled (VMT) and trip length included in CalEEMod, assuming that the 5 percent of the project's VMT would occur on site is conservative.

As shown in Tables 4.3.C and 4.3.D, the results of the LST analysis indicate that the proposed project would not result in an exceedance of the SCAQMD LST during project construction or operation, and impacts would be less than significant.

#### *Health Risk Assessment (HRA)*

Health risk impacts associated with project construction and operation are evaluated separately to correctly estimate the risk for each type of receptor (i.e., residential and school versus worker locations, because residential receptors start at the third trimester, school receptors start at age 2, and workers start at age 16). The risk is calculated starting at the third trimester going to 30.25 years, which is broken down into three bins: third trimester to under 2 years, 2 years to under 16 years, and 16 years to 30 years. This is consistent with the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment's (OEHHA) standard method of calculating a 30-year risk (i.e., the sum of all three bins).

**Construction Health Risk Assessment.** A construction HRA, which evaluates construction-period health risk to off-site receptors, was performed for the proposed project. Table 4.3.E, below, identifies the results of the analysis assuming the use of Tier 2 construction equipment as proposed by the project.

### Table 4.3.E: Health Risks from Project Construction to Off-Site Receptors

| Location | Carcinogenic Inhalation Health Risk in One Million | Chronic Inhalation Hazard Index | Acute Inhalation Hazard Index |
|---|---|---|---|
| Residential Sensitive Receptor Risk | 10.09 | 0.013 | 0.000 |
| Worker Receptor Risk | 0.43 | 0.033 | 0.000 |
| School Receptor Risk | 0.09 | 0.001 | 0.000 |
| **SCAQMD Significance Threshold** | **10.0 in one million** | **1.0** | **1.0** |
| **Significant?** | **Yes** | **No** | **No** |

Source: LSA (August 2024).
SCAQMD = South Coast Air Quality Management District

As shown in Table 4.3.E, the maximum cancer risk for the residential sensitive receptor maximally exposed individual (MEI) would be 10.09 in one million, which would exceed the SCAQMD cancer risk threshold of 10 in one million. The worker and school receptor risk would be lower at 0.043 in one million and 0.09 in one million, respectively, which would not exceed the SCAQMD cancer risk thresholds. The total chronic hazard index would be 0.013 for the sensitive receptor MEI, 0.033 for the worker receptor MEI and 0.001 for the school receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Implementation of **Mitigation Measure (MM) AIR-1**, which would require the use of cleaner construction equipment, would be required to reduce the cancer risk level to the residential MEI during project construction.

**Mitigation Measure AIR-1** **Construction Equipment Requirements.** During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more that is used for the project construction meets, at a minimum, the California Air Resources Board (CARB) Tier 2 standards equipped with Level 3 diesel particulate filters. Verification shall be provided to the City of Rialto (City) Planning Department for confirmation, to the satisfaction of City staff.

Table 4.3.F identifies the results of the analysis with implementation of **MM AIR-1**.

## Table 4.3.F: Mitigated Health Risks from Project Construction to Off-Site Receptors

| Location | Carcinogenic Inhalation Health Risk in One Million | Chronic Inhalation Hazard Index | Acute Inhalation Hazard Index |
|---|---|---|---|
| Residential Sensitive Receptor Risk | 1.54 | 0.002 | 0.000 |
| Worker Receptor Risk | 0.07 | 0.005 | 0.000 |
| School Receptor Risk | 0.01 | <0.001 | 0.000 |
| **SCAQMD Significance Threshold** | **10.0 in one million** | **1.0** | **1.0** |
| **Significant?** | **No** | **No** | **No** |

Source: LSA (August 2024).
SCAQMD = South Coast Air Quality Management District

As shown in Table 4.3.F, with implementation of **MM AIR-1**, the cancer risk at the residential MEI would be 1.54 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. Therefore, with mitigation, construction of the proposed project would not exceed SCAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant with mitigation incorporated.

**Operational Health Risk Assessment.** To determine the potential health risk to people living and working near the proposed project associated with the exhaust of diesel-powered trucks and equipment, an operational HRA was conducted for the proposed project. The carcinogenic and chronic health risks from the proposed project are shown in Table 4.3.G below. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). The HRA model snapshots and outputs are included in Appendix A.

## Table 4.3.G: Health Risks from Project Operation to Off-Site Receptors

| Location | Carcinogenic Inhalation Health Risk in One Million | Chronic Inhalation Hazard Index | Acute Inhalation Hazard Index |
|---|---|---|---|
| Residential Sensitive Receptor Risk | 1.03 | <0.001 | 0.000 |
| Worker Receptor Risk | 0.47 | 0.002 | 0.000 |
| School Receptor Risk | 0.78 | <0.001 | 0.000 |
| **SCAQMD Significance Threshold** | **10.0 in one million** | **1.0** | **1.0** |
| **Significant?** | **No** | **No** | **No** |

Source: LSA (August 2024).
SCAQMD = South Coast Air Quality Management District

As shown in Table 4.3.G, the maximum cancer risk would be 1.03 in one million for the sensitive receptor MEI, 0.47 for the worker receptor MEI, and 0.78 for the school receptor MEI, which would all be less than the threshold of 10 in one million. The total chronic hazard index would be 0.002 for the worker receptor MEI and less than 0.001 for the sensitive and school receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be less than 0.001, which would also not exceed the threshold of 1.0. As these results show, all health risk levels to nearby residents from operation-related emissions of toxic air contaminants (TACs) would be well below the SCAQMD's HRA thresholds, and operational health risk impacts would be less than significant.

In summary, with implementation of **MM AIR-1**, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant with mitigation incorporated.

*d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

**Less Than Significant Impact.** During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

## 4.4 BIOLOGICAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and 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? | ☐ | ☐ | ☐ | ☒ |

*a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

**Less Than Significant Impact.** The project site is generally flat and is currently used as a truck yard. Landscaping on the project site consists of ornamental privacy hedges along the northern and eastern parcel boundary. Additionally, there are seven street trees along the eastern parcel boundary within the street right-of-way. The project site is located in a developed area and is completely surrounded by urban land uses consisting of a mix of residential, commercial, and industrial uses. No natural habitats or plant communities are present on the project site, and the project site is not adjacent to any natural or undeveloped areas. Due to the built environment, it is unlikely that special-status plants or animals would occur in the project vicinity.

A records search was conducted using California Natural Diversity Database (CNDDB), which is included as Appendix B to this IS/MND. The CNDDB records search indicated that there are 35 special-status and endangered, rare, or threatened plant and animal species that have been previously reported in the project vicinity. However, none of these species are expected to occur on the project site or on adjacent properties due to a lack of suitable habit, previous site disturbances, the relatively small size of the project site, and the fact that the project site is isolated from any open space with suitable habitat to support these species. The project site does, however, contain ornamental, non-native trees and shrubs that could provide nesting habitat for common birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or their eggs). Vegetation removal and other construction activities could negatively affect individual birds or raptors that are nesting on or within the vicinity of the project site. To comply with the MBTA and the California Fish and Game Code and avoid impacts to nesting birds from implementation of the proposed project, a pre-construction nesting bird survey would be required prior to removal of any landscaped vegetation, as detailed in **Regulatory Compliance Measure** (**RCM) BIO-1.**

**Regulatory Compliance Measure BIO-1** **Nesting Bird Clearance Survey**. If construction activities occur within the nesting bird season (February 1 to September 15), a qualified biologist retained by the construction contractor shall conduct a pre-construction survey no more than 3 days (72 hours) prior to the start of any construction, vegetation removal, or grading activities to ensure that no nesting birds are disturbed during construction. The qualified biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests would occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer to be established by the qualified biologist. The buffer shall be clearly marked in the field by construction personnel under guidance of the qualified biologist. No construction activities will be allowed within this zone until the qualified biologist determines that the young have fledged, or the nest is no longer active.

With implementation of **RCM BIO-1**, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS). Impacts would be less than significant, and no mitigation is required.

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

**No Impact.** The project site is located in a developed area and is currently used as a truck yard. There are no riparian or sensitive natural community areas on the project site. Furthermore, according to CNDDB, there are no recorded observations of natural communities of special concern with potential to occur within the project site or within five miles of the project site Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. There would be no impact, and no mitigation is required.

*c. Would the project 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?*

**No Impact.** The project site is located in a developed area and is currently used as a truck yard. No drainage features, ponded areas, or riparian habitat subject to jurisdiction of the CDFW, the United States Army Corps of Engineers (USACE), and/or Regional Water Quality Control Board (RWQCB) are present within the project site. Additionally, no National Wetlands Inventory (NWI)-mapped "blue line" wetlands are mapped on the project site.[8] As such, implementation of the proposed project would not adversely affect any State or federally-protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would occur, and no mitigation is required.

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

**Less Than Significant Impact.** The project site is located in a developed area and is currently used as a truck yard. Surrounding land uses include a mix of residential, commercial, and industrial uses. There are no migratory wildlife corridors or native wildlife nursery sites on or near the project site to support wildlife species. Additionally, there are no riparian corridors, creeks, or useful patches of habitat within or connecting the project site to any identified wildlife corridors or linkages. Therefore, the proposed project would not interfere with the movement of any wildlife species or with established wildlife corridors. Ornamental, non-native trees and shrubs on the project site have the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. However, **RCM BIO-1** includes measures to prevent potential impacts to nesting birds during construction activities. With implementation of **RCM BIO-1**, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with

8 United States Fish & Wildlife Service (USFWS). 2018. *National Wetlands Inventory, Surface Waters and Wetlands.* Website: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ (accessed September 30, 2024).

established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** The City of Rialto Municipal Code Chapter 11.08 – Street Trees – Vegetation, regulates the relocation and replacement of public trees. The proposed project would include the removal of six existing street trees and the planting of 11 new trees within the right-of-way along West Rialto Avenue and South Linden Avenue. The project Applicant would be required to request written permission from the City Public Services Director or his/her authorized representative for the removal of any street trees and would follow the requirements of Chapter 11.08 of the City's Municipal Code pertaining to the removal and replanting of street trees. As required by Chapter 11.08 of the City's Municipal Code, any removed street tree would be replaced by a new tree. With compliance with the requirements of Chapter 11.08 of the City's Municipal Code, the proposed project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation is required.

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

**No Impact.** The project site is located in an urbanized area of the City of Rialto. The City's General Plan does not designate the project site as being within a habitat conservation plan. Furthermore, the project area is not within any of the regional conservation plans designated by the State.[9] Therefore, the proposed project would not impact an adopted Natural Community Conservation Plan, Habitat Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impacts would occur, and no mitigation is required.

9 California Department of Fish and Wildlife (CDFW). 2024. *NCCP Plan Summaries.* Website: https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans (accessed September 30, 2024).

## 4.5 CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource 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? | ☐ | ☐ | ☒ | ☐ |

### *a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

**No Impact.** The term "historical resource" is defined by Section 15064.5 of the *State CEQA Guidelines* as follows:

(1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register) (Pub. Res. Code §5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code (PRC) or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria as defined in PRC §5024.1(C):

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

On September 11, 2024, a records search to identify previously recorded prehistoric and historic cultural resources and cultural resource surveys within 0.5 mile of the project area was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at California State University, Fullerton. Data from the SCCIC indicate 5 cultural resource studies were previously conducted within 0.5 mile of the project site, none of which included a portion of the project site. The records search also indicated that there are no cultural resources or historic properties on or near the project site. Review of historic aerial maps and photos of the project site indicates that one building was previously located on the project site. It was constructed between 1938 and 1948 but was removed between 1994 and the early 2000s. Prior to the construction of the building, the project site was used for agricultural purposes. As previously stated, the project site is currently used as a truck yard and does not include any permanent buildings.

The project site does not qualify as an "historical resource" as defined by CEQA. There are also no known archaeological resources on the project site that would qualify as "historical resources" as defined by CEQA. Therefore, the proposed project would not result in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines.* No impacts would occur, and no mitigation is required.

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

**Less Than Significant Impact.** As discussed above under Threshold 4.5.a, the project site has not been subject to a previous cultural resources assessment, and no cultural resources have been recorded within its boundaries. Five previous cultural resource studies have been completed within

0.5 mile of the project site and no cultural resources were recorded. Although the project site is not anticipated to be sensitive for cultural resources, ground-disturbing activities have the potential to reveal unknown buried deposits.

In the unlikely event that unanticipated archaeological resources are discovered at any time during project construction, impacts to these resources could be potentially significant. With implementation of **RCM CUL-1** requiring that a qualified archaeologist is retained to be on-call to respond to inadvertent discoveries during project construction and that all construction work occurring within 50 feet of any find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Qualification Standards for Archaeology, can evaluate the significance of the find, potentially significant impacts to previously undiscovered archaeological resources would be less than significant.

**Regulatory Compliance Measure CUL-1**

**Inadvertent Discovery.** The project Applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology. If potential cultural/archaeological resources (i.e., sites, features, or artifacts) are discovered during construction activities for the project, the City of Rialto shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist can evaluate the significance of the find and determine whether the find constitutes a "Tribal Cultural Resources" pursuant to Section 21074 of the California Public Resources Code (PRC), or a "unique archaeological resource" pursuant to Section 21083.2(g) of the PRC or a "historical resource" pursuant to Section 15064.5(a) of the *State CEQA Guidelines*. Personnel of the proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015) are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the YSMN for review and comment. The archaeologist shall monitor the remainder of project construction and implement the Plan accordingly. The Plan shall allow for a monitor to be present that represents YSMN for the remainder of project construction, should YSMN elect to place a monitor on-site.

Prior to issuance of a grading permit, the Director of Community Development, or designee, shall ensure that this mitigation measure is documented on the grading plans.

*c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?*

**Less Than Significant Impact.** There are no known human remains at the project site. In the event that human remains are identified during project construction, these remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the PRC, as appropriate.

Pursuant to Section 7050.5 of the California Health and Safety Code, in the event of discovery or recognition of any human remains or funerary objects in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site in the immediate vicinity of the discovery (within a 100-foot buffer of the find) or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the California Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC would identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Section 5097.98 of the PRC states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the MLD) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site. With these regulations in place, no impact on human remains would occur.

## 4.6 ENERGY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 operation? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

*a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?*

**Less Than Significant Impact.**

**Construction Energy Use.** Construction of the proposed project is anticipated to begin in February 2025 and would occur over an approximately 5.5-month period. The proposed project would require site preparation, grading, building construction, paving, and architectural coating activities during construction.

Construction of the proposed project would require energy for the manufacture and transport of building materials, preparation of the site for grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Additionally, the proposed project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Therefore, impacts to energy resources during construction would be less than significant, and no mitigation is required.

**Operational Energy Use.** Typically, the consumption of energy during the operation of a project is associated with natural gas use, energy consumption, and fuel used for vehicle trips. The proposed project would not increase the demand for natural gas as the proposed project would be designed to be all-electric and would not include the use of any natural gas systems.

Energy consumption was estimated for the proposed project using default energy intensities by building type in CalEEMod. Electricity estimates associated with the proposed project are shown in Table 4.6.A. In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related vehicle and truck trips. Based on the CalEEMod analysis, the proposed project would result in approximately 186,506 VMT per year associated with vehicles and light duty trucks and 294,336 VMT per year associated with heavy duty trucks. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020.[10] The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.0 mpg in 2021.[11] Therefore, using these average fuel economy estimates, the proposed project would result in the consumption of approximately 8,144 gallons of gasoline and 36,792 gallons of diesel fuel per year. Table 4.6.A, below, shows the estimated potential increased electricity and gasoline demand associated with operation of the proposed project.

## Table 4.6.A: Estimated Annual Energy Use of Proposed Project

| Land Use | Electricity Use (kWh per year) | Gasoline (gallons per year) | Diesel (gallons per year) |
|---|---|---|---|
| Warehouse | 193,986 | 8,144 | 36,792 |
| Parking Lot | 18,698 | 0 | 0 |
| **Total** | **212,684** | **8,144** | **36,792** |

Source: Compiled by LSA (September 2024).
kWh = kilowatt-hours

As shown in Table 4.6.A, the estimated potential increased electricity demand associated with operation of the proposed project is 212,684 kilowatt-hours (kWh) per year. In 2022, California's in-State electric generation totaled 203,257 gigawatt-hours (GWh), and the State's total system electric generation, which includes imported electricity, totaled 287,220 GWh.[12] Therefore, electricity demand associated with the proposed project would be approximately 0.000074 percent[13] of electricity generated in the State in 2022, which would not represent a substantial demand on available electricity resources. Electrical demand associated with project operations would be limited to only what is required to efficiently meet the proposed project's operational needs. In addition, the proposed project would be designed to the latest California Green Building Standards Code (CALGreen Code) standards, Title 24 efficiency standards, and Leadership in Energy and Environmental Design (LEED) standards. Additionally, the proposed project would incorporate sustainability features including a solar-ready roof, EV charging, motion-detection and light emitting diode (LED) lighting, and low-E glass, which would further reduce the energy demand associated

10 U.S. Department of Transportation (DOT). "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed September 4, 2024).

11 California Energy Commission (CEC). 2015. Medium and Heavy-Duty Truck Prices and Fuel Economy 2013–2026. Website: efiling.energy.ca.gov/getdocument.aspx?tn=206180 (accessed September 4, 2024).

12 California Energy Commission (CEC). *2022 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation (accessed September 4, 2024).

13 0.213 GWh (proposed project) ÷ 287,220 GWh (generated in State in 2022) = 0.000074 percent.

with project operation. Therefore, the proposed project's electrical demand would not be considered inefficient, wasteful, or unnecessary.

The proposed project would also result in energy usage associated with gasoline and diesel to fuel project-related trips. As shown above in Table 4.6.A, vehicle trips associated with the proposed project would consume approximately 8,144 gallons of gasoline and 36,792 gallons of diesel fuel per year. California is expected to consume approximately 18.5 billion gallons of petroleum per year by 2024 and countywide total petroleum use by vehicles is expected to be 1.221 billion gallons per year by 2024.[14] Therefore, the proposed project would represent approximately 0.004 percent[15] of the County's anticipated petroleum usage in 2024. Therefore, gasoline and diesel demand generated by vehicle and truck trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California. Therefore, implementation of the proposed project would not result in a substantial increase in electricity, natural gas, or transportation-related energy, such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources. Impact would be less than significant, and no mitigation is required.

*b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**Less Than Significant Impact.** In 2002, the Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero-Emission Vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's 2023 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the State. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the overall use of the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

14 California Air Resources Board (CARB). 2021. EMFAC 2021 Web Database (v1.0.0). June 2021. Website: https://arb.ca.gov/emfac/emissions-inventory (accessed September 4, 2024).

15 44,936 gallons (proposed project) ÷ 1,221,000,000 gallons (state consumption by 2024) = 0.004 percent.

## 4.7 GEOLOGY AND SOILS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☐ | ☒ |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

The following discussion and analyses are based on the findings included in the Report of Geotechnical Evaluations[16] completed for the proposed project, which is included as Appendix C to this IS/MND.

*a. Would the project 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.*

**No Impact.** Fault rupture is generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the last 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that

16 Soils Southwest, Inc. 2024. *Report of Geotechnical Evaluations, Planned Office/Warehouse Complex, 1527 Rialto Avenue w/o Linden Avenue, Rialto, APN: -246-201-51*. July 30.

would require specific geological investigations prior to approval of certain kinds of development within the delineated area. There are no mapped faults within or adjacent to the project site, and the project site is not located within an Alquist-Priolo Zone.[17] The nearest mapped fault to the project site is the San Jacinto Fault, which is located approximately 3.2 miles northeast of the project site. Therefore, the proposed project would not result in potential adverse effects, including the risk of loss, injury or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map. No impact would occur, and no mitigation is required.

*ii. Strong seismic ground shaking?*

**Less Than Significant Impact.** The project site is in a seismically active area, where earthquakes have the potential to subject the proposed project to strong seismic ground shaking. The intensity of ground shaking would depend on the characteristics of the fault, distance from the fault, the earthquake magnitude and duration, and site-specific geologic conditions.

The City requires projects to comply with the 2022 California Building Code (CBC) (Title 24, California Code of Regulations),[18] which provides for stringent construction requirements on projects in areas of high seismic risk based on numerous inter-related factors. Additionally, the Report of Geotechnical Investigations completed for the proposed project recommends that the proposed project implement the current CBC seismic design parameters in the proposed building's structural design. It is acknowledged that seismic hazards cannot be completely eliminated, even with implementation of advanced building practices. However, the seismic design standards of the CBC are intended to prevent catastrophic structural failure in the most severe earthquakes currently anticipated. Therefore, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground shaking. Impacts would be less than significant and no mitigation is required.

*iii. Seismic-related ground failure, including liquefaction?*

**No Impact.**

**Liquefaction**. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire "mobility" sufficient to permit both horizontal and vertical movements. The significant factors on which liquefaction potential of a soil deposit depends, among others include, soil type, relative soil density, intensity of earthquake, duration of ground shaking, and depth of ground water. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (i.e., silt and clay) may also liquefy. As detailed in the Report of Geotechnical Evaluations completed for the proposed project, exploratory borings conducted on the project site

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17 California Department of Conservation, California Geologic Survey (DOC CGS). 2021. *Earthquake Zones of Required Investigation.* Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed September 6, 2024).

18 City of Rialto. Municipal Code, Title 15 – Buildings and Construction, Chapter 15.08 – Building Codes.

did not encounter groundwater within the maximum 31-foot depth explored, and available recorded groundwater well data indicate historical shallow groundwater measured at approximately 388 feet below ground in the project vicinity. Based on the Special Publication 117, published by the State of California Department of Conservation, Division of Mines and Geology, in the absence of groundwater within 50 feet below grade, soils are non-susceptible to seismically induced soil liquefaction. Therefore, the proposed project would not result in potential adverse effects, including the risk of loss, injury or death involving seismic-related ground failure including liquefaction. No impact would occur, and no mitigation is required.

*iv. Landslides?*

**No Impact.** A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The project site is relatively level and is not located next to any slopes.[19] Additionally, there are no existing or historic landslides present on the property. Furthermore, the project site is not located within a designated Earthquake Induced Landslide Zone.[20] Therefore, the proposed project would not result in potential adverse effects, including the risk of loss, injury or death involving landslides. No impact would occur, and no mitigation is required.

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

**Less Than Significant Impact.** Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.[21] Grading and earthmoving during project construction has the potential to result in erosion and the loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. To address the potential for erosion, the proposed project would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) during construction, which would reduce erosion in accordance with the requirements of the Construction General Permit as detailed in **RCM HYD-1** (refer to Section 4.10, Hydrology and Water Quality).

During project operations, the majority of the project site would be covered with impervious surfaces (e.g., asphalt, concrete, an industrial building), which are not subject to erosion. Furthermore, the proposed project would be required to implement a project-specific Water Quality Management Plan (WQMP), which would contain post-construction measures to reduce potential impacts to soil erosion to less than significant levels as detailed in **RCM WQ-2** (refer to Section 4.10).

Compliance with existing regulatory requirements would ensure that the proposed project would not result in substantial soil erosion or the loss of topsoil during construction and/or operation. Impacts would be less than significant, and no mitigation is required.

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19 Soils Southwest, Inc., 2024. Op. cit.

20 DOC CGS. 2021. Op. cit.

21 California State Mining and Geology Board. 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

*c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Less Than Significant Impact.** As discussed under Threshold 4.7.a, site soils would not be subject to landslides or liquefaction.

**Lateral Spreading.** Lateral spreading is a form of horizontal displacement of soil toward an open channel or other "free" face, such as an excavation boundary. In a lateral spread failure, a layer of ground at the surface is carried on an underlying layer of liquefied material over a nearly flat surface toward a river channel or other bank. The lateral spreading hazard tends to mirror the liquefaction hazard for a site. Because the topography of the site is near level and the project site is not susceptible to liquefaction, the potential for seismically induced lateral spreading is remote. Therefore, the proposed project would not result in potential adverse effects, including the risk of loss, injury or death involving lateral spreading. No impact would occur and no mitigation is required.

**Subsidence.** Subsidence can result from the removal of subsurface water resulting in either gradual depression or catastrophic collapse of the ground surface. As detailed in the *Report of Geotechnical Evaluations* completed for the proposed project, exploratory borings conducted on the project site did not encounter groundwater within the maximum 31-foot depth explored, and available recorded groundwater well data indicate historical shallow groundwater measured at approximately 388 feet below ground in the project vicinity. The proposed project would require excavation to a maximum depth of 3 feet below ground surface. Therefore, it is not anticipated that dewatering or shoring of groundwater would be required during construction. Therefore, the proposed project would not result in impacts related to subsidence, and no mitigation is required.

**Unstable Soils and Collapse.** As detailed in the Report of Geotechnical Evaluations completed for the proposed project, soils at the project site primarily consist of dry to damp, fine to medium coarse undocumented fill sands with some silts overlying medium coarse to coarse gravel and sand mixtures with layers of gravels consisting of rocks and cobbles with little to no sands. To ensure adequate structural support and minimize the potential for differential settlements, the proposed project would be required to comply with the recommendations included in the Report of Geotechnical Evaluations including measures for site preparations and grading for structural support, and measures for the placement of structural footings. Compliance with the recommendations of the Report of Geotechnical Evaluations and the requirements of the CBC would ensure that the proposed project would not result in adverse impacts related to unstable soils. Impacts would be less than significant, and no mitigation is required.

*d. Would the project 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?*

**No Impact.** Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. As detailed in the Report of Geotechnical Evaluations completed for the proposed project, soils at the project site primarily consist of dry to damp, fine to medium coarse undocumented fill sands with some silts overlying medium coarse to coarse gravel and sand mixtures with layers of gravels consisting of rocks and cobbles with little to no sands. Due to the silty gravelly sandy nature of the soils on-site, soils are not considered to be expansive.[22] Therefore, the proposed project would not located on expansive soil that could create a substantial direct or indirect risks to life or property. No impact would occur, and no mitigation is required.

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

**No Impact.** Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have no impact related to the soils capability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation is required.

*f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact.** The project site is underlain near the surface with young alluvial fan deposits, which have a low paleontological sensitivity.[23] Additionally, as detailed in the Report of Geotechnical Evaluations, the upper 5 feet of soils consist of undocumented fill sands with some silts, which have been previously disturbed. The proposed project does not require significant amounts of below-grade construction and excavation is anticipated to be a maximum depth of 3 feet below ground surface. Therefore, the presence of a unique paleontological resource or unique geologic feature is unlikely. However, according to a search of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, there are 724 known localities that have produced 8,507 specimens within San Bernardino County.[24] Accordingly, although the project site is not known to contain unique paleontological resources or unique geologic features, the possibility of accidental discovery of paleontological resources during project construction cannot be discounted. Implementation of **RCM GEO-1**, described below, would reduce potential impacts to paleontological resources to a less than significant level.

**Regulatory Compliance Measure GEO-1** **Inadvertent Discovery of Paleontological Resources.** Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the

22 Soils Southwest, Inc. 2024. Op. cit.

23 United States Geological Survey (USGS). 2003. *National Geological Map Database.* Website: https://ngmdb.usgs.gov/Prodesc/proddesc_61860.htm (accessed October 24, 2024).

24 University of California Museum of Paleontology. *Databases.* Website: https://ucmp.berkeley.edu/collections/databases/ (accessed September 6, 2024).

treatment of the discovery. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least two years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

## 4.8 GREENHOUSE GAS EMISSIONS

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

The following discussion and analyses are based on the findings included in the Air Quality, Heath Risk, and Greenhouse Gas Impact Report[25] completed for the proposed project, which is included as Appendix A to this IS/MND.

*a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact.** This section describes the proposed project's construction- and operational-related greenhouse gas (GHG) emissions and contribution to global climate change. Neither the SCAQMD or City of Rialto have addressed emission thresholds for construction in its *CEQA Air Quality Handbook*; however, the SCAQMD requires quantification and disclosure. Thus, an evaluation of the proposed project's impacts related to the release of GHG emissions for both construction and operational phases of the proposed project is described below.

*Short-Term Greenhouse Gas Emissions*

Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_20$). Furthermore, $CH_4$ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, neither the SCAQMD nor the City of Rialto have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, defined by the

25 LSA Associates, Inc. 2024a. Op. cit.

SCAQMD as 30 years,[26] added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

Using CalEEMod, it is estimated that the proposed project would generate approximately 143.7 metric tons of carbon dioxide equivalent (MT $CO_2e$) during construction of the project. When annualized over the 30-year life of the project, annual emissions would be 4.8 MT $CO_2e$.

*Long-Term Greenhouse Gas Emissions*

Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), off-road sources (e.g., use of the forklifts), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers because of increased electricity demand that would result from operation of the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment. Off-road sources are associated with the use of the two forklifts.

Following guidance from the SCAQMD, GHG emissions were estimated for the proposed project using CalEEMod. Table 4.8.A shows the calculated GHG emissions for the proposed project.

The San Bernardino County Greenhouse Gas Reduction Plan[27] (GHGRP) has a screening level threshold of 3,000 MT $CO_2e$ per year (MT $CO_2e$/yr), which would indicate that emissions are less than significant and no further analysis is required. Based on the analysis results, the proposed project would result in approximately 685.1 MT $CO_2e$/yr, which would be below the San Bernardino County's Review threshold of 3,000 MT $CO_2e$/yr. As the project would apply the applicable San Bernardino County's GHGRP performance standards and adhere to State requirements, project-level and cumulative GHG emissions would be less than significant. No mitigation is required.

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26 The SCAQMD has identified the average operational lifespan of buildings to be 30 years. SCAQMD. 2008. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf (accessed July 2024).

27 San Bernardino Council of Governments (SBCOG). 2021. San Bernardino County Regional Greenhouse Gas Reduction Plan. Website: https://www.gosbcta.com/wp-content/uploads/2019/09/San_Bernardino_Regional_GHG_Reduction_Plan_Main_Text_Mar_2021.pdf (accessed January 2023).

### Table 4.8.A: Greenhouse Gas Emissions (MT/yr)

| Emissions Source | Operational Emissions (MT/yr) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ | Percentage of Total |
| Mobile Sources – Vehicle and Light Duty Trucks | 62.5 | 0.0 | <0.1 | 63.5 | 9 |
| Mobile Sources – Heavy Duty Trucks | 455.8 | <0.1 | 0.1 | 479.1 | 70 |
| Area Sources | 0.9 | <0.1 | <0.1 | 0.9 | <1 |
| Energy Sources | 51.3 | <0.1 | <0.1 | 51.5 | 8 |
| Water Sources | 17.6 | 0.3 | <0.1 | 26.9 | 4 |
| Waste Sources | 3.5 | 0.4 | 0.0 | 12.3 | 2 |
| Off-Road Sources | 46.0 | <0.1 | <0.1 | 46.1 | 7 |
| **Total Operational Emissions** | | | | **680.3** | **100** |
| Amortized Construction Emissions | | | | 4.8 | - |
| **Total Project Emissions** | | | | **685.1** | **-** |
| San Bernardino County Review Threshold | | | | 3,000 | - |
| **Exceed?** | | | | **No** | **-** |

Source: Compiled by LSA (July 2024).
$CH_4$ = methane
$CO_2$ = carbon dioxide
$CO_2e$ = carbon dioxide equivalent
MT/yr = metric tons per year
$N_2O$ = nitrous oxide

*b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant Impact.** An evaluation of the proposed project's consistency with the San Bernardino County GHGRP[28], the 2022 Scoping Plan[29], and the Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy[30] (2024–2050 RTP/SCS) is provided below.

*San Bernardino County Regional Greenhouse Gas Reduction Plan*

As discussed above, the City of Rialto is a participant in the San Bernardino County GHGRP, which identifies the County's vision and goals on reducing GHG emissions in the different cities, local government facilities, and communities. The applicable City of Rialto reduction measures as identified in the 2021 San Bernardino County Regional GHGRP include the following:

28 San Bernardino Council of Governments (SBCOG). 2021. San Bernardino County Regional Greenhouse Gas Reduction Plan. Website: https://www.gosbcta.com/wp-content/uploads/2019/09/San_Bernardino_Regional_GHG_Reduction_Plan_Main_Text_Mar_2021.pdf (accessed January 2023).

29 CARB. 2021. *2022 Scoping Plan Update*. May 10. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed July 2024).

30 Southern California Association of Governments (SCAG). 2024. Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565 (accessed July 2024).

**Building Energy Measures**

- **Parking Lot Design 3-23.1:** Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.
- **Planned Development 3-21.7:** Require parkways to be placed on the outside of the public sidewalk immediately adjoining the curb to provide shade for pedestrians, and provide a canopy of trees to be either uniformly spaced or informally grouped.
- **Public Realm— Streetscapes Policy 2-11.2:** Provide and maintain street trees and parkway landscaping within the public right-of-way for developed properties within Rialto. Require private development to do the same as per City design regulations.
- **Public Realm—Streetscapes Policy 2-11.4:** Incorporate street trees and other landscape treatments along corridors to provide sufficient shade canopy and promote pedestrian comfort.
- **Private Realm Policy 2-17.1:** Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.
- **Private Realm Policy 2-17.2:** Require all new development to incorporate tree plantings dense enough to shade and beautify residential and commercial areas.
- **Parking Lot Design Policy 2-23.1:** Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.
- **Open Space Policy 2-26.1:** Require that private open space be integrated into new development by providing green spaces and landscaped plazas between buildings.
- **Open Space Policy 2-26.2:** Enhance street corridors by incorporating small green areas, extensive landscaping, and street trees.

**On-Road Measures**

- **Public Realm—Pedestrian Friendly Environment 2-12.5:** Maximize potential pedestrian connections through the use of highly visible gateways, walkways, and directional signs and the installation of traffic-calming devices where appropriate.
- **Accommodating Bicyclists and Pedestrians Policy 4-8.5:** Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

- **Air Quality and Climate Policy 2-38.3:** Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

- **Expanding Rialto's Mobility Policy 4-1.4:** Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade separations.

- **Air Quality and Climate Policy 2-35.3:** Establish a balanced land use pattern, and facilitate developments that provide jobs for City residents in order to reduce vehicle trips Citywide.

- **Air Quality and Climate Policy 2-38.1:** Consult with State agencies, SCAG, and SBCOG to implement AB 32 and SB 375 by utilizing incentives to facilitate infill and transit-oriented development.

- **Air Quality and Climate Policy 2-38.2:** Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.

- **Air Quality and Climate Policy 2-35.2:** Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

- **Air Quality and Climate Policy 2-38.3:** Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

- **Accommodating Bicyclists and Pedestrians Policy 4-9.4:** Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.

- **Accommodating Bicyclists and Pedestrians Policy 4-9.1:** Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

**Solid Waste Management Measures**

- **Recycling Policy 2-34.2:** Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.

- **Recycling Policy 2-34.3:** Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.

- **Solid Waste and Recycling Policy 3-10.2:** Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.

**Wastewater Treatment Measures**

- **Wastewater Policy 3-9.1:** Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.

**Water Conveyance Measures**

- **Conserve Water Resources Policy 2-29.1:** Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.
- **Private Realm Policy 2-17.3:** Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.
- **Parking Lot Design Policy 2-23.3:** Require use of drainage improvements designed, with native vegetation where possible, to retain or detain water runoff and minimize pollutants into drainage system.
- **Water Policy 3-8.9:** Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.
- **Water Policy 3-8.10:** Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.
- **Conserve Water Resources Policy 2-29.1:** Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.

The proposed project would include 17,062 square feet of on-site landscaping and 3,072 square feet of off-site landscaping, consistent with City requirements. All landscaping would be low-maintenance and drought-tolerant. In addition, the proposed project would be all-electric, have a solar-ready roof, EV charging, motion-detection and LED lighting, low-E glass, and low-flow plumbing fixtures in restrooms. As such, the proposed project would be consistent with the applicable Building Energy Measures.

The proposed project would include a speculative industrial warehouse building. Due to the nature of the proposed project, mass transit would not be feasible. Further, there are currently no existing bicycle facilities adjacent to project site. Based on the City's Active Transportation Plan (ATP), there is an existing Class III Bike Route 1 mile to the east of the project site on West Rialto Avenue, as well as a Class I Multi-Use Path (Pacific Electric Trail) approximately 620 feet north of the intersection of South Linden Avenue and West Rialto Avenue. The proposed project is not proposing any alteration/modification of the existing or proposed bike facilities. As such, the proposed project would not decrease the performance or safety of any existing or proposed bicycle facilities. Additionally, according to the City's ATP, the plan seeks to provide and promote a pedestrian- and bicyclist-friendly environment, including streets, sidewalks, and pathways, to act as a fundamental element of the City's pedestrian network. Within the project vicinity, there are paved and continuous sidewalks present along the frontage of both West Rialto Avenue and South Linden Avenue, including the project frontage. The proposed project would include the installation of new curb, gutter, concrete sidewalk, and landscaping along the project's frontage with South Linden Avenue and would include improvements along the West Rialto Avenue right of way including new landscaping. The proposed project would enhance the entire project frontage and is not anticipated to remove any existing sidewalk. Additionally, the proposed project would provide additional right of way landscaping and street trees. As such, the proposed project will not decrease the performance or safety of the existing pedestrian facilities near the project frontages and would improve sidewalk accessibility.

Omnitrans is the public transit agency serving the San Bernardino Valley. Omnitrans' fixed Bus Routes 14 and 15 operate within 0.5 mile of the project site. Additionally, Metrolink is a commuter rail system in Southern California, serving Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, as well as Oceanside in San Diego County. At present, the nearest Metrolink station to the project site is the Rialto Metrolink station, located approximately 1.6 miles east of the project site. At present, there are no proposed service changes in Omnitrans' transit network or Metrolink's network due to implementation of the proposed project. As such, the proposed project would not decrease the performance or safety of any existing or proposed public transit facilities. As such, the proposed project would be consistent with the applicable On-Road Measures.

Additionally, the proposed project would use source reduction and recycling to reduce the amount of solid waste generated at the project site and would divert and recycle construction and demolition materials when feasible, consistent with the Solid Waste Management Measures. The proposed project would also bear the cost of expanding the wastewater disposal system to handle the increased loads that they are expected to generate, consistent with the Wastewater Treatment measure. Further, the proposed project would comply with applicable water conservation measures specified in the CALGreen Code. The proposed project would also include low-flow plumbing fixtures in restrooms and low-maintenance, drought-tolerant landscaping. As such, the proposed project would be consistent with the applicable Water Conveyance Measures.

As demonstrated above, the proposed project would be consistent with the San Bernardino County Regional GHGRP.

### *2022 Scoping Plan*

The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, Executive Order (EO) B-30-15, Assembly Bill (AB) 1279, SB 32, and AB 197.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[31] to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps California on

[31] CARB. 2017. *California's 2017 Climate Change Scoping Plan*. November.

the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels.

The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. AB 1279 establishes State policy to achieve net zero GHG emissions no later than 2045 and for Statewide anthropogenic GHG emissions to be reduced to at least 85 percent below 1990 levels by 2045.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would comply with the CALGreen Code, regarding energy conservation and green building standards. As mentioned above, no natural gas demand is anticipated during construction or operation of the proposed project. The elimination of natural gas in new development would help projects implement their "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. As such, if a project does not utilize natural gas, a lead agency can conclude that it would be consistent with achieving the 2045 neutrality goal and will not have a cumulative considerable impact on climate change.[32] In addition, the proposed project would

[32] Bay Area Air Quality Management District (BAAQMD). 2022. *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans.* April. Website: https://www.baaqmd.gov/~/ media/files/planning-and-research/ceqa/ceqa-thresholds-2022/ justification-report-pdf.pdf?rev=4ffb4fdafead 43bf816745ca3a58596a&sc_lang=en (accessed July 2024).

have a solar-ready roof, motion-detection and LED lighting, and low-E glass. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. The proposed project would also have low-flow plumbing fixtures in restrooms and low-maintenance, drought-tolerant landscaping. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The Pavley II (LEV III) Advanced Clean Cars Program will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

#### *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*

SCAG's 2024–2050 RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2024–2050 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. The 2024–2050 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2024–2050 RTP/SCS, would reach the GHG emissions target set by CARB, including the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels). The 2024–2050 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2024–2050 RTP/SCS but provides incentives for consistency for governments and developers.

The objectives of the 2024–2050 RTP/SCS are to create a region with transit as a backbone of the transportation system; more Complete Streets where people and safety are prioritized; policies that encourage emerging technologies and mobility innovations that support rather than hamper regional goals; more housing, jobs, and mobility options closer together in Priority Development Areas to preserve natural lands and open spaces; more housing to address the existing housing need; and safe and fluid movement of goods, with a commitment to the broad deployment of zero- and near-zero emission technologies.

As discussed above, the proposed industrial warehouse and office uses would be consistent with the project site's existing General Plan designation and zoning. As such, the project's labor demand would not substantially increase population, households, or employment in the City. As such, the proposed project would be consistent with SCAG's goals for new job growth in the region. Therefore, since the proposed project would accommodate planned regional growth, the proposed project would not exceed the growth assumptions in the SCAG's 2024–2050 RTP/SCS.

Implementing SCAG's 2024–2050 RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed project would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and as such, it would not conflict with the SCAG 2024–2050 RTP/SCS targets since those targets were established and are applicable on a regional level.

Based on the nature of the proposed project, implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2024–2050 RTP/SCS.

*Greenhouse Gas Reduction Plan Consistency Summary*

As demonstrated above, the proposed project would generally be consistent with the Bernardino County Regional GHGRP, 2022 Scoping Plan, and SCAG's RTP/SCS. As such, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in the 2022 Scoping Plan, EO B-30-15, and AB 197 and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant and no mitigation is required.

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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? | ☐ | ☐ | ☐ | ☒ |

The following discussion and analyses are based on the findings included in the Phase I Environmental Site Assessment[33] completed for the proposed project, which is included as Appendix D to this IS/MND.

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

**Less Than Significant Impact.** The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. Although tenant and exact operations of the proposed project are not currently known, the project area is zoned for manufacturing and light industrial uses. Therefore, operation of the proposed project may involve routine transport, use, and/or disposal of hazardous materials. Hazardous materials (e.g., oil, grease, fuels, paint) would be transported and used on-site during proposed

[33] HEI Corporation. 2024. *Phase I Environmental Site Assessment, Vacant Trucking Yard, 1527 West Rialto Avenue, Rialto, California.* March 25.

construction activities. The routine transport, use, or disposal of these hazardous materials could pose a potential hazard to construction workers and future employees working at the project site as they would be handling the hazardous materials and could therefore be exposed through inhalation of vapors, direct contact with skin, or accidental ingestion. The routine transport, use, or disposal of these hazardous materials would not pose a significant hazard to the public or environment unless the hazardous materials were accidentally spilled or released into the environment, as discussed in section b) below.

All future uses of the project site would be subject to existing regulatory programs for hazardous materials. The Hazardous Materials Division of the San Bernardino County Fire Department is designated as the Certified Unified Program Agency (CUPA) for the City of Rialto, and coordinates the regulation of hazardous materials and hazardous wastes in the City of Rialto through the following programs:

- Hazardous Materials Business Plan (HMBP)
- Hazardous Waste & Onsite Treatment
- Aboveground Petroleum Storage Act (APSA)
- Underground Storage Tank (UST) Program
- California Accidental Release Prevention (CalARP)
- CA Fire Code Hazardous Materials Management Plan (HMMP) and Hazardous Material Inventory Statements (HMIS)

The role of a CUPA is to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities associated with the regulation of hazardous materials and hazardous wastes. Businesses that store or use hazardous materials in the limits of the City of Rialto are required to submit chemical and facility information on the California Environmental Reporting System (CERS), which is a statewide web-based system to support CUPAs in electronically collecting and reporting various hazardous materials-related data as mandated by the California Health and Safety Code and 2008 legislation (AB 2286). Chapter 6.95 of Division 20 of the California Health and Safety Code requires that an HMBP must be submitted to the local CUPA if on-site hazardous materials exceed in aggregate any of the following: 55 gallons for liquids; 500 pounds for solids; or 200 cubic feet of gases at standard temperature and pressure. HMBPs are required to be submitted electronically to the CERS and must include facility information, a Hazardous Materials Inventory Statement, an Emergency Response Plan, and an Emergency Response Training Plan. The HMBP has to be re-certified for completeness and accuracy every year, or updated and revised, as necessary.

The CalARP program aims to reduce the likelihood and impact of accidental releases of regulated toxic and flammable substances. Many of these releases could result in adverse off-site consequences.

The program accomplishes these objectives through:

1. Facility evaluations;

2. Administrative and operational procedures;

3. Emergency preparedness programs; and

4. Facility design requirements.

A facility regulated under the CalARP Program must file a written Risk Management Plan (RMP) with the San Bernardino County Fire Department.

Worker health and safety is regulated at the federal level by the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA). OSHA regulations include training requirements for construction workers and a requirement that hazardous materials are accompanied by manufacturer's Safety Data Sheets (SDSs). The Federal Occupational Safety and Health Act of 1970 authorizes states to establish their own safety and health programs with OSHA approval. Worker health and safety protections in California are regulated by the California Department of Industrial Relations (DIR). The DIR includes the Division of Occupational Safety and Health (DOSH), which acts to protect workers from safety hazards through its California OSHA (Cal/OSHA) program. Cal/OSHA regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. California standards for workers dealing with hazardous materials are contained in California Code of Regulations (CCR) Title 8 and include practices for all industries (General Industrial Safety Orders), and specific practices for construction, and other industries. The routine transport, use, and disposal of hazardous materials at the project site during operation and construction activities would be required to comply with a project Health and Safety Plan (HASP) prepared in accordance with CCR Title 8, which would reduce potential health hazards for workers related to the routine transport, use, or disposal of hazardous materials to a less-than-significant level.

As detailed in Section 4.10, Hydrology and Water Quality, because the proposed project would result in soil disturbance greater than 1 acre, management of hazardous materials during construction activities would be subject to the requirements of the Stormwater Construction General Permit (CGP), which requires preparation and implementation of a SWPPP that includes hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed).

The transportation of hazardous materials is subject to United States Department of Transportation (USDOT), Resource Conservation and Recovery Act (RCRA), and State regulations. In 1990 and 1994, the federal Hazardous Material Transportation Act was amended to improve the protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The USDOT developed hazardous materials regulations, which govern the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. The California Highway Patrol, the California

Department of Transportation (Caltrans), and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) are responsible for enforcing federal and State regulations pertaining to the transportation of hazardous materials.

Construction of the proposed project would result in the generation of various waste materials that would require recycling and/or disposal, including some waste materials that may be classified as hazardous waste. Hazardous wastes would be required to be transported by a licensed hazardous waste hauler and disposed of at facilities that are permitted to accept such materials as required by DOT, RCRA, and state regulations.

Compliance with the existing hazardous materials regulations and programs described above, including requirements for HMBPs and RMPs for facilities handling significant quantities of hazardous materials, OSHA and Cal/OSHA regulations, CCR Title 8; the CGP; and USDOT, RCRA, and state regulations, would ensure that the proposed project would not create a significant hazard to the public or the environment associated with the routine transport, use, or disposal of hazardous materials by ensuring that these materials are properly handled during construction and operation of the proposed project. Impacts would be less than significant, and no mitigation is required.

*b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less Than Significant Impact.** There are two main ways that the public and/or the environment could be affected by the release of hazardous materials from the project site into the environment, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures.

The proposed project would not involve the demolition of any existing structures. Additionally, the Phase I Environmental Site Assessment completed for the proposed project[34] determined that there is no evidence of Recognized Environmental Conditions (RECs) in connection with the project site after completing an inspection of the project site; observing surrounding properties; searching Federal, State of California, Tribal, and County environmental agency lists; completing a records search at the City of Rialto; and interviewing individuals regarding the current and past uses of the project site.

As described under Threshold 4.9.a above, hazardous materials could be used at the project site during construction and operation of the proposed project. Improper use, storage, or handling could result in a release of hazardous materials into the environment which could pose a risk to construction workers and the public. However, the project Applicant would be required to comply with existing government regulations related to the use and disposal of these materials including requirements for HMBPs and RMPs for facilities handling significant quantities of hazardous materials, OSHA and Cal/OSHA regulations, CCR Title 8; the CGP; and USDOT, RCRA, and state regulations, which would ensure that the proposed project would not create a significant hazard to

[34] HEI Corporation. 2024. Op. cit.

the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant, and no mitigation is required.

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

**No Impact.** The nearest school to the project site is Rialto Middle School, located approximately 0.27 mile east of the project site. However, as noted under Threshold 4.9.a above, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and, as noted in Section 4.9.b, the proposed project would not create a hazard to the public and environment through reasonably foreseeable upset and accident conditions. Therefore, there would be no impact and no mitigation is required.

*d. Would the project 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?*

**No Impact.** The project site is not included on any list of hazardous materials site compiled pursuant to Government Code Section 65962.5.[35] No impact would occur, and no mitigation is required.

*e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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?*

**No Impact.** The project site is not located within 2 miles of a public airport or public use airport. The closest airport is the San Bernardino International Airport, located approximately 8 miles southeast of the project site. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the area. No impact would occur, and no mitigation is required.

*f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** The City of Rialto has an adopted California Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS) Multi-hazard Function Plan (MHFP) which is coordinated by the City of Rialto "Disaster Council." This program is coordinated with the City Manager's Office, Police Department, Fire Department, City Clerk's Office, Administrative Services Organization, and Public Works Department. The development of the project site is not anticipated to impair implementation of or physically interfere with the City's emergency response plan. In the event of a disaster, evacuation route movement would be conducted by Rialto law enforcement agencies. Furthermore, project construction and operational

35 California Environmental Protection Agency (CalEPA). 2024. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed October 1, 2024).

activities would occur on-site and would not result in road closures of West Rialto Avenue and/or South Linden Avenue or the physical interference of adopted emergency response or evacuation plans.

Additionally, the proposed project's construction plans are required to be designed in accordance with applicable fire codes established by the Rialto Fire Department to ensure proper emergency access to and from the project site. The proposed project would also be required to go through the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations in the California Fire Code and the City of Rialto Municipal Code Chapter 15.28, Fire Code. The incorporation of applicable design and safety standards and regulations would ensure that the proposed project does not interfere with the provision of local emergency services.

Therefore, implementation of the proposed project would not significantly impair the implementation of or physically interfere with the City's Emergency Response Plan, the General Plan Public Safety Element, or any other emergency response plans. Impacts would be less than significant, and no mitigation is required.

*g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

**No Impact.** As described in Section 3.20, Wildfire, the project site is located in an urban area and is not within or adjacent to a wildland fire hazard area.[36] Therefore, the proposed project would not expose people or structures to a significant loss, injury or death involving wildland fires. No impact would occur, and no mitigation is required.

[36] Office of the State Fire Marshal. *Fire Hazard Severity Zones*. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed October 1, 2024).

## 4.10 HYDROLOGY AND WATER QUALITY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | ☐ | ☐ | ☒ | ☐ |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that 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 on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- 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? | ☐ | ☐ | ☒ | ☐ |

The following discussion and analyses are based on the findings included in the Water Quality Management Plan (WQMP)[37] and Drainage Report[38] completed for the proposed project, which are included as Appendix E to this IS/MND.

*a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

**Less Than Significant Impact.** The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB) regulate the quality of surface water and groundwater bodies throughout California. In the City of Rialto, the Santa Ana RWQCB (RWQCB) is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses and water quality objectives for waterways and water bodies within the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify water bodies, including

37 Everest Environmental, Inc. 2024. *Water Quality Management Plan For: Commercial Construction, 1527 West Rialto Avenue, Rialto.* July 22.

38 Andreasen Engineering, Inc. 2024. *Drainage Report, Lord Construction Inc., 1527 W. Rialto Ave. Rialto, CA 92376.* July 10.

bays, rivers, streams, creeks, and coastal areas, that do not meet water quality standards and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies.

As discussed in Chapter 2.0, Project Description, the project site is undeveloped and does not contain any existing stormwater infrastructure and stormwater flows to existing storm drains along South Linden Avenue. Receiving waters include Santa Ana River Reach 3, which drains to the Prado Flood Control Basin, which flows to Santa Ana River Reach 2.[39] The receiving waters for stormwater runoff from the project site are listed as impaired on the 303(d) list for several constituents.[40] Santa Ana River Reach 3 is listed as an impaired water body for the following pollutants: copper, indicator bacteria, and lead. Prado Basin is listed as impaired for pH, and Santa Ana River Reach 2 does not have any listed impairments.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal CWA). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Santa Ana RWQCB. Construction activities are subject to the SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit [CGP]). Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's CGP, which requires preparation of a SWPPP and implementation of Construction BMPs during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Project operations are subject to the NPDES Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region, Order No. R8-2010-0036, NPDES No. CAS618036 (MS4 Permit). Any "Significant Redevelopment" projects that add or replace 5,000 square feet or more of impervious surface on an already developed site or "New Development" projects that create 10,000 square feet or more of impervious surface must comply with the requirements of the MS4 Permit. The MS4 permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MS4 Permit requires co-permittees to develop and implement standard design and post-development BMP guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable. The MS4 Permit requires that a Final Water Quality Management Plan (WQMP) be prepared for new development and significant redevelopment projects within its

39 Everest Environmental, Inc. 2024. Op. cit.

40 State Water Resources Control Board (SWRCB). 2023. *2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html (accessed September 6, 2024).

jurisdiction. In addition, the NPDES permit includes hydromodification requirements that projects must include management techniques to reduce the potential for impacts, such as a change in runoff and sediment yield because of land use modifications. To address hydromodification requirements with the County of San Bernardino, the Santa Ana RWQCB developed a Technical Guidance Document for Water Quality Management Plans.[41]

The Final WQMP would specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

**Construction.** The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. Construction activities would result in the disturbance of 2.13 acres of soil. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via storm water runoff into receiving waters.

Because construction of the proposed project would disturb greater than 1 acre of soil, the proposed project is subject to the requirements of the CGP, which requires preparation of an SWPPP and implementation of construction BMPs during construction activities as detailed in **Regulatory Compliance Measure (RCM) HYD-1**. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Implementation of **RCM HYD-1** and construction BMPs would ensure that construction-related impacts to water quality would be less than significant.

**Regulatory Compliance Measure HYD-1** **Construction General Permit.** The project Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction

41 CDM Smith Inc. 2013. *Technical Guidance Document Water Quality Management Plans. June 21.*

and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB) via the Stormwater Multiple Application and Report Tracking System (SMARTS). The project Applicant shall provide the Waste Discharge Identification Number (WDID) to the Planning Manager of the City of Rialto Planning Division or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee.

A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by a Qualified SWPPP Developer in accordance with the requirements of the Construction General Permit. These include: BMPs for erosion and sediment control, site management/housekeeping/ waste management, management of non-stormwater discharges, run-on and runoff controls, and BMP inspection/maintenance/repair activities. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association's Stormwater Best Management Handbook: Construction.

The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters. A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/ maintenance/repair activities.

Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.

Exploratory borings conducted on the project site during preparation of the Report of Geotechnical Evaluations[42] completed for the proposed project did not encounter groundwater within the maximum 31-foot depth explored. Available recorded groundwater well data indicate historical shallow groundwater measured at approximately 388 feet below ground in the project vicinity. The proposed project would require excavation to a maximum depth of 3 feet below ground surface. Therefore, it is not anticipated that dewatering or shoring of groundwater would be required during construction.

Adherence with the CGP, including implementation of the required SWPPP and Construction BMPS, would ensure construction impacts related to surface water quality standards, waste discharge requirements, and surface water quality would be less than significant.

**Operation.** Pollutants of concern from long-term operations include suspended solids/sediment, nutrients, oil and grease, metals, pesticides/herbicides, organic compounds, and trash and debris. According to the project-specific Draft Water Quality Management Plan (WQMP)[43], the proposed project would include installation of an underground infiltration chamber system that would be used for stormwater control, treatment, and infiltration. Prior to the issuance of a grading permit, the proposed project would also be required to prepare a Final WQMP, consistent with the requirements of the City's MS4 permit, because the proposed project consists of significant new development that would create 10,000 square feet or more of impervious surface. As detailed in **RCM HYD-2**, the Final WQMP would specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Therefore, compliance with the requirements of the City and the MS4 Permit would ensure that operation impacts to water quality would be less than significant.

**Regulatory Compliance Measure HYD-2** **Final Water Quality Management Plan.** Prior to the issuance of grading permits, the project Applicant shall submit to the City for review and approval, a final Water Quality Management Plan (WQMP), as required by RWQCB Order No. R8-2010-0036, NPDES No. CAS618036 (MS4 permit). The final Water Quality Management Plan shall identify necessary site design BMPs, source control BMPs, LID BMPs, and treatment control BMPS (if applicable).

Prior to the issuance of grading permits, the applicant shall submit to the City for review and approval evidence that project plans incorporate the facilities, features and/or BMPs identified in the WQMP. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

42 Soils Southwest, Inc. 2024. Op. cit.

43 Everest Environmental, Inc. 2024. Op. cit.

Overall, because the proposed project would be required to comply with existing regulations (including the CGP and the MS4 Permit), the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant, and no mitigation is required.

*b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

**Less Than Significant Impact.** The project site lies within the Upper Santa Ana Valley – Chino Groundwater Basin.[44] The basin has a surface area of approximately 154,000 acres (240 square miles) and is located in southwestern San Bernardino County. The basin is bounded by the Rialto-Colton Fault to the east, impermeable rocks forming the Jurupa Mountains to the southeast, impermeable rocks of the Puente Hills and the Chino Fault to the south, the San Jose Fault on the northwest, and impermeable rocks of the San Gabriel Mountains and the Cucamonga Fault to the north. The water-bearing units in the Chino Subbasin includes Holocene and Upper Pleistocene alluvium. Recharge to the basin occurs by direct infiltration or precipitation on the subbasin floor, by infiltration of surface flow, and by underflow of groundwater from adjacent basins. There are five recharge facilities in the subbasin including Deer Creek, Day Creek, East Etiwanda, San Sevaine, and Victoria. Groundwater levels declined about 80 feet from historical high marks in the 1920s by 1980. By 2000, water levels had recovered about 20 feet. Total storage within the subbasin is approximately 18,300,000 acre-feet and, as of 2000, total storage is estimated to have been 5,325,000 acre-feet.[45]

**Construction.** As discussed under Threshold 4.10.a above, available recorded groundwater well data indicates historical shallow groundwater measured at approximately 388 feet below ground surface in the project vicinity and the proposed project would require excavation to a maximum depth of 3 feet below ground surface. Therefore, it is not anticipated that dewatering or shoring of groundwater would be required during construction and construction activities associated with the proposed project would not contribute to a substantial depletion of groundwater supplies.

**Operation.** Development of the proposed project would increase impervious surface area by approximately 1.6 acres, which would decrease on-site infiltration. As described above, the proposed project includes BMPs to collect and infiltrate stormwater at the project site in accordance with the MS4 Permit as detailed in **RCM HYD-2**. Therefore, development of the proposed project would not substantially decrease the amount of stormwater that infiltrates as compared to the existing conditions.

Water service for the proposed project would be provided by Rialto Water Services (RWS), which is subject to the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water

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44 California Department of Water Resources (DWR). n.d. *Groundwater Basin Boundary Assessment Tool.* Website: https://gis.water.ca.gov/app/bbat/ (accessed September 5, 2024).

45 California Division of Water Rights. 2006. *Upper Santa Ana Valley Groundwater Basin, Chino Subbasin, California's Groundwater Bulletin 118.* January 20.

Management Plan (IR-UWMP).[46] RWS water supplies include groundwater from four different adjudicated groundwater basins, surface water from canyon surface flows on the east side of the San Gabriel Mountains, emergency stand-by agreements with the City of San Bernardino and Riverside-Highland Water Company, and recycled water from the City's Wastewater Treatment Plant. Therefore, operation of the proposed project would likely involve the use of both surface and groundwater sources for potable water. The IR-UWMP indicates the City has sufficient water supplies to meet water demands through 2045, including during multiple dry years. Therefore, the proposed project's water needs would not contribute to a substantial depletion of groundwater supplies.

For the reasons listed above, impacts related to the decrease of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

*c. Would the project 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 on- or off-site;*

**Less Than Significant Impact.**

**Construction.** As previously discussed, storm water from the project site drains to existing storm drains on South Linden Avenue. During construction activities, more than 1 acre of soil would be disturbed. Soil would be exposed, and drainage patterns temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As required by **RCM HYD-1**, the CGP requires the preparation of an SWPPP to identify construction BMPs to be implemented as part of the proposed project to reduce impacts on water quality during construction, including those impacts associated with soil erosion and siltation. With compliance with the requirements in the CGP and implementation of construction BMPs, construction impacts related to on- or off-site erosion or siltation would be less than significant and no mitigation is required.

**Operation.** After the completion of project construction, the proposed project would not significantly alter the existing drainage pattern of the site. However, operation of the proposed project would result in an increase in impervious surfaces on the project site from approximately 0.1 acre to 1.7 acres, which would result in a net increase in stormwater runoff that could lead to downstream erosion in receiving waters. However, as discussed above, the proposed project would install an underground infiltration chamber system to be used for stormwater control, treatment, and infiltration in compliance with the requirements of the MS4 Permit as required by **RCM HYD-2**.

[46] San Bernardino Valley Municipal Water District, 2021. *Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.* Website: https://www.sbvwcd.org/our-projects/upper-santa-ana-integrated-regional-water-management-plan/ (accessed September 5, 2024).

With incorporation of LID techniques as required by the MS4 Permit, operational impacts related to on- or off-site erosion or siltation would be less than significant, and no mitigation is required.

*ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*

**Less Than Significant Impact.** Development of the proposed project would result in an increase in impervious surfaces on the project site from approximately 0.1 acre to 1.7 acres which could have the potential to increase the volume and rate of stormwater runoff discharged from the project site. However, as previously discussed, the proposed project would install an underground infiltration chamber system to be used for stormwater control, treatment, and infiltration in compliance with the requirements of the MS4 Permit as required by **RCM HYD-2**. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized so that on-site flooding would not occur. Therefore, with implementation of LID techniques as required by the MS4 Permit, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off site. Impacts would be less than significant, and no mitigation is required.

*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;*

**Less Than Significant Impact.**

**Stormwater Drainage System Capacity.** Under existing conditions, stormwater from the project site drains to existing storm drains along South Linden Avenue that discharge to Santa Ana River Reach 3, which drains to the Prado Flood Control Basin, which flows to Santa Ana River Reach 2. The proposed project would include installation of an underground infiltration chamber system to capture and filter stormwater flows in excess of the design capture volume, designed in compliance with the MS4 Permit as required by **RCM HYD-2**. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized such that drainage facility capacity would not be exceeded during a design storm. Therefore, the proposed project would not result in an exceedance of planned or existing stormwater drainage systems. Impacts would be less than significant and no mitigation is required.

**Polluted Runoff.** As discussed under Threshold 4.10.a above, pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, and each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as required by **RCM HYD-1** the proposed project would be required to comply with the requirements set forth by the CGP, including preparation of an SWPPP, which would specify BMPs to be implemented to control the discharge of pollutants in stormwater runoff as a result of construction activities. Therefore, construction-related impacts would be less than significant and no mitigation is required.

Expected pollutants of concern from long-term operations include suspended solids/sediment, nutrients, oil and grease, metals, pesticides/herbicides, organic compounds, and trash and debris. As previously discussed, compliance with the MS4 Permit, the implementation of LID techniques, and the incorporation of operational BMPs to target pollutants of concern as required by **RCM HYD-2**, would ensure that the proposed project would not discharge substantial sources of polluted runoff from the project site. Operation-related impacts would be less than significant, and no mitigation is required.

*iv. Impede or redirect flood flows?*

**No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8657H, the project site is located in Zone X, which is identified as an area of minimal flood hazard.[47] The proposed project would not significantly alter the topography of the project site, which is relatively flat, and would not substantially alter drainage patterns. Because the proposed project would not place improvements and structures directly within a 100-year floodplain, the proposed project would not impede or redirect flood flows. No impact would occur, and no mitigation is required.

*d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

**No Impact.**

**Flooding.** According to FEMA FIRM No. 06071C8657H, the project site is located in Zone X, which is identified as an area of minimal flood hazard.[48] Therefore, the proposed project would not risk release of pollutants due to project inundation due to flood hazard. No impact would occur and no mitigation is required.

**Tsunami.** The project site is approximately 44 miles northeast of the Pacific Ocean at an elevation over 1,200 feet above mean sea level. Based on the distance from the Pacific Ocean, the project site is not located in a tsunami hazard zone and, therefore, would not be susceptible to impacts associated with a tsunami. The proposed project would not risk release of pollutants due to project inundation from a tsunami. No impact would occur, and no mitigation is required.

**Seiches.** Seiches are waves created in an enclosed body of water (e.g., a bay, lake, or harbor) that go up and down or oscillate and do not progress forward like standard ocean waves. Limited isolated damage to adjacent and down-slope structures has been observed from seiches occurring in swimming pools and in small shallow lakes and ponds. There are no sizeable enclosed bodies of water in the nearby vicinity of the project site. Therefore, the proposed project would not risk

[47] Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map No. 06071C8657H. Map Revised August 28, 2008. Website: https://msc.fema.gov/portal/search (accessed September 5, 2024).

[48] FEMA. Op. cit.

release of pollutants due to project inundation due to seiche. No impact would occur, and no mitigation is required.

**Dam Inundation.** The project site is not located within a mapped dam failure inundation area.[49] Therefore, the project site is not at risk of inundation due to dam failure. No impact would occur, and no mitigation is required.

*e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**Less Than Significant Impact.** The proposed project is within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB adopted a Basin Plan (January 1995, with amendments effective on or before June 2019) that designates beneficial uses for all surface and groundwater within their jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As previously discussed, and as detailed **in RCM HYD-1 and RCM HYD-2**, the proposed project would comply with existing NPDES permit requirements, including the CGP and MS4 Permit, and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff. Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. Therefore, the proposed project would not result in water quality impacts that would conflict with the Basin Plan. Construction and operational impacts related to a conflict with the Basin Plan would be less than significant.

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. The project site is in the Upper Santa Ana Valley – Chino Groundwater Basin, which the California Department of Water Resources designates as a very low priority basin. [50] Therefore, development of a GSP is not required for the basin associated with the proposed project.

As discussed above, the proposed project would comply with regulatory requirements to treat pollutants in stormwater runoff during construction and operation of the proposed project (**RCMs HYD-1 and RCM HYD-2).** Compliance with these regulatory requirements would ensure that stormwater that may infiltrate during construction or operation of the proposed project would be treated prior to reaching groundwater. Therefore, the proposed project would not affect groundwater quality within the Upper Santa Ana Valley – Chino Groundwater Basin. As previously stated, development of the proposed project would increase the impervious surface on the project

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49 California Department of Water Resources (DWR). 2015. Division of Safety of Dams. *Dam Breach Inundation Map Web Publisher.* Website: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2 (accessed September 5, 2024).

50 California Department of Water Resources (DWR). 2020. *Sustainable Groundwater Management Act 2019 Basin Prioritization Process and Results.* May.

site by 1.6 acres. Although development of the proposed project would increase the impervious surface area on the project site which could decrease on-site infiltration, the proposed project would collect and infiltrate stormwater from the project site with an underground infiltration chamber system. Therefore, the proposed project would not substantially impact groundwater supplies within the Upper Santa Ana Valley – Chino Groundwater Basin. Furthermore, as previously stated, the project site is located within a very low priority basin and therefore the SGMA provisions do not apply. Impacts related to a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be less than significant, and no mitigation is required.

## 4.11 LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b. 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? | ☐ | ☐ | ☒ | ☐ |

*a. Would the project physically divide an established community?*

**No Impact.** The physical division of an established community typically refers to the construction of a physical feature (e.g., an interstate highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. The project site is primarily surrounded by a mix of residential, commercial and industrial uses and the proposed project would be consistent with the type and intensity of development in the area. Vehicular access to the project site would be provided via one right-in/right-out (RIRO) driveway along West Rialto Avenue at the northwestern corner of the project site, and a full-access driveway on South Linden Avenue at the southeast corner of the project site. The proposed improvements would be limited to the project site. The proposed project would not require the construction of any new infrastructure that would divide an established community, and would not remove any means of access. Therefore, the proposed project would have no impact related to physically dividing an established community, and no mitigation is required.

*b. Would the project 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?*

**Less Than Significant Impact.** Land use plans and policies applicable to the proposed project are set forth in the City's General Plan and the Municipal Code. Implementation of the proposed project would require approval of the following: a Conditional Development Permit, a Precise Plan of Design, a Variance, and an Environmental Assessment Review.

As shown in the City of Rialto General Plan (2010), the project site has a City General Plan designation of Light Industrial (LI), which allows light industrial activity such as processing, packaging, machinery repair, fabrication, distribution, warehousing and storage, research and development, and similar uses which are defined by the City as "low impact". The LI designation allows a maximum floor area ratio (FAR) of 1.0. The City of Rialto Zoning Map identifies the project site as General Manufacturing (M-2)[51], which allows a variety of general manufacturing uses related to the manufacturing, processing, or treatment of products. The proposed project would result in the construction of an approximately 42,000-square-foot industrial warehouse that would have a FAR of 0.45. The proposed project would be consistent with the allowable uses of the LI designation and M-2 zone.

Chapter 18.112 - Indoor Storage Uses of the City's Municipal Code establishes regulations for facilities that involve the indoor storage of goods, products, commodities, materials, supplies, and similar items for the primary purpose of supply chain distribution and fulfillment and includes development standards that are applicable to all indoor storage facilities, including storage warehouses and fulfillment centers. Table 4.11.A lists the applicable development and performance standards from Chapter 18.112 - Indoor Storage Uses of the City's Municipal Code required for all indoor storage facilities and summarizes the proposed project's consistency with these standards.

As detailed in Chapter 2.0, Project Description, a variance would be required for the proposed project's setback on South Linden Avenue. Per Section 18.112.050C(1) of the Municipal Code, the proposed building is required to be setback from West Rialto Avenue and South Linden Avenue at least one foot for every one foot of building height. The proposed building would be a maximum of 35 feet in height, and setbacks of 25 feet and 50 feet would be provided along South Linden Avenue and West Rialto Avenue, respectively. Therefore, a variance would be required to reduce the setback along South Linden Avenue by 10 feet from the required 35 feet to 25 feet.

With the approval of the requested variance, the proposed project would be consistent with applicable land use plans, policies, and regulations. Impacts would be less than significant, and no mitigation is required.

51 City of Rialto. *Rialto, California Code of Ordinances, Title 18 – Zoning.*

## Table 4.11.A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards and Chapter 18.112.060 – Performance Standards

| Section | Consistency Analysis |
|---|---|
| **Site and Architectural Design Standards** | |
| 1. All buildings and structures shall be setback from a property line along a street frontage or adjacent to any residentially zoned or used land, public and private schools, and public parks and open space intended for public park and recreational use intended for public park and recreational use, by a minimum of one foot for every one foot of building height, but no less than twenty-five feet. Building height means the vertical distance from the finished grade to the highest point of the building along the side of the building facing a street, residentially zoned land, public and private schools, or public parks and open space intended for public park and recreational use intended for public park and recreational use. | **Consistent with Variance.** The proposed building would be a maximum of 35 feet in height and setbacks of 25 feet and 50 feet would be provided along South Linden Avenue and West Rialto Avenue, respectively. A variance would be required to reduce the proposed project's setback on South Linden Avenue by 10 feet from the required 35 feet to 25 feet. |
| 2. All buildings and structures shall incorporate horizontal wall plane articulation approximately in the form of wall plane projections, recesses, and/or projected masses every one hundred linear feet on all sides. Horizontal wall plane articulation shall have a minimum depth of at least three feet, as measured from the exterior of the main wall plane, and a minimum width of twelve feet. | **Consistent.** The proposed industrial warehouse would include horizontal wall plane articulation every one hundred linear feet on all sides. Horizontal wall plane articulation would have a minimum depth of at least three feet and a minimum width of twelve feet. |
| 3. All buildings and structures shall incorporate vertical wall plane articulation in form of wall height variations of at least eighteen inches approximately every one hundred linear feet on all sides. | **Consistent.** The proposed industrial warehouse would include vertical wall plane articulation with height variations of at least 18 inches approximately every hundred linear feet on all sides. |
| 4. All buildings and structures shall incorporate enhanced architectural treatments on all sides. Enhanced architectural treatments include combinations of accent building materials, windows/spandrel glass, reveals, metal eyebrow accents, cornices, etc. | **Consistent.** The proposed industrial warehouse would incorporate enhanced architectural treatments on all sides consisting of blue glass windows. |
| 5. The need for stairwells on elevations facing streets shall be avoided to improve the aesthetics of the building and minimize the height of buildings. | **Consistent.** The proposed project does not include any stairwells on elevations facing streets. |
| 6. Underground stormwater chambers shall be provided to avoid the need for aboveground stormwater basins. As an alternative, aboveground basins may be permitted if the depth of the basin does not require fencing and the basin can be planted with shrubs and groundcover so as to appear as part of the landscaped area on the site. | **Consistent.** The proposed project would include an underground infiltration chamber system. An aboveground stormwater basin would not be included as part of the proposed project. |

## Table 4.11.A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards and Chapter 18.112.060 – Performance Standards

| Section | Consistency Analysis |
|---|---|
| 7. Site improvements to control and direct truck and van traffic in the desired direction on adjacent streets shall be provided, including but not limited to medians, "pork chop" curb returns, and similar measures. | **Not Applicable.** The proposed project would not require any improvements to the existing roadways as the existing roadway geometry at the South Linden Avenue/ West Rialto Avenue intersection is sufficient to support vehicle queues for all turning movements under project opening year with background traffic and proposed project conditions, as further detailed in Section 4.17, Transportation and Traffic. |
| **Parking and Access Standards** | |
| 1. Parking shall be provided for indoor storage facilities in accordance with Chapter 18.58 of the Rialto Municipal Code or the applicable specific plan. | **Consistent.** As shown in Figure 2-3, the proposed project includes 36 auto parking spaces, including 2 ADA parking spaces and 3 electric vehicle (EV) spaces, consistent with Chapter 18.58 of the Rialto Municipal Code and the Gateway Specific Plan. |
| 2. All passenger vehicle parking lots, drive-aisles, and truck parking areas or truck courts shall be paved with asphalt or concrete, as required by the city engineer. | **Consistent.** The proposed passenger vehicle parking lots, drive aisles, and truck parking areas would be paved with either asphalt concrete pavement over aggregate base or Portland cement concrete. |
| 3. All required passenger vehicle parking spaces shall be separated from any enclosed truck parking area or truck court and shall not require access through any enclosed truck parking area or truck court to reach the parking spaces. | **Consistent.** The proposed project would not include an enclosed truck parking area or truck court. Truck loading zones would be provided at the southeast corner of the proposed building, which would be separated from the passenger vehicle parking spaces located along the western edge of the project site by a 14-foot-tall wrought iron gate and slider located at the southwest corner of the building. |
| 4. Signage for directional guidance to trucks entering and exiting the facility shall be provided on-site. | **Consistent.** The proposed project would include signage for directional guidance to trucks entering and exiting the facility. |
| 5. Sufficient space, including additional overflow areas, shall be provided to accommodate all maneuvering, queuing, stacking, loading, unloading, and parking of vehicles on-site. | **Consistent.** The proposed project includes sufficient space to accommodate all maneuvering, queuing, stacking, loading, unloading, and parking of vehicles on site. |
| 6. On-site electric hook-ups shall be provided to eliminate idling of main and auxiliary engines during loading and unloading of cargo. | **Consistent.** The proposed project would include electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo. |
| **Screening Standards** | |
| 1. All stored items, including trucks and trailers within truck parking areas and courts, shall be completely screened from public view, including oblique views, by a combination of buildings and/or solid screen walls of either decorative concrete masonry block or decorative concrete tilt-up walls. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or | **Consistent:** As shown in Figure 2-3, the proposed truck loading area would be screened from public view by the proposed building to the north and west, by a 6-foot-tall CMU wall and 6-foot-tall wrought-iron fence to the south, and by a 14-foot-tall concrete tilt up wall and 14-foot-tall wrought-iron gate with perforated metal to the east. |

## Table 4.11.A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards and Chapter 18.112.060 – Performance Standards

| Section | Consistency Analysis |
|---|---|
| cultured stone finish. Decorative concrete tilt-up wall means concrete with a combination of paint and raised patterns, reveals, and/or trim lines. | |
| 2. Screen walls shall not be located within any required front yard or street side yard landscape setback area. | **Consistent.** The proposed screen walls are not located within any required landscape setback areas. |
| 3. All stored items, including trucks and trailers within truck parking areas, shall not exceed eight feet in height unless a taller wall up to fourteen feet is provided to effectively screen along street frontages. The minimum height of screen walls shall be eight feet and the maximum height shall be fourteen feet. | **Consistent.** The proposed project includes a 14-foot-tall concrete tilt up wall and 14-foot-tall wrought-iron gate with perforated metal to screen the proposed truck loading/unloading areas. |
| 4. Solid walls surrounding truck parking areas and truck courts that are below the grade of an adjacent street shall be backfilled to a grade level that matches the finished grade level of the adjacent street. | **Not Applicable.** The truck parking and walls are at grade. |
| 5. Solid walls surrounding truck parking areas and truck courts that either at grade or are above the grade of an adjacent street shall incorporate a berm/slope along the entire length of the wall that ensures that no more than eight feet of the wall is visible from public view. The maximum slope shall not exceed a 4:1 ratio. | **Consistent.** Building walls in excess of 30-feet would be provided on two sides of the recessed truck dock area and a 14-foot wall would be provided between the truck court/dock and the adjacent street. A landscape berm would be installed to limit public visibility of the wall to 8-feet from the adjacent street. |
| 6. Solid walls surrounding truck parking areas and truck courts along street frontages that are visible from public view shall incorporate landscape pockets every seventy linear feet to prevent monotony. The landscape pockets shall have a minimum depth of three feet and a minimum width of twelve feet and shall be located on the exterior side of the wall. | **Consistent.** Screen walls that are visible from public view include landscape pockets that are a minimum depth of 3 feet and minimum width of 12 feet. |
| 7. Solid walls surrounding truck parking areas and truck courts shall incorporate pilasters every seventy linear feet and at all corners and ends of the wall. | **Not Applicable**. The proposed project does not include any solid walls surrounding truck parking areas and truck courts that would exceed 70 linear feet. |
| 8. Anti-graffiti coating or equivalent measure to prevent graffiti shall be provided for all solid screen walls. | **Consistent.** The proposed screen walls would include anti-graffiti coating or equivalent to prevent graffiti. |
| **Landscape Standards** | |
| 1. All indoor storage facilities shall have a minimum fifteen-foot deep landscaped setback along all street frontages planted with a combination of trees, shrubs, and groundcover. Parking of motor vehicles is not permitted within the required landscape setback area. | **Consistent.** As shown in Figure 2-3, the proposed project includes 50-foot and 25-foot-deep landscaped setbacks along street frontages (northern and eastern boundaries) to be planted with a combination of trees, shrubs, and groundcover. Parking of motor vehicles would not be permitted within the required landscape setback areas. |

## Table 4.11.A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards and Chapter 18.112.060 – Performance Standards

| Section | Consistency Analysis |
|---|---|
| 2. All indoor storage facilities shall have a minimum ten-foot deep landscaped setback along interior side and rear property lines planted with a combination of trees, shrubs, and groundcover, except within enclosed truck courts. | **Consistent.** As shown in Figure 2-3, the proposed project includes a 10-foot-deep landscaped setback along the interior side property line (western boundary) planted with a combination of trees, shrubs, and groundcover. The rear property line is within an enclosed truck court and therefore is not required to meet the 10-foot-deep landscaped setback. However, the rear property line would include up to 5-feet of landscaping. |
| 3. All indoor storage facilities shall have a minimum ten-foot deep landscape planter at the base of buildings and screening walls that are visible from and face street frontages. Planting within these planters shall consist of a combination of small to medium scale trees, shrubs, and groundcover vegetation to soften the edge of the building or screen wall. | **Consistent.** As shown in Figure 2-3, the proposed project includes minimum 10-foot-deep landscaped planters with a combination of trees, shrubs, and groundcover vegetation at the base of the proposed warehouse and screen walls that are visible from and face street frontages. |
| 4. Trees shall be planted every thirty linear feet within all landscape planters on-site. Two rows of trees shall be provided within all landscape setbacks adjacent to public streets. A minimum of fifty percent of the trees on-site shall consist of evergreen broadleaf tree species to ensure year-round coverage. | **Consistent.** As shown in Figure 2-3, trees would be planted every 30 linear feet and two rows of trees would be provided within all landscape setbacks adjacent to public streets. A minimum of 50 percent of the trees on site would consist of evergreen broadleaf tree species to ensure year-round coverage. |
| 5. Shrubs and groundcover vegetation shall be planted an average of three feet on-center or less, or as recommended for the species. Shrubs and groundcover vegetation species shall be selected and plotted to ensure a layering of landscaping from shorter to taller. | **Consistent.** Shrubs and groundcover vegetation would be planted an average of three feet on-center or less, or as recommended for the species. Shrubs and groundcover vegetation species would be selected and plotted to ensure a layering of landscaping from shorter to taller. |
| **Security Standards** | |
| 1. All indoor storage facilities shall be secured and incorporate exterior security cameras that are connected to the city's enforcement system to the satisfaction of the police chief. | **Consistent.** The proposed project would incorporate exterior security cameras that are connected to the City's enforcement system to the satisfaction of the police chief. |
| 2. All indoor storage facilities shall be illuminated entirely every night, from dusk until dawn, with a minimum of one foot candle across the site. Light fixtures shall be arranged or shield so as not to spill light onto neighboring properties. | **Consistent.** The proposed warehouse would be illuminated entirely every night, from dusk until dawn, with a minimum of one foot candle across the site, and light fixtures would be shielded so as to not spill light onto neighboring properties. |
| **Performance Standards** | |
| 1. New or modified indoor storage facilities shall route all vehicles associated with the use (trucks, vans, passenger vehicles, etc.) on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use intended for public park and recreational use areas to the greatest extent feasible. | **Consistent.** All vehicles associated with the proposed project (trucks, van, passenger vehicles, etc.) would be routed on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use intended for public park and recreational use areas to the greatest extent feasible. |

## Table 4.11.A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards and Chapter 18.112.060 – Performance Standards

| Section | Consistency Analysis |
|---|---|
| 2. The queuing of trucks on streets or elsewhere outside of facility shall be prohibited. All queuing, stacking, loading, unloading, and parking shall occur exclusively on-site. The property owner and operator shall be responsible for ensuring compliance with this performance standard. | **Consistent.** The queuing of trucks on streets or elsewhere outside of the facility would be prohibited. All queuing, stacking, loading, unloading, and parking would occur exclusively on-site. |
| 3. The operator of the indoor storage facility shall be responsible for implementing and monitoring an operations and truck route plan during all operations, including, but not limited to posting the plan and educating truck drivers on the approved routes. | **Consistent.** A truck route plan would be implemented and monitored by the operator of the proposed project during all operations. |
| 4. Indoor storage facilities shall not store any products, goods, commodities, materials, supplies, or containers outside of any building on-site, except for trucks and trailers associated with the indoor storage facility, without prior approval of a separate conditional development permit in accordance with Chapter 18.104 of the Rialto Municipal Code. | **Consistent.** The proposed project would not include the storage of any products, goods, commodities, materials, supplies, or containers outside of any building on-site, except for trucks and trailers associated with the indoor storage facility, without prior approval of a separate conditional development permit in accordance with Chapter 18.104 of the Rialto Municipal Code. |
| 5. Truck drivers shall not sleep or reside within any truck cab on-site overnight or for any other extended duration of time. | **Consistent.** Truck drivers would not be allowed to sleep or reside within any truck cab on-site overnight or for any other extended duration of time. |
| 6. Operators shall address any parking, traffic, noise, or safety issues within forty-eight hours of being notified by the city that an issue exists. | **Consistent.** Should the City notify the operator of any parking, traffic, noise, or safety issue, it would be addressed within 48 hours of being notified. |
| 7. Prior to the issuance of a business compliance certificate, any new tenant or operator of an indoor storage facility shall: 1) submit an operational plan and trip generation analysis prepared by a licensed traffic engineer for review and approval demonstrating the proposed operations and projected traffic associated with the new tenant or operator is the same or less than the projected traffic assumed in the approved entitlements for the facility; and 2) sign a statement acknowledging acceptance of all operational conditions of approval associated with the approved entitlements for the facility. If the proposed operations and trip generation represent a significant change in operational characteristics or more than ten percent increase in trip generation beyond what was entitled, a modification to the conditional development permit shall be required prior to the start of operations. | **Consistent.** Any new tenant or operator would submit an operational plan and trip generation analysis prepared by a licensed traffic engineer demonstrating the proposed operations and projected traffic associated with the new tenant or operator is the same or less than the projected traffic assumed in the approved entitlements for the facility and would sign a statement acknowledging acceptance of all operational conditions of approval associated with the approved entitlements for the facility. |
| 8. The property owner and/or operator shall be responsible for implementing the approved property maintenance program and maintaining the property in good physical condition. | **Consistent.** The property owner and/or operator would be responsible for implementing the approved property maintenance program and maintaining the property in good physical condition. |

## Table 4.11.A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards and Chapter 18.112.060 – Performance Standards

| Section | Consistency Analysis |
|---|---|

Source: City of Rialto. *Rialto, California – Code of Ordinances, Chapter 18.112.050 – Development Standards and Chapter 18.112.060 – Performance Standards.* Website: https://library.municode.com/ca/rialto/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.112I NSTUS_ (accessed September 18, 2024).

## 4.12 MINERAL RESOURCES

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

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

**No Impact.** The Surface Mining and Reclamation Act (SMARA) enacted by the California Legislature in 1975 provides guidelines to assist with the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land uses and ownership. SMARA categorizes areas into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

- **MRZ-3:** An area containing mineral deposits of which their significance cannot be properly evaluated.

- **MRZ-4:** An area where information is not adequate enough to be able to assign to any other MRZ zone.

According to Exhibit 2.6, Aggregate Resources, of the City's General Plan, the project site is not located within or adjacent to land designated for mining purposes.[52] As shown in Exhibit 2.7, Mineral Resource Zones (MRZ) of the City's General Plan, the project site and its local vicinity is comprised of land classified as MRZ-2 and MRZ-3. Despite the mineral resource designations, no mineral resource extraction activities occur at the project site under existing conditions. The proposed project would redevelop the project site with a new industrial warehouse building, and no mineral resource extraction activities are proposed as part of the project. Therefore, the proposed project would not 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. No impact would occur, and no mitigation is required.

52 City of Rialto. 2010. Op. cit.

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

**No Impact.** As discussed under Threshold 4.12.a above, the project site and its local vicinity is comprised of land classified as MRZ-2 and MRZ-3, as shown in Exhibit 2.7, Mineral Resource Zones (MRZ) of the City's General Plan. However, the project site's existing M-2 zoning does not allow for mineral resource extraction activities. Given existing and proposed conditions on site, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on the City's General Plan. No impact would occur, and no mitigation is required.

## 4.13 NOISE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project result in: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the 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 2 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? | ☐ | ☐ | ☐ | ☒ |

The following discussion and analyses are based on the findings included in the Noise and Vibration Impact Analysis[53] completed for the proposed project, which is included as Appendix F to this IS/MND.

*a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact.** The primary existing noise sources in the project area include vehicle traffic from West Rialto Avenue and neighborhood and industrial noises in the vicinity of the project site. To assess existing noise levels, LSA conducted two long-term noise measurements in the vicinity of the project site. The long-term (24-hour) noise level measurements were conducted on July 16 through July 17, 2024, using two Larson Davis Spark 706RC Dosimeters. Table 4.13.A provides a summary of the measured hourly noise levels and calculated Community Noise Equivalent Level (CNEL) level from the long-term noise level measurements. As shown in Table 4.13.A, the calculated CNEL levels reached 63.6 decibel (dBA) CNEL. Hourly noise levels at surrounding uses are as low as 47.2 dBA equivalent continuous sound level ($L_{eq}$ ) during nighttime hours and 50.7 dBA $L_{eq}$ during daytime hours.

**Construction-Period Impacts**. Noise impacts associated with construction activities are regulated by Section 9.50.070 of the City's Noise Ordinance. The proposed project would comply with the construction hours specified in the City's Noise Ordinance, which states that construction activities are permitted between the hours of 7:00 a.m. to 5:30 p.m., Monday through Friday, from October 1 to April 30; 6:00 a.m. to 7:00p.m., Monday through Friday, from May 1 to September 30; and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or State holidays.

53 LSA Associates, Inc. 2024b. *Noise and Vibration Impact Analysis, Rialto & Linden Industrial Warehouse Project, Rialto, California.* August.

## Table 4.13.A: Long-Term 24-Hour Ambient Noise Monitoring Results

| Location | | Daytime Noise Levels[1] (dBA $L_{eq}$) | Evening Noise Levels[2] (dBA $L_{eq}$) | Nighttime Noise Levels[3] (dBA $L_{eq}$) | Daily Noise Levels (dBA CNEL) |
|---|---|---|---|---|---|
| LT-1 | In a tree at the northwestern part of the project site, approximately 76 ft from West Rialto Avenue and 320 ft from South Linden Avenue. | 57.6 – 63.8 | 57.8 – 59.9 | 53.6 – 57.7 | 63.6 |
| LT-2 | On a barbwire fence at the southwestern corner of the project site, approximately 325 ft from South Linden Avenue and 356 ft from West Rialto Avenue. | 50.7 – 52.7 | 51.2 – 53.3 | 47.2 – 50.7 | 56.6 |

Source: Compiled by LSA (2024).
Note: Noise measurements were conducted from July 16 to July 17, 2024, starting at 2:00 p.m.
[1] Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.
[2] Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet
$L_{eq}$ = equivalent continuous sound level

While the City establishes limits to the hours during which construction activity may take place, neither the City of Rialto or the County of San Bernardino General Plans or Municipal Codes establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes as a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold based on the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual)[54] is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA $L_{eq}$ 1-hour as a reasonable threshold for residential uses, 85 dBA $L_{eq}$ 1-hour for commercial uses, and 90 dBA $L_{eq}$ 1-hour for industrial land.

Construction activities associated with the proposed project, including site preparation, grading, building construction, paving, and architectural coating, could result in a temporary increase in ambient noise levels in the project site vicinity. As detailed in the Noise and Vibration Analysis completed for the proposed project, the project construction composite noise levels at a distance of 50 feet (ft) would range from 74 dBA $L_{eq}$ to 86 dBA $L_{eq}$, with the highest noise levels occurring during the paving phase.

Table 4.13.B shows the nearest sensitive uses to the project site, their distance from the center of construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers.

[54] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. Office of Planning and Environment. Report No. 0123. September.

## Table 4.13.B: Potential Construction Noise Impacts at Nearest Receptor

| Receptor (Location) | Composite Noise Level (dBA $L_{eq}$) at 50 ft[1] | Distance (ft) | Construction Noise Level Standard (dBA $L_{eq}$) | Composite Noise Level (dBA $L_{eq}$) |
|---|---|---|---|---|
| Residential (West) | 86 | 150 | 80 | 76 |
| Industrial (South) | | 160 | 90 | 76 |
| Residential (North) | | 290 | 80 | 71 |
| Industrial (East) | | 420 | 90 | 67 |

Source: Compiled by LSA (2024).
[1] The composite construction noise level represents the paving phase which is expected to result in the greatest noise level as compared to other phases.
dBA $L_{eq}$ = average A-weighted hourly noise level
ft = foot/feet

While construction noise will vary, it is expected that composite noise levels during construction would reach 76 dBA $L_{eq}$ at the nearest residential uses to the west and at the nearest industrial uses to the south during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

As it relates to off-site uses, construction-related noise impacts would remain below the 80 dBA $L_{eq}$ and 90 dBA $L_{eq}$ 1-hour construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and industrial land uses, respectively. Therefore, impacts would be less than significant, and no mitigation is required.

**Long-Term Noise Impacts**. The proposed project would generate long-term noise impacts from both traffic and stationary noise sources, as discussed below.

Section 9.50.050[B] of the City of Rialto Municipal Code restricts loading/unloading and the use of dollies, carts, forklifts, or wheeled equipment that causes any unnecessary noise within 1,000 ft of a residence between the hours of 8:00 p.m. and 7:00 a.m. However, the City of Rialto Municipal Code does not identify specific operational noise level standards. Therefore, the County of San Bernardino Development Code standards are used in this analysis to assess the potential impacts at adjacent sensitive receiver locations consistent with Section 9.50.050[B] of the City of Rialto Municipal Code.

The San Bernardino County Code, Title 8 Development Code, Section 83.01.080[c] establishes the noise level standards for stationary noise sources. For residential properties, the exterior noise level shall not exceed 55 dBA $L_{eq}$ during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA $L_{eq}$ during the nighttime hours (10:00 p.m. to 7:00 a.m.) for the whole hour and for not more than 30 minutes in any hour. The exterior noise level standards shall apply for a cumulative period of 30 minutes in any hour. The standard plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. Furthermore, Section 83.01.080[e] indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the standard shall be adjusted to reflect the ambient conditions. The County of San Bernardino operational noise level standards are shown in Table 4.13.C.

### Table 4.13.C: Operational Noise Level Standards

| Time Period | Exterior Noise Level Standards (dBA) | | | | |
|---|---|---|---|---|---|
| | $L_{50}$ (30 minutes) | $L_{25}$ (15 minutes) | $L_8$ (5 minutes) | $L_2$ (1 minute) | $L_{max}$ (Anytime) |
| **Daytime[1]** | 55 | 60 | 65 | 70 | 75 |
| **Nighttime[2]** | 45 | 50 | 55 | 60 | 65 |

Source: County of San Bernardino Development Code, Title 8, Section 83.01.080.
Note: The percent noise level is the level exceeded "n" percent of the time during the measurement period. $L_{50}$ is the noise level exceeded 50% of the time.
[1] Daytime means 7:00 a.m. to 10:00 p.m.
[2] Nighttime means 10:01 p.m. to 6:59 a.m.
dBA = A-weighted decibels
$L_{max}$ = maximum instantaneous noise level

A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 45 dBA $L_{eq}$ and project noise impacts are greater than 45 dBA $L_{eq}$, (2) the quietest daytime ambient hour is less than 55 dBA $L_{eq}$ and project noise impacts are greater than 55 dBA $L_{eq}$, (3) the quietest nighttime ambient hour is greater than 45 dBA $L_{eq}$ and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour, or (4) the quietest daytime ambient hour is greater than 55 dBA $L_{eq}$ and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.

***Traffic Noise Impacts***. As a result of the implementation of the proposed project, off-site traffic volumes on surrounding roadways have the potential to increase noise. The proposed project trips generated were obtained from the *Rialto & Linden Industrial Warehouse Project Focused Traffic Impact Analysis*.[55] The proposed project would generate 121 average daily trips (passenger car equivalent). Based on the *436 West Rialto Avenue Mitigated Negative Declaration*[56] the existing volume on West Rialto Avenue adjacent to the project site is 13,350 average daily traffic (ADT). The expected noise increase due to project related traffic would be 0.04 dBA CNEL. A noise level increase of less than 1 dBA would not be perceptible to the human ear; therefore, the traffic noise increase in the vicinity of the project site resulting from the proposed project would be less than significant. No mitigation is required.

***Stationary Noise Impacts.*** Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment and truck deliveries and loading and unloading activities. The potential noise impacts to off-site sensitive land uses from the proposed HVAC equipment and truck delivery activities are discussed below. To provide a conservative analysis, it is assumed that operations would occur

[55] LSA Associates, Inc. 2024c. *Focused Traffic Impact Analysis*, *Rialto & Linden Industrial Warehouse Project, City of Rialto, San Bernardino County, California.*

[56] City of Rialto. 2023. *436 West Rialto Avenue Mitigated Negative Declaration*. April.

equally during all hours of the day and that the two loading docks would be active at all times. Additionally, it is assumed that within any given hour, one heavy truck would maneuver to park near or back into one of the proposed loading docks. To determine the future noise impacts from project operations to the noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on site.

**Heating, Ventilation, and Air Conditioning Equipment.** The proposed project would have various rooftop mechanical equipment including HVAC units on the proposed building. Based on the project site plan, the proposed project is assumed to have two (2) rooftop HVAC units and assumed to operate 24 hours per day. The HVAC equipment would generate sound power levels ($L_w$) of up to 87 dBA $L_w$ or 72 dBA $L_{eq}$ at 5 ft, based on manufacturer data.[57]

**Trash Bin Emptying Activities.** The proposed project is estimated to have a trash dumpster near the southwestern corner of the project site. The trash emptying activities would take place for a period less than 1 minute and would generate $L_w$ of up to 118.6 dBA $L_w$ or 84 dBA $L_{eq}$ at 50 ft, based on reference information within SoundPLAN.

**Truck Deliveries and Truck Loading and Unloading Activities.** Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA $L_{eq}$ at 20 ft based on measurements taken by LSA (*Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center*).[58] Shorter term noise levels that occur during the docking process taken by LSA were measured to be 76.3 dBA $L_8$ at 20 ft. Delivery trucks would arrive on site and maneuver their trailers so that trailers would be parked within the loading docks. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a short period of time (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at one dock for a period of less than 5 minutes and unloading activities could occur at two docks simultaneously for a period of more than 30 minutes in a given hour.

**Cumulative Operations Noise Assessment.** Tables 4.13.D and 4.13.E, below, show the combined hourly noise levels generated by HVAC equipment, trash bin emptying activities, and truck delivery activities at the closest off-site sensitive land uses. The project-related noise level impacts would range from 44.9 dBA $L_{eq}$ to 53.3 dBA $L_{eq}$ at the surrounding sensitive receptors. These levels would be below the County's Municipal Code daytime and nighttime noise standards.

Because project noise levels would not generate a noise level that exceeds the County's noise standards or existing ambient noise levels by 3 dBA or more, the impact would be less than significant, and no mitigation is required.

57 Trane. n.d. *Fan Performance - Product Specifications RT-PRC023AU-EN*.

58 LSA Associates, Inc. 2016. *Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center.* May.

## Table 4.13.D: Daytime Exterior Noise Level Impacts

| Receptor | Direction | Existing Quietest Daytime Noise Level (dBA $L_{eq}$) | Project Generated Noise Levels (dBA $L_{eq}$) | Potential Operational Noise Impact?[1] |
|---|---|---|---|---|
| Residential uses (Cambria Villa Apartments) | West | 50.7 | 53.3 | No |

Source: Compiled by LSA (2024).

[1] A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than 55 dBA $L_{eq}$ and project noise impacts are greater than 55 dBA $L_{eq}$, or (2) the quietest daytime ambient hour is greater than 55 dBA $L_{eq}$ and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.

dBA = A-weighted decibels

$L_{eq}$ = equivalent continuous sound level

## Table 4.13.E: Nighttime Exterior Noise Level Impacts

| Receptor | Direction | Existing Quietest Nighttime Noise Level (dBA $L_{eq}$) | Project Generated Noise Levels (dBA $L_{eq}$) | Potential Operational Noise Impact?[1] |
|---|---|---|---|---|
| Residential uses (Cambria Villa Apartments) | West | 47.2 | 44.9 | No |

Source: Compiled by LSA (2024).

[1] A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 45 dBA $L_{eq}$ and project noise impacts are greater than 45 dBA $L_{eq}$, or (2) the quietest nighttime ambient hour is greater than 45 dBA $L_{eq}$ and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour.

dBA = A-weighted decibels

$L_{eq}$ = equivalent noise level

### *b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant with Mitigation Incorporated.** Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile-driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 ft from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft as detailed in the FTA Manual. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, construction of the project could result in ground-borne vibration that may be perceptible and annoying.

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in RMS (vibration velocity decibels [VdB]) and assesses the potential for building damages using vibration levels in peak particle velocity (PPV) (in inches per second [in/sec]). This is because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best for characterizing potential for damage.

To analyze vibration impacts, vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code. Since the City of Rialto Municipal Code does not identify specific vibration level standards, the County Development Code vibration level standards are used in this analysis to assess potential impacts at nearby sensitive receiver locations. The County Development Code, Section 83.01.090[a] states that vibration shall be no greater than or equal to 0.2 in/sec measured at or beyond the lot line. Therefore, to determine if the vibration levels are due to the operation and construction of the project, the PPV vibration level standard of 0.2 in/sec is used. According to the FTA Manual, the threshold at which vibration levels would result in annoyance would be 78 VdB and 84 VdB for daytime residential uses and office type uses, respectively.

**Construction-Period Impacts**. Tables 4.13.F and 4.13.G below provide a summary of off-site construction vibration levels.

## Table 4.13.F: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

| Receptor (Location) | Reference Vibration Level (VdB) at 25 ft[1] | Distance (ft) [2] | Vibration Level (VdB) |
|---|---|---|---|
| Residential (West) | 87 | 150 | 64 |
| Industrial (South) | | 160 | 63 |
| Residential (North) | | 290 | 55 |
| Industrial (East) | | 420 | 50 |

Source: Compiled by LSA (2024).

[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

[2] The assessment distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.

ft = foot/feet

VdB = vibration velocity decibels

## Table 4.13.G: Potential Construction Vibration Damage Impacts at Nearest Receptor

| Receptor (Location) | Reference Vibration Level (PPV) at 25 ft[1] | Distance (ft)[2] | Vibration Level (PPV) |
|---|---|---|---|
| Residential (West) | 0.089 | 5 | 0.995 |
| Industrial (South) | | 5 | 0.995 |
| Residential (North) | | 130 | 0.008 |
| Industrial (East) | | 270 | 0.003 |

Source: Compiled by LSA (2024).

[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

[2] The assessment distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.

ft = foot/feet

PPV = peak particle velocity

Based on the information provided in Table 4.13.F, vibration levels are expected to approach 64 VdB at the closest residential use to the west and 63 VdB at the closest industrial use to the south and would not exceed the FTA Manual annoyance thresholds.

Based on the information provided in Table 4.13.G, the closest structures to external construction activities are the residences to the west and the industrial use to south, both within 10 ft of the project construction boundary. It is expected that vibration levels generated by dump trucks and other large equipment would generate ground-borne vibration levels of 0.995 PPV (in/sec) or higher at the closest structures to the project site. This vibration level would exceed the 0.2 in/sec PPV threshold considered safe for non-engineered timber and masonry buildings, which would result in a potentially significant impact. The distance from large construction equipment with a reference vibration level of 0.089 in/sec PPV at 25 ft for which the 0.2 in/sec threshold would no longer be exceeded is 15 ft. Vibration levels at all other buildings would be lower. Therefore, the proposed project would be required to implement **Mitigation Measure (MM) NOI-1**, which requires the implementation of reduction measures to ensure that damage does not occur at surrounding structures. With implementation of **MM NOI-1,** construction-period vibration impacts would be less than significant with mitigation incorporated.

**Mitigation Measure NOI-1** **Construction Vibration Damage**. Due to the close proximity to surrounding structures, the City of Rialto (City) Director of Community Development, or designee, shall verify prior to issuance of grading permits, that the approved plans require that the construction contractor shall implement the following reduction measures during project construction activities to ensure that damage does not occur at surrounding structures:

- Identify structures that are located within 15 feet (ft) of heavy construction activities and that have the potential to be affected by ground-borne vibration. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development, or designee.
- Once the construction equipment list finalized, a comparison of the proposed equipment to be used and the assumed equipment vibration levels presented in Table 7-4 of the Federal Transit Administration's (FTA) *Noise and Vibration Impact Assessment Manual – FTA Report No. 0123* shall be completed. If it is determined that the proposed equipment would generate lower vibration levels than assumed, further vibration reduction would not be necessary. However, if levels would potentially exceed the FTA Damage Criteria presented in Table 7-5 of the FTA *Noise and Vibration Impact Assessment Manual – FTA Report No. 0123*, the applicant shall develop a vibration monitoring and construction contingency plan for approval by the County Director of Community Development, or designee, to identify structures where monitoring would be conducted;

set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.

- If a vibration monitoring and construction contingency plan is deemed necessary, monitor vibration during initial construction activities would be required. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies as identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.

**Long-Term Noise Impacts**. The proposed project would not generate vibration levels related to on-site operations. Additionally, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level from the FTA Manual of 0.076 in/sec PPV for loaded rucks, structures greater than 20 ft from the roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV. Therefore vibration levels generated from project-related traffic on the adjacent roadways would be less than significant and no mitigation is required.

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 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The nearest airports to the project are Flabob Airport and San Bernardino International Airport (SBD Airport), located approximately 7.9 miles south and approximately 8.5 miles east of the project site, respectively. The project site is located well outside the SBD Airport Influence Area according to the 2017 Existing CNEL Contours and Generalized Land Uses – San Bernardino International Airport.[59] Therefore, the project would not be adversely affected by airport/airfield noise. No impact would occur, and no mitigation is required.

[59] County of San Bernardino. 2018. *San Bernardino International Airport 2017 CNEL Contour and Generalized Land Uses*.

## 4.14 POPULATION AND HOUSING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Induce substantial unplanned 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? | ☐ | ☐ | ☐ | ☒ |

*a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**Less Than Significant Impact.** *State CEQA Guidelines* Section 15126.2[d] identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment. New employees generated by commercial or industrial development and new population from residential development represent direct forms of growth, which have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies.

The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. Construction of the proposed project would provide short-term construction jobs over an approximately 5.5-month period. The construction jobs would be temporary and would be specific to the variety of construction activities. The workforce would include a variety of construction trade workers, such as surveyors, cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Generally, construction workers are only at a job site for the timeframe in which their specific skills are needed to complete that phase of construction. Although the proposed project would increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the construction needs of the site. Given the relatively short duration of construction, project-related construction workers would not be expected to relocate their places of residence as a consequence of working on the project site; therefore, the proposed project would result in a less than significant impact associated with inducing substantial population growth or demand for housing through increased construction employment, and no mitigation is required.

Once operational, the proposed project would not result in direct population growth as the use proposed is not residential and would not contribute to permanent residency on site. It is anticipated that approximately 15 people would be employed on the project site. Although the potential exists for the proposed project to result in population growth through employment opportunities, the project is consistent with the General Plan land use designation and zoning designation for the site and would not generate growth beyond that anticipated in the General Plan. Additionally, it is logical to assume that the majority of these positions would be filled by existing City of Rialto residents and residents of nearby cities due to the large population and existing workforce within San Bernardino County. Therefore, it is not anticipated that the proposed project would result in a significant increase to the City's population due to hiring out of area employees that would move to the City to work at the project site.  Therefore, the proposed project would not directly or indirectly induce population growth. Impact would be less than significant, and no mitigation is required.

*b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** Under existing conditions, the project site does not contain any residential uses and construction of the proposed project would not displace existing residents within the nearby residential areas. Therefore, the proposed project would not result in the displacement of people or housing and would not require the construction of replacement housing elsewhere. No impact would occur, and no mitigation is required.

## 4.15 PUBLIC SERVICES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i. Fire protection? | ☐ | ☐ | ☒ | ☐ |
| ii. Police protection? | ☐ | ☐ | ☒ | ☐ |
| iii. Schools? | ☐ | ☐ | ☒ | ☐ |
| iv. Parks? | ☐ | ☐ | ☒ | ☐ |
| v. Other public facilities? | ☐ | ☐ | ☒ | ☐ |

*a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

*i. Fire protection?*

**Less Than Significant Impact.** The Rialto Fire Department (RFD) provides fire suppression, fire prevention, emergency medical, technical rescue, hazardous material, and other related emergency services to the City of Rialto and the project site.[60] The Rialto Fire Department deploys from five fire stations staffed 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.[61] Rialto Fire Station 201, located at 131 South Willow Avenue, approximately 1.5 miles to the east is the closest station to the project site. Average travel time between Fire Station 205 and the project site is 5 minutes. Through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, the proposed project is not expected to affect the RFD's response times because the project would not contribute a substantial number of vehicle trips to area roadways that could otherwise generate congestion, as detailed in Section 4.17, Transportation.

Planned growth under the General Plan would increase calls for fire protection services in the City. The proposed project is consistent with the site's General Plan designation and does not represent

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60 City of Rialto. *Fire Department.* Website: https://www.yourrialto.com/233/Fire-Department (accessed September 18, 2024).

61 City of Rialto. *Fire Station 201 (Administration).* Website: https://www.yourrialto.com/Facilities/Facility/Details/Fire-Station-201-Administration-13 (accessed September 18, 2024).

unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Development of the proposed industrial warehouse may incrementally increase the demand for fire protection services through generation of 15 employees working at the site, but not to the degree that the existing fire stations within the City could not meet demand. The proposed project would be required to comply with all applicable codes for fire safety and emergency access. In addition, the project Applicant would be required to submit plans to RFD for review and approval prior to the issuance of building permits to ensure the proposed project would conform to applicable building and fire codes. Additionally, the City maintains mutual aid agreements with surrounding cities and San Bernardino County, which allow for the services of nearby fire departments to assist the City during major emergencies.

Furthermore, the project Applicant would be required to pay Development Impact Fees (DIFs)[62] used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures. These DIFs are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities located outside of project boundaries of a new development that benefit the area. DIFs enable the City to collect fair-share fees from new development projects to fund new infrastructure and services. DIFs are collected for specific infrastructure needs and are deposited into different accounts representing these requirements. Payment of DIFs commensurate with the increased demand for services in the City would offset any increase in demand for fire protection services.

The RFD would continue providing services to the project site and would not require additional firefighters or the construction of a new or expanded fire station to serve the proposed project. The proposed project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services. The incremental increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. Therefore, construction and operation of the proposed project would have a less than significant impact on fire protection and safety services and facilities, and no mitigation is required.

*ii. Police protection?*

**Less Than Significant Impact.** The City of Rialto Police Department (RPD) provides police protection services to the project site. The RPD headquarters is located at 128 North Willow Avenue, approximately 1.5 miles east of the project site. In addition, the City maintains mutual aid agreements with police agencies in the surrounding cities and with the San Bernardino County Sheriff's Department, which allow for the services of nearby police departments to assist the RPD during major emergencies. Planned growth under the General Plan would increase calls for police protection service in the City. The proposed project could result in an incremental increase in the demand for police protection services; however, the proposed project is consistent with the site's General Plan designation and does not represent unplanned growth. Additionally, the proposed

[62] City of Rialto. *Development Impact and Fair Share Fees, Ord. No. 1532, 09-10-13.* Website: www.your rialto.com/DocumentCenter/View/382/Economic-Development-Impact-Fees-PDF (accessed October 30, 2024).

warehouse could operate 24 hours per day, which would help reduce the overall potential for crime on the site.

The proposed project would be designed and operated per applicable public safety standards required by the City for new development. The proposed project would be required to incorporate exterior cameras that are connected to the city's enforcement system to the satisfaction of the police chief and the proposed warehouse would be illuminated entirely every night from dusk until dawn with a minimum of one foot candle across the site as stipulated by Section 18.112.050.G (Security Standards) of the City's Municipal Code. Additionally, funding for new police facilities commensurate with the increased demand for services in the City would be provided from DIFs levied on new development, which would offset any increase in demand for police services.

The RPD would continue providing services to the project site and would not require additional police officers or the construction of a new or expanded police station to serve the proposed project. The proposed project would not result in a significant impact on the physical environment due to the incremental increase in demand for police protection services. The incremental increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. Therefore, construction and operation of the proposed project would have a less than significant impact on police protection services and facilities, and no mitigation is required.

*iii. Schools?*

**Less Than Significant Impact.** The project site is located within the boundaries of Rialto Unified School District. The proposed project does not include any residential uses, and therefore would not directly affect student population. It is anticipated that approximately 15 people would be employed on the project site. It is logical to assume that the majority of these positions would be filled by existing City residents and residents of nearby Cities due to the large population and existing workforce within San Bernardino County. Therefore, it is not anticipated that the proposed project would result in a significant increase to the City's population due to hiring out of area employees that would move to the City to work at the project site. Furthermore, the project Applicant would be required to pay development fees[63] in accordance with Government Code 65995 and Education Code 17620. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." Therefore, the proposed project would not have an adverse effect related to schools. Impacts would be less than significant and no mitigation is required.

*iv. Parks?*

**Less Than Significant Impact.** The City maintains a performance standard of 3 acres of parkland for every 1,000 residents. The City has a moderate shortage of park space to serve its population. However, the City mitigates this deficit through joint-use agreements with the Rialto Unified School

63 California State Legislature, Legislative Analyst's Office. *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs*, January 2001. Website: https://lao.ca.gov/2001/011701_school_facility_fee.html (accessed September 18, 2024).

District. The City also mitigates for deficiencies in parkland acreage through capital intensive community facilities located throughout the City, such as a community center, an indoor swimming pool, a racquet and fitness center, a senior center, and a community theatre.[64]

The proposed project does not propose any residential uses and therefore would not directly increase the population of the City. The proposed project would generate 15 new jobs in the City. It is logical to assume that the majority of these positions would be filled by existing City residents and residents of nearby Cities due to the large population and existing workforce within San Bernardino County. Therefore, the proposed project would not generate a significant increase in the City's population. In addition, the proposed project is consistent with the site's General Plan designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Because the proposed project would not significantly increase the City's population, the proposed project would not cause an increase in 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.

It is not possible to determine with any reasonable certainty, the location, frequency or intensity of use project employees may have on public park/recreation facilities. The closest parks to the project site are Fernandez Park and Flores Park, located approximately 1.1 miles northwest and northeast of the project site, respectively. Due to the project site's proximity to these parks, project employees may increase the use of these parks during lunch breaks or after-work hours. However, given the relatively low number of employees on the project site, the increased use of these parks would not result in substantial physical deterioration of the parks. Therefore, impacts are less than significant, and no mitigation is required.

*v. Other public facilities?*

**Less Than Significant Impact.** Other public facilities located in the surrounding area include the Carter Branch Library located at 2630 North Linden Avenue approximately 3.2 miles north of the project site, the Rialto Branch Library located at 251 West 1st Street approximately 1.5 miles east of the project site, and the Carl Johnson Community Center located at 214 Palm Avenue approximately 1.6 miles northeast of the project site.

The proposed project, however, would not create a direct demand for these other public facilities, as the proposed project is a non-residential use that would not generate population growth which would utilize these other public facilities. As the proposed project would not generate additional population in the area, implementation of the proposed project would not result in increased use of other public facilities such as libraries or community facilities that would result in the need for such facilities to be expanded or new facilities to be constructed. Therefore, impacts would be less than significant, and no mitigation is required

[64] City of Rialto. *Rialto General Plan. Managing Our Land Supply: Land Use, Community Design, Open Space and Conservation*. Page 2-33. December 2010. Website: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan (accessed September 18, 2024).

## 4.16 RECREATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☒ | ☐ |

*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?*

**Less Than Significant Impact.** The proposed project does not propose any residential uses and therefore would not directly increase the population of the City. The proposed project would generate 15 new jobs in the City. It is logical to assume that the majority of these positions would be filled by existing City residents and residents of nearby Cities due to the large population and existing workforce within San Bernardino County. Therefore, the proposed project would not generate a significant increase in the City's population. In addition, the proposed project is consistent with the site's General Plan designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Because the proposed project would not significantly increase the City's population, the proposed project would not cause an increase in 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.

It is not possible to determine with any reasonable certainty, the location, frequency or intensity of use project employees may have on public park/recreation facilities. The closest parks to the project site are Fernandez Park and Flores Park, located approximately 1.1 miles northwest and northeast of the project site, respectively. Due to the project site's proximity to these parks, project employees may increase the use of this park during lunch breaks or after-work hours. However, given the relatively low number of employees on the project site, the increased use of these parks would not result in substantial physical deterioration of the parks. Therefore, impacts are less than significant, and no mitigation is required.

*b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**Less Than Significant Impact.** The proposed project would not include recreational facilities or develop land uses that would lead to a significant increase in the demand for parks and recreational facilities, which would require the construction or expansion of recreational facilities that might have an adverse effect on the environment. Therefore, there would be no impacts related to the construction or expansion of recreational facilities, and no mitigation is required.

## 4.17 TRANSPORTATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 §15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| d. Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |

The following discussion and analyses are based on the findings included in the Focused Traffic Impact Analysis (TIA)[65] completed for the proposed project, which is included as Appendix G to this IS/MND.

*a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

**Less Than Significant Impact.** The following includes an evaluation of the proposed project's potential to conflict with applicable programs, plans, ordinances, and policies addressing the circulation system, including the City's Traffic Impact Analysis (TIA) *Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (TIA Guidelines)[66] and the Circulation Chapter of the City of Rialto General Plan.

Based on the requirements of a focused TIA as described in the TIA Guidelines, the study area must include intersections at which the proposed project would add between one (1) to 49 peak-hour trips or intersections identified by the City during the scoping agreement process. As such, based on comments from the City, the Focused TIA assessed the potential for the proposed project to impact the Linden Avenue/West Rialto Avenue intersection. Within the study area, North and South Linden Avenue is designated as a Collector Street in the City's General Plan, and West Rialto Avenue is designated as a Major Arterial in the City's General Plan.

**Trip Generation.** The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition) for Land Use 150 – 'Warehousing', Setting/Location – 'General Urban/Suburban'. The resulting trips were converted to trucks and passenger vehicles (PV) based on the recommended vehicle splits included in the City's TIA Guidelines, which is consistent with the South Coast Air Quality Management District (SCAQMD)

65 LSA Associates, Inc. 2024c. *Focused Traffic Impact Analysis, Rialto & Linden Industrial Warehouse Project, City of Rialto, San Bernardino County, California.* October.

66 City of Rialto. 2021. *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*. October.

recommendations for warehousing projects. As further detailed in the Focused TIA, the proposed project is estimated to generate 43 daily PV trips, with 4 PV trips occurring in the a.m. peak hour and 5 PV trips occurring in the p.m. peak hour. The proposed project is estimated to generate 29 daily truck trips, with 3 truck trips occurring in each of the a.m. and p.m. peak hours. After converting the trucks trips into Passenger Car Equivalent (PCEs), the proposed project is estimated to generate 121 daily PCE trips, with 12 PCE trips occurring in the a.m. peak hour and 13 PCE trips occurring in the p.m. peak hour.

**Level of Service and Queuing Analysis**. As recommended in the City's TIA Guidelines, new development projects are required to mitigate traffic impacts at study intersections in which the Level of Service (LOS) would exceed the minimum LOS criterion with implementation of the project. Additionally, deficiencies are deemed to occur at any study intersection in which the project would cause the peak-hour delay to increase by the following metrics:

- LOS A or B by 10.0 or more seconds
- LOS C by 8.0 or more seconds
- LOD D by 5.0 or more seconds
- LOS E by 2.0 or more seconds
- LOS F by 1.0 or more seconds

As detailed in the Focused TIA, the study intersection is forecast to operate at satisfactory LOS during both the a.m. and p.m. peak hours under project opening year with background traffic and proposed project conditions. Furthermore, the proposed project is forecast to increase the peak-hour delay by 0.1 seconds in the a.m. peak hour and does not increase the peak-hour delay in the p.m. peak hours. As such, implementation of the proposed project would not create any LOS deficiencies at the study intersection under project opening year conditions.

A queuing analysis was conducted to determine if any forecasted queue lengths would exceed the available turn-pocket storage lengths at the study intersection or if queue lengths would cause blockages at project driveways or adjacent driveways with implementation of the proposed project. As detailed in the Focused TIA, forecasted queue lengths for all movements at the study intersection would not exceed the corresponding storage lengths under project opening year with background traffic and proposed project conditions. Therefore, the existing roadway geometry at the study intersection is sufficient to support vehicle queues for all turning movements under project opening year with background traffic and proposed project conditions.

Overall, the proposed project is not forecast to cause any LOS or queuing deficiencies at the study intersection. Therefore, implementation of the proposed project would not conflict with plans, programs, and policies regarding roadway facilities or decrease the performance of such facilities.

**Public Transit.** Omnitrans is the Public Transit Agency for San Bernardino County and is responsible for coordinating transit services throughout the approximately 480-square-mile service area. Omnitrans provides both local and regional services throughout the region with 28 fixed routes and three OmniRide routes using 157 vehicles. Omnitrans bus route 312 operates through the project area. Route 312 has a bus stop for the westbound direction on Rialto Avenue approximately 450 feet east of the intersection of Linden Avenue/Rialto Avenue. Additionally, Route 312 has a bus stop for the northbound direction on Linden Avenue approximately 280 feet north of the intersection of Linden Avenue/Rialto Avenue. Route 312 connects to the Fontana Metrolink Transit Center on one end and California State University, San Bernardino on the opposing end. The proposed project would not affect any existing or planned bus stops in the study area or otherwise degrade access to public transit facilities. The proposed project would potentially increase transit ridership by constructing a project with access to nearby transit facilities; however, the existing transit facilities in the nearby proximity to the project site would be able to accommodate the potential increase in ridership. Therefore, implementation of the proposed project would not conflict with plans, programs, and policies regarding transit facilities or decrease the performance of such facilities.

**Pedestrian and Bicycle Facilities.** Paved sidewalks are provided along both directions of West Rialto Avenue and North Linden Avenue north of Rialto Avenue in the project vicinity. Paved sidewalks are also provided along the western side of South Linden Avenue south of West Rialto Avenue. Additionally, marked crosswalks are available for every direction at the intersection of Linden Avenue/West Rialto Avenue. The Pacific Electric Trail, which provides a contiguous link from the City of Rialto to the neighboring community of Fontana, has an access point on North Linden Avenue approximately 620 feet north of the intersection of North Linden Avenue/ West Rialto Avenue.

Pedestrian access to the proposed project would be provided via sidewalks along West Rialto Avenue and South Linden Avenue and a pedestrian pathway along the northern boundary of the project site that would access the northwestern corner of the proposed building and employee parking along the western side of the proposed building. The proposed project would also include two bicycle parking spaces at the northwest corner of the proposed building. Additionally, the proposed project would include the installation of new curb, gutter, concrete sidewalk, and landscaping along the project's frontage with West Rialto Avenue and South Linden Avenue. The proposed project would also widen the right-of-way along the project's frontage with West Rialto Avenue to establish 36 feet of roadway from the center line of the roadway to curb along West Rialto Avenue, and 24 feet of landscaped parkway and sidewalk. Additionally, the proposed project would include improvements along the South Linden Avenue right-of-way including the provision of 12 feet of landscaped parkway and sidewalk along the eastern edge of the project site.

The Circulation Chapter of the City's General Plan includes the following applicable policies related to pedestrian and bicycle facilities:

- **Policy 4-9.1:** Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes

- **Policy 4-9.2:** Require sidewalks and parkways on all streets in new development.

- **Policy 4-9.4:** Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.

- **Policy 4-9.6:** Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

By including pedestrian walkways that connect to existing nearby crosswalks, sidewalks and bike racks, the proposed project would support and promote the use of alternate modes of transportation. Additionally, the proposed project includes right-of-way improvements to promote walking and the use of alternate modes of transportation. Implementation of the proposed project would not conflict with plans, programs, and policies regarding pedestrian and bicycle facilities, or decrease the performance of such facilities.

Overall, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

*b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?*

**Less Than Significant Impact.** On December 28, 2018, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use. Among the changes to the guidelines was the removal of vehicle delay and LOS as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT). The City's TIA Guidelines include significance thresholds, requirements, recommended methodologies, and procedures for VMT analysis for projects within the City of Rialto.

The City's TIA Guidelines establishes a presumption of less than significant VMT impacts related to qualifying land use projects. A project only needs to meet one of three screening criteria to "screen out" of a detailed VMT analysis:

- **Transit Priority Area (TPA) Screening**: Based on the City's TIA Guidelines, projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

- **Low-VMT-Area Screening**: Based on the City's TIA Guidelines, residential and office projects located within a low-VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

- **Project Type Screening**: The TIA Guidelines recommends that project land uses and development intensities can be presumed to have a less than significant impact absent substantial evidence to the contrary for projects generating fewer than 110 daily vehicle trips.

The project site is not located within a TPA, as determined using the San Bernardino County Transportation Authority's screening tool, and therefore does not meet the TPA Screening Criteria. The proposed project consists of an industrial land use, and therefore does not meet the Low-VMT-Area Screening Criteria. As discussed under Threshold 4.17.a above, the proposed project is anticipated to generate 72 daily trips, which is below the City's daily trip threshold of 110 daily trips. Therefore, based on the City's TIA Guidelines, the proposed project can be screened out from a detailed VMT analysis and is anticipated to have a less than significant VMT impact. Therefore, the proposed project would not conflict or be inconsistent with *State CEQA Guidelines* §15064.3, subdivision (b). Impacts would be less than significant and no mitigation is required.

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

**Less Than Significant Impact.** The design of the proposed project does not include any geometric design features or incompatible uses that could substantially increase circulation/traffic hazards. The proposed project consists of construction of an approximately 42,000-square-foot industrial warehouse and associated site improvements including the installation of new internal drive aisles and parking spaces, landscaping, and utility improvements. Access to the proposed project would be provided via one right-in/right-out (RIRO) driveway along West Rialto Avenue at the northwestern corner of the project site, and a full-access driveway on South Linden Avenue at the southeastern corner of the project site. The northwestern driveway along West Rialto Avenue would be 30-feet-wide and would connect to an employee parking area located along the western side of the proposed building. The southeastern driveway along South Linden Avenue would be 35-feet-wide and would connect to a 40.5-foot-wide internal drive aisle and recessed dock/truck loading zones located at the southeast corner of the proposed building and would include a 14-feet tall perforated metal gate. The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access.

The types of traffic generated during operation of the proposed project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along study area roadways under existing conditions. As detailed in the Focused TIA, forecasted queue lengths for all movements at the intersection of Linden Avenue and Rialto Avenue would not exceed the corresponding storage lengths under project opening year with background traffic and project opening year with background traffic and proposed project conditions. Therefore, the existing roadway geometry at this intersection is sufficient to support vehicle queues for all turning movements under project opening year with background traffic and project opening year with background traffic and proposed project conditions.

The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Impacts would be less than significant and no mitigation is required.

*d. Would the project result in inadequate emergency access?*

**Less Than Significant Impact.**

**Construction.** During short-term construction activities, the proposed project would not require temporary lane or road closures and therefore would not cause any substantial traffic queuing along West Rialto Avenue or South Linden Avenue. Therefore, construction of the proposed project would not physically impair or otherwise interfere with emergency access in the project vicinity. Impacts related to emergency access in the project vicinity during project construction would be less than significant, and no mitigation is required.

**Operation.** As previously discussed, access to the proposed project would be provided via one RIRO driveway along West Rialto Avenue at the northwestern corner of the project site, and a full-access driveway on South Linden Avenue at the southeastern corner of the project site. The proposed project would not modify the existing roadway network such that it would result in a change in the access for emergency vehicles adjacent to the project site. In accordance with the California Fire Code, the project Applicant is required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the project site. All site access points and driveway aprons would be designed and constructed to adequate widths for public safety pursuant to the Rialto Fire Department (RFD). Site design and compliance with standard and emergency RFD and City requirements, such as the size and location of fire access routes and fire truck turning radii, would allow for proper site evacuation, if necessary, during project operations. Therefore, the proposed project would not result in inadequate emergency access during project operation. Impacts would be less than significant, and no mitigation is required.

## 4.18 TRIBAL CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or | ☐ | ☒ | ☐ | ☐ |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☒ | ☐ | ☐ |

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

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

Please refer to Section 4.18.a.ii, below.

*ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

**Less Than Significant with Mitigation Incorporated.** The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the Native American Heritage Commission (NAHC)."

Chapter 532, Statutes of 2014 (i.e., Assembly Bill 52) requires Lead Agencies to evaluate a project's potential to affect "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." Assembly Bill (AB) 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC Section 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

"Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

A resource may be listed as a historical resource in the California Register of Historical Resources if it meets any of the following National Register of Historic Places criteria as defined in PRC Section 5024.1(C):

a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

b. Is associated with the lives of persons important in our past.

c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

d. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to PRC Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The CEQA Guidelines do not preclude identification of historical resources as defined in Public Resources Code Sections 5020.1(j) or 5024.1. Pursuant to State CEQA Guidelines Section 15064.5[c][4], if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study, but they need not be considered further in the CEQA process.[67]

Per AB 52 (specifically California Public Resources Code 21080.3.1), Native American consultation is required upon request by interested California Native American tribes that have previously requested that the City provide them with notice of such projects. On November 7, 2024, the City sent letters to interested Native American tribes for consultation under AB 52.

Two Native American Tribes, the Yuhaaviatam of San Manuel Nation (YSMN) (formerly the San Manuel Band of Mission Indians) and the Gabrieleño Band of Mission Indians-Kizh Nation (Kizh) responded to the City's notification on November 22, 2024, and November 21, 2024, respectively, but elected to forego consultation.

As discussed in Section 4.5, Cultural Resources, the project site does not qualify as an "historical resource" as defined by CEQA. There are also no known archaeological resources on the project site that would qualify as "historical resources" as defined by CEQA. Although the project site is not anticipated to be sensitive for cultural resources, the proposed project would have the potential to impact tribal cultural resources or Native American human remains if discovered during project construction. Therefore, the proposed project would be required to implement **Regulatory Compliance Measure (RCM) CUL-1** (refer to Section 4.5, Cultural Resources) and **Mitigation Measures (MM) TCR-1 through TCR-4**, which requires retaining a Native American Monitor prior to commencement of ground-disturbing activities, procedures for the unanticipated discovery of tribal cultural resource objects and unanticipated discovery of human remains and associated funerary or ceremonial objects, and requirements for sharing project-related archaeological/cultural documentation with the YSMN. Implementation of **RCM CUL-1** and **MMs TCR-1 through TCR-4**, would ensure that tribal cultural resources and Native American human remains are protected if discovered during project construction. With implementation of **RCM CUL-1** and **MMs TCR-1 through TCR-4**, impacts to tribal cultural resources would be less than significant.

**Mitigation Measure TCR-1** **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project. "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any

67 Pursuant to Section 21082.3(c) of the Public Resources Code, details on the nature, extent, and location of Tribal Cultural Resources identified by Native American Tribes shall remain confidential for the purposes of this analysis.

ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

**Mitigation Measure TCR-2** **Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).**

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**Mitigation Measure TCR-3** **Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.**

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**Mitigation Measure TCR-4** **Archaeological/Cultural Documentation.** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

## 4.19 UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

*a. Would the project 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?*

**Less Than Significant Impact.** The project site is located within an urbanized area with surrounding land uses supported by existing utility infrastructure. Implementation of the proposed project would require the connection to existing infrastructure, which would involve ground disturbing activities and the use of heavy machinery, among other construction activities.

The project site is within the sewer service area of the Rialto Water Services (RWS). An existing sanitary sewer main is located within the West Rialto Avenue right-of-way. The proposed project includes installation of a new connection to this existing sanitary sewer main to provide service to the project site. The new connection would be constructed in conformance with City standards, and is within the project disturbance footprint evaluated within this IS/MND. Therefore, environmental effects associated with construction of a new sewer connection has been evaluated as part of the proposed project within this IS/MND and as described in Chapter 4.0, would not be significant.

The project site is also within the water service area of the RWS. As discussed under Threshold 4.19.b below, the proposed project would not substantially increase demand for water and would therefore not exceed the capacity of existing water treatment facilities. The proposed project would not require the construction of new water treatment facilities, or the expansion of existing facilities, other than those already planned. An existing water main is located within the South Liden Avenue right-of-way. The proposed project includes installation of a new connection to this existing water main to provide water to the project site. The proposed project would connect directly to existing mains, which have sufficient capacity to accommodate the proposed project. The new water line connection would be constructed in conformance with City standards, and is within the project disturbance footprint evaluated within this IS/MND. Therefore, environmental effects associated with construction of a new water connection has been evaluated as part of the proposed project within this IS/MND and as described in Chapter 4.0, would not be significant.

The proposed project includes the installation of new stormwater drains and catch basins throughout the project site that would connect to an on-site underground infiltration chamber system that would be used for stormwater control, treatment, and infiltration. On-site stormwater drainage infrastructure would be designed consistent with the requirements of the City's MS4 Permit and would be constructed in conformance with City standards. Environmental effects associated with construction of new stormwater facilities have been evaluated as part of the proposed project within this IS/MND and as described in Chapter 4.0, and would not be significant.

The proposed project would connect to existing telecommunications lines and would be served by existing overhead electrical facilities.

Because the proposed project would connect to existing utility services within or adjacent to the project site, and there is sufficient excess capacity within those systems to accommodate project demands, the relocation or reconstruction of new or expanded water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities would not be required. No modifications to utility infrastructure would be necessary outside of the immediate project site footprint. As such, impacts associated with the construction or expansion of utility line facilities would be less than significant and no mitigation is required.

*b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**Less Than Significant Impact.** The project site is within the water service area of the RWS, which is subject to the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IR-UWMP).[68] RWS water supplies include groundwater from four different adjudicated groundwater basins, surface water from canyon surface flows on the east side of the San Gabriel Mountains, emergency stand-by agreements with the City of San Bernardino and Riverside-Highland Water Company, and recycled water from the City's Wastewater Treatment Plant.[69] The proposed project does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Therefore, the proposed project would be consistent with the City's growth projections anticipated in local and regional planning documents, including the IR-UWMP. The IR-UWMP indicates the City has sufficient water supplies to meet water demands through 2045, including during multiple dry years. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably

[68] San Bernardino Valley Municipal Water District. 2021. *Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.* Website: https://www.sbvwcd.org/our-projects/upper-santa-ana-integrated-regional-water-management-plan/ (accessed September 5, 2024).

[69] Ibid.

foreseeable future development during normal, dry and multiple dry years. Impacts would be less than significant, and no mitigation is required.

*c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact.** The project site is within the sewer service area of the RWS. The Rialto Wastewater Treatment Plant (WWTP) treats domestic and commercial/industrial wastewater generated within the City of Rialto and has a 12 million gallons per day (MGD) tertiary treatment capacity and a present flow of roughly 7 MGD.[70] The City of Rialto's treatment facility effluent satisfies Title 22 requirements for limited irrigation using recycled water. According to the Inland Empire Utilities Agency (IEUA), the average wastewater flow is 100 gallons per person per day.[71] Under a worst-case scenario where the project site would be occupied by 15 employees 24 hours per day, the proposed project would generate 1,500 gallons of wastewater per day[72] or 547,500 gallons of wastewater per year. The project's estimated wastewater treatment demand represents 0.03 percent of WWTP current daily surplus capacity,[73] and sufficient surplus wastewater treatment capacity is available to serve the project. Therefore, wastewater generated from the proposed project would not cause the WWTP to violate any wastewater treatment requirements. Impacts would be less than significant, and no mitigation is required.

*d. Would the project 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?*

**Less Than Significant Impact.** Solid waste collection is a "demand-responsive" service, and current service levels can be expanded and funded through user fees. The City of Rialto contracts with private waste haulers for the collection, transfer, recycling, and disposal of waste. Most refuse is disposed of at the Mid-Valley Sanitary Landfill located within the City limits.[74] Mid-Valley Landfill has a daily throughput of 7,500 tons with a remaining capacity of 54,219,377 cubic yards.[75] Based on a generation rate of 11.9 pounds per employee per day (15 employees),[76] the proposed project would

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70 San Bernardino Valley Municipal Water District. 2021. Op. cit.

71 ESA. *IEUA Facilities Master Plan Draft Program Environmental Impact Report. SCH #2016061064.* Page 2-38. December 2016.

72 100 gallons/person/day × 15 persons = 1,500 gallons per day.

73 1,500 gallons per day Project demand ÷ 5,000,000 gallons per day WWTP surplus = 0.03 percent.

74 City of Rialto, State of California. *Rialto General Plan. Chapter 3: Investing in Our Future: Economic Development, Redevelopment, and Infrastructure..* Page 3-12. December 2010. Website: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan (accessed September 18, 2024).

75 California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Mid-Valley Sanitary Landfill.* Website*:* https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2662 (accessed September 18, 2024).

76 California Department of Resources Recycling and Recovery (CalRecycle). *Statewide Diversion and Per Capita Disposal Rate Statistics.* Website: https://calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/ (accessed September 18, 2024).

generate approximately 178.5 pounds of solid waste per day.[77] This amount is equivalent to 0.0012 percent of the daily throughput at Mid-Valley Landfill.[78] As such, the proposed project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs. Furthermore, the proposed project would comply local and State waste reduction strategies. Therefore, impacts associated with the disposition of solid waste would be less than significant, and no mitigation is required.

*e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

**Less Than Significant Impact.** The proposed project would comply with all federal, State, and local solid waste statutes and/or regulations related to solid waste, including the City's construction and demolition debris waste reduction and recycling requirements, which requires preparation of a waste management plan for demolition and construction of any nonresidential buildings. Additionally, as detailed under Threshold 4.19.d above, the Mid-Valley Landfill has sufficient capacity to accommodate the project's waste disposal needs. Therefore, the proposed project would result in a less than significant impact related to solid waste regulations, and no mitigation is required.

77 11.9 pounds per employee per day × 15 employees = 178.5 pounds of solid waste per day.
78 178.5 pounds of solid waste per day ÷ 7,500 tons (15,000,000 pounds) daily surplus = 0.0012 percent.

## 4.20 WILDFIRE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 a 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? | ☐ | ☐ | ☒ | ☐ |

*a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** The project site is not located within any State Responsibility Areas (SRA) for fire service,[79] and is not within a locally designated very high fire hazard severity zone.[80] City of Rialto has an adopted California Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS) Multi-hazard Function Plan (MHFP), which is coordinated by the City of Rialto “Disaster Council.” This program is coordinated with the City Manager’s Office, Police Department, Fire Department, City Clerk’s Office, Administrative Services Organization, and Public Works Department. In the event of a disaster, evacuation route movement would be conducted by Rialto law enforcement agencies. Project construction and operational activities would be conducted on-site and would not result in road closures of West Rialto Avenue and/or South Linden Avenue or the physical interference of adopted emergency response or evacuation plans.

Additionally, the proposed project’s construction plans are required to be designed in accordance with applicable fire codes established by the Rialto Fire Department to ensure proper emergency access to and from the project site. The proposed project would also be required to go through the City’s development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations in the California Fire Code and the City of Rialto Municipal Code Chapter 15.28, Fire Code. The incorporation of applicable design and safety

[79] Office of the State Fire Marshal. *Fire Hazard Severity Zones*. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed September 28, 2024).

[80] City of Rialto. 2010. Op. cit.

standards and regulations would ensure that the proposed project does not interfere with the provision of local emergency services.

Therefore, implementation of the proposed project would not significantly impair the implementation of or physically interfere with the City's Emergency Response Plan, the General Plan Public Safety Element, or any other emergency response plans. Impacts would be less than significant and no mitigation is required.

*b. Would the project, 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 a wildfire?*

**Less Than Significant Impact.** As previously discussed, the project site is not located within any SRAs for fire service and is not within a locally designated very high fire hazard severity zone. Additionally, as noted in Chapter 2.0, Project Description, the project site is generally flat and is surrounded by existing development. Therefore, the proposed project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire as a result of slope, prevailing winds, and other factors. Impacts would be less than significant and no mitigation is required.

*c. Would the project 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?*

**Less Than Significant Impact.** As previously discussed, the project site is not located within any SRAs for fire service and is not within a locally designated very high fire hazard severity zone. The proposed project would connect to existing utilities in conformance with City standards, and their construction would not cause significant environmental effects, as detailed in Section 4.19, Utilities and Service Systems. The proposed project would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, or power lines that may exacerbate fire risk. Therefore, impacts would be less than significant and no mitigation is required.

*d. Would the project 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?*

**Less Than Significant Impact.** As previously discussed, the project site is not located within any SRAs for fire service and is not within a locally designated very high fire hazard severity zone. Additionally, the project site is not located in a landslide hazard or flood zone as detailed in Sections 4.7, Geology and Soils and 4.10, Hydrology and Water Quality, respectively. The project site is generally flat and is not surrounded by any adjacent slopes which would have the potential to result in risks related to downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the proposed project would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff changes. Impacts would be less than significant, and no mitigation is required.

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☒ | ☐ | ☐ |

*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?*

**Less Than Significant Impact.** The project site does not contain suitable habitat for any federal or state-listed plant, animal, or aquatic species. Additionally, the project site does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally-listed species, or CDFW special-status natural communities. Despite the lack of vegetation communities on site, the project site contains ornamental, non-native trees and shrubs that could provide nesting habitat for common birds and raptors protected under the MBTA and the California Fish and Game Code. To comply with the MBTA and the California Fish and Game Code and avoid impacts to nesting birds from implementation of the proposed project, a pre-construction nesting bird survey would be required prior to removal of any landscaped vegetation, as detailed in **RCM BIO-1.** With implementation of **RCM BIO-1**, potential impacts to biological resources would be less than significant.

Based on the results of the cultural records search, no cultural resources have been previously recorded within the project site. Therefore, implementation of the proposed project would not result in impacts to historical resources. Although no archaeological resources were found on the project site, ground disturbing activities have the potential to reveal unknown buried deposits. In the unlikely event that unanticipated archaeological resources are discovered at any time during project construction, impacts to these resources could be potentially significant. Therefore, **RCM CUL-1** would be required, which requires that a qualified archaeologist is retained to be on-call to respond to inadvertent discoveries during project construction and that all construction work occurring within 50 feet of any find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Qualification Standards for Archaeology, can evaluate the significance of the find. Additionally, in the unlikely event that fossils of any sort are discovered during grading/earthmoving activities, **RCM GEO-1** would be implemented to reduce potential impacts to paleontological resources. With implementation of **RCMs CUL-1 and GEO-1,** potential impacts associated with important examples of the major periods of California history or prehistory would be less than significant.

With incorporation of regulatory compliance measures, the proposed project would not 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 and impacts would be less than significant.

*b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

**Less Than Significant with Mitigation Incorporated.** Based on the analysis provided throughout this IS/MND, the proposed project would have either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Furthermore, due to the limited scope of direct physical impacts to the environment associated with the proposed project, the proposed project's impacts are primarily project-specific in nature.

Implementation of the proposed project has the potential to result in effects to the environment that are individually limited and may be cumulatively considerable in the following areas: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Tribal Cultural Resources. As shown in the discussion above, environmental effects associated with the proposed project can be reduced to less than significant levels through implementation of project-specific mitigation measures or regulatory compliance measures. Therefore, with incorporation of the mitigation measures and regulatory compliance measures prescribed throughout this Initial Study, the proposed project would not contribute to environmental effects that are individually limited, but cumulatively considerable. Impacts would be less than significant with mitigation incorporated.

*c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant with Mitigation Incorporated.** Based on the analysis provided throughout this IS/MND, with incorporation of mitigation measures and regulatory compliance measures, the proposed project would not result in any environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts on human beings would be less than significant with mitigation incorporated.

# 5.0 LIST OF PREPARERS

**LSA Associates, Inc.**
285 South Street Suite P
San Luis Obispo, CA 93401

Pam Reading, Principal in Charge
Laurel Huntzinger, Project Manager
Ashley Honer, Environmental Planner
Aaron McCann, Cultural and Paleontological Resources
Martin Chen, Transportation Planner/Engineer
Debmalya Sinha, Senior Transportation Planner
Mohammad Abushanab, Mechanical Noise Engineer
Dana Kwan, Noise and Vibration Analyst
Jessica Coria, Associate/Director of Air Quality and Climate Change
Cara Cunningham, Associate Air Quality Specialist
Leland Villalvazo, Air Quality Specialist
Amber Hazelrigg, Greenhouse Gas/Climate Change Analyst
Jessie Quigley, GIS Specialist/Programmer
Matt Phillips, Graphics and Production
Lauren Johnson, Senior Technical Editor
Chantik Virgil, Senior Word Processor

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# 7.0 SUMMARY OF REGULATORY COMPLIANCE MEASURES AND MITIGATION MEASURES

## 7.1 AIR QUALITY (AIR)

**Mitigation Measure AIR-1: Construction Equipment Requirements.** During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more that is used for the project construction meets, at a minimum, the California Air Resources Board (CARB) Tier 2 standards equipped with Level 3 diesel particulate filters. Verification shall be provided to the City of Rialto (City) Planning Department for confirmation, to the satisfaction of City staff.

## 7.2 BIOLOGICAL RESOURCES (BIO)

**Regulatory Compliance Measure BIO-1: Nesting Bird Clearance Survey.** If construction activities occur within the nesting bird season (February 1 to September 15), a qualified biologist retained by the construction contractor shall conduct a pre-construction survey no more than 3 days (72 hours) prior to the start of any construction, vegetation removal, or grading activities to ensure that no nesting birds are disturbed during construction. The qualified biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests would occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer to be established by the qualified biologist. The buffer shall be clearly marked in the field by construction personnel under guidance of the qualified biologist. No construction activities will be allowed within this zone until the qualified biologist determines that the young have fledged, or the nest is no longer active.

## 7.3 CULTURAL RESOURCES (CUL)

**Regulatory Compliance Measure CUL-1: Inadvertent Discovery.** The project Applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology. If potential cultural/archaeological resources (i.e., sites, features, or artifacts) are discovered during construction activities for the project, the City of Rialto shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist can evaluate the significance of the find and determine whether the find constitutes a "Tribal Cultural Resources" pursuant to Section 21074 of the California Public Resources Code (PRC), or a "unique archaeological resource" pursuant to Section 21083.2(g) of the PRC or a "historical resource" pursuant to Section 15064.5(a) of the State CEQA Guidelines. Personnel of the proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015) are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the YSMN for review and comment. The archaeologist shall monitor the remainder of project construction and implement the Plan accordingly. The Plan shall allow for a monitor to be present that represents YSMN for the remainder of project construction, should YSMN elect to place a monitor on-site.

Prior to issuance of a grading permit, the Director of Community Development, or designee, shall ensure that this mitigation measure is documented on the grading plans.

## 7.4 GEOLOGY AND SOILS (GEO)

**Regulatory Compliance Measure GEO-1: Inadvertent Discovery of Paleontological Resources.** Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least two years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

## 7.5 HYDROLOGY AND WATER QUALITY (HYD)

**Regulatory Compliance Measure HYD-1: Construction General Permit.** The project Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB) via the Stormwater Multiple Application and Report Tracking System (SMARTS). The project Applicant shall provide the Waste Discharge Identification Number (WDID) to the Planning Manager of the City of Rialto Planning Division or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee.

A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by a Qualified SWPPP Developer in accordance with the requirements of the Construction General Permit. These include: BMPs for erosion and sediment control, site management/housekeeping/waste management, management of non-stormwater discharges, run-on and runoff controls, and BMP inspection/maintenance/repair activities. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association's Stormwater Best Management Handbook: Construction.

The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters. A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/maintenance/repair activities.

Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.

**Regulatory Compliance Measure HYD-2: Final Water Quality Management Plan.** Prior to the issuance of grading permits, the project Applicant shall submit to the City for review and approval, a final Water Quality Management Plan (WQMP), as required by RWQCB Order No. R8-2010-0036, NPDES No. CAS618036 (MS4 permit). The final Water Quality Management Plan shall identify necessary site design BMPs, source control BMPs, LID BMPs, and treatment control BMPS (if applicable).

Prior to the issuance of grading permits, the applicant shall submit to the City for review and approval evidence that project plans incorporate the facilities, features and/or BMPs identified in the WQMP. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

## 7.6 NOISE (NOI)

**Mitigation Measure NOI-1: Construction Vibration Damage.** Due to the close proximity to surrounding structures, the City of Rialto (City) Director of Community Development, or designee, shall verify prior to issuance of grading permits, that the approved plans require that the construction contractor shall implement the following reduction measures during project construction activities to ensure that damage does not occur at surrounding structures:

- Identify structures that are located within 15 feet (ft) of heavy construction activities and that have the potential to be affected by ground-borne vibration. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development, or designee.
- Once the construction equipment list finalized, a comparison of the proposed equipment to be used and the assumed equipment vibration levels presented in Table 7-4 of the Federal Transit Administration's (FTA) Noise and Vibration Impact Assessment Manual – FTA Report No. 0123 shall be completed. If it is determined that the proposed equipment would

generate lower vibration levels than assumed, further vibration reduction would not be necessary. However, if levels would potentially exceed the FTA Damage Criteria presented in Table 7-5 of the FTA Noise and Vibration Impact Assessment Manual – FTA Report No. 0123, the applicant shall develop a vibration monitoring and construction contingency plan for approval by the County Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.

- If a vibration monitoring and construction contingency plan is deemed necessary, monitor vibration during initial construction activities would be required. Monitoring results may indicate the need for more or less intensive measurements.

- When vibration levels approach limits, suspend construction and implement contingencies as identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.

## 7.7 TRIBAL CULTURAL RESOURCES (TCR)

**Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project. "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

**Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).** Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.**

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**Mitigation Measure TCR-4: Archaeological/Cultural Documentation**. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

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# APPENDIX A

# AIR QUALITY, HEATH RISK, AND GREENHOUSE GAS IMPACT REPORT

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# APPENDIX B

# CALIFORNIA NATURAL DIVERSITY DATABASE (CNDDB) SEARCH RESULTS

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# APPENDIX C

# REPORT OF GEOTECHNICAL EVALUATIONS

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# APPENDIX D

# PHASE I ENVIRONMENTAL SITE ASSESSMENT

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# APPENDIX E

# WATER QUALITY MANAGEMENT PLAN (WQMP) AND DRAINAGE REPORT

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# APPENDIX F

# NOISE AND VIBRATION IMPACT ANALYSIS

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# APPENDIX G

# FOCUSED TRAFFIC IMPACT ANALYSIS

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