CEQA INITIAL STUDY

AND

MITIGATED NEGATIVE DECLARATION

FOR THE

RESOURCE DRIVE INDUSTRIAL PROJECT

Prepared For:

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LIST OF ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Amsl	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CalFire	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CGS	California Geological Survey
CUPA	Certified Unified Program Agency
dBA	Decibels
DOGGR	Division of Oil, Gas, and Geothermal Resources
DOSH	Division of Occupational Safety and Health
DTSC	Department of Toxic Substances Control
e.g.	For example
EAR	Environmental Assessment Review
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
Gpd	Gallons Per Day
HMBEP	Hazardous Materials Business Emergency Plan
I	Interstate
i.e	That is
ibid	In the same source
In	inch
IS	Initial Study
kBTU	kilo-British Thermal Units
LLA	Lot Line Adjustment
LST	Localized Significance Threshold
MATES V	Multiple Air Toxics Exposure Study in the South Coast Air Basin
MBTA	Migratory Bird Treaty Act
MEIR	Maximally Exposed Individual Receptor
MEIW	Maximally Exposed Individual Worker
MHFP	Multi-hazard Function Plan
MM	Mitigation Measures
MND	Mitigated Negative Declaration
MTCO2e/yr	Metric Tons of Carbon Dioxide Equivalent Per Year
n.d.	No Date
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NIMS	National Incident Management System
NOD	Notice of Determination
NOI	Notice of Intent
NOX	Nitrogen Oxides

NPDES	National Pollutant Discharge Elimination System
O3	Ozone
OEF	Other Environmental Feature
PA	Production/Attraction
PCBs	Polychlorinated Biphenyls
PM	Particulate Matter
PPD	Precise Plan of Design
REC	Recognized Environmental Condition
RFD	Rialto Fire Department
RPD	Rialto Police Department
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RUSD	Rialto Unified School District
RWQCB	Regional Water Quality Control Board
RWS	Rialto Water Services
SBTAM	San Bernardino Transportation Analysis Model
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
Sec	Second
SED	socioeconomic data
SEMS	Standardized Emergency Management System
sf	Square Feet
SMARA	Surface Mining and Reclamation Act
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

1.0 PROJECT DESCRIPTION

1.1 PURPOSE AND SCOPE

This Initial Study (IS) in support of a Mitigated Negative Declaration (MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Resource Drive Industrial Project. This document evaluates the proposed request for approval of a Conditional Development Permit, Precise Plan of Design, and Variance to allow the development and operation of the proposed Project consisting of a 42,542 square-foot (SF) single-story tilt-up warehouse building comprised of approximately 38,815 SF of warehouse space and 3,500 SF of ancillary office space. The Project site consists of an approximately 1.88-acre parcel site identified as Assessor's Parcel Number (APN) 260-021-39 located at the northwest corner of the Riverside Avenue and Resource Drive intersection in the City of Rialto (City). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identified potentially significant effects, but:

  (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

  (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is an MND and incorporates all of the required elements of an Initial Study. Hereafter this document is referred to as an IS/MND.

This IS/MND incorporates by reference the City of Rialto General Plan, City of Rialto Municipal Code, and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. Technical studies, personal communications, and web sites consulted are listed in Section 3, *References.*

1.2 PROJECT LOCATION

The proposed Project is located within the southern portion of the City, on an approximately 1.88-acre parcel identified as APN 260-021-39 located at the northwest corner of the Riverside Avenue and Resource Drive intersection. Regional access to the Project site is provided by Interstate 10 (I-10) to the north, State Route 60 (SR-60) to the south, and Interstate 215 (I-215) to the east. Local access to the site is via Riverside Avenue and Resource Drive. The Project site is located within Section 36 Township 1 South, Range 5 West, of the San Bernardino Principal Meridian United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The existing site and surrounding area are shown in Figure 1-1, *Regional Location*, and Figure 1-2, *Aerial View of Project Vicinity*.

1.3 EXISTING PROJECT SITE

The Project site encompasses approximately 1.88-acres of a vacant parcel. The Project 1.88-acre Project site is undeveloped and comprised of predominantly of non-vegetated bare areas and scattered vegetation of both native and non-native species. The Project site forms an irregular pentagon shape. The Project site is approximately 915 feet above mean sea level (amsl) slightly descending north to south to the order of a few feet. The northern border of the site is comprised of ascending slope to the northern adjacent property to approximately 945 feet amsl. An aerial view showing existing conditions of the Project site and adjacent properties is shown in Figure 1-2.

1.4 EXISTING LAND USES AND ZONING DESIGNATION

The Project site is located within a predominately developed industrialized area surrounded by: vacant property followed by industrial development to the north; Riverside Avenue followed by industrial development to the east; Resource Drive followed by industrial development to the south; and West Valley Water District well site and Industrial Development to the west.

The Project site and surrounding area has an existing General Plan land use designation of General Industrial (GI) and is designated Heavy Industrial (H-IND) in the Agua Mansa Industrial Corridor Specific Plan (AMICSP). According to the City's General Plan, the GI land use designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail. These uses are typically not compatible with residential uses because the operations may generate noise and traffic impacts and may involve use of hazardous materials. The GI designation allows for heavy industrial activities included permitted uses such as manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses. The GI land use designation allows a maximum Floor Area Ratio (FAR) of 1.0. As described in the AMICSP, areas designated for H-IND will be utilized for manufacturing, resource extraction, compounding of material, packaging, treatment, processing or assembly of goods. Heavy industrial uses generally are more land extensive than lighter industrial uses and usually employ processes which produce more measurable externalities. Activities in the H-IND areas are likely to have frequent rail and/or truck traffic and the transportation of heavy, large scale products.

1.5 PROJECT DESCRIPTION

1.5.1 PROJECT OVERVIEW

The Project proposes to develop the vacant site with a new industrial warehouse building. As seen in Figure 1-3, *Site Plan*, the proposed Project would include the development of a one-story tilt-up 42,542 SF warehouse building on the approximately 1.88-acre site. The proposed warehouse building would be comprised of approximately 38,815 SF of warehouse space and 3,500 SF of ancillary office space. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveway.

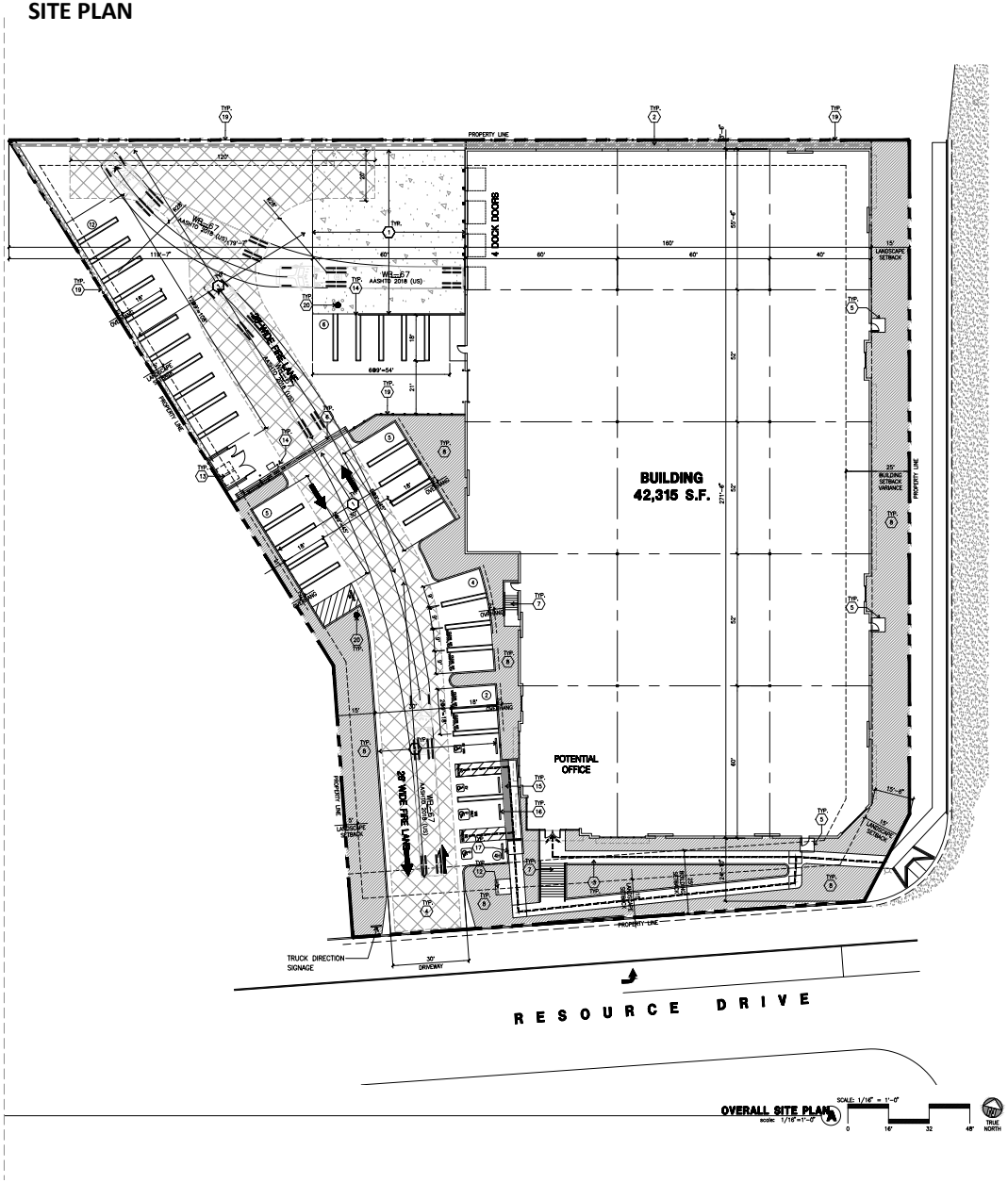
FIGURE 1-1: REGIONAL LOCATION

Source: Bing Maps

FIGURE 1-2: AERIAL VIEW OF PROJECT VICINITY

Source: Bing Maps

FIGURE 1-3: SITE PLAN



PROJECT INFORMATION

Owner / Applicant

CORNERSTONE DEVELOPMENT PARTNERS, INC.
45 TESLA
IRVINE, CA92618
PHONE: 949-367-1426
CONTACT: DANIEL ADAMS

Project Address

NWC RESOURCE DRIVE & RIVERSIDE AVE.

Applicant's Representative

HPA, INC.
18831 BARDEEN AVE. STE 100
IRVINE, CA 92612
PHONE: 949-862-2138
CONTACT: MATTHEW LEE

Code Analysis

2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS

Construction Type

CONCRETE TILT-UP BUILDING
BUILDING OCCUPANCY: S-1/B
OFFICE & WAREHOUSE
CONSTRUCTION TYPE: II-B
FIRE SPRINKLER: ESFR SYSTEM

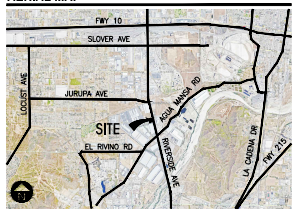
Assessors Parcel Number

0260-021-39

Zoning

AGUA MANSA SPECIFIC PLAN

AERIAL MAP



UTILITY PURVEYORS

SOUTHERN CALIFORNIA EDISON
(800) 611-1911

AT&T
16071 MOHAVE DR BLDG A
VICTORVILLE, CA 92395
(310) 645-2929

CITY OF RIALTO, WATER
437 N. RIVERSIDE AVENUE
RIALTO, CA 92376
(909) 301-9837

CITY OF RIALTO, SEWER
437 N. RIVERSIDE AVE
RIALTO, CA 92376
(909) 301-9837

COUNTRY OF SAN BERNADINO, STORM DRAIN
825 E. THIRD ST.
SAN BERNADINO, CA 92415
(909) 387-8063

SOUTHERN CALIFORNIA GAS COMPANY
(800) 423-1391

LEGAL DESCRIPTION

LOT 14, INCLUSIVE, OF TRACT NO. 16146, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 281, PAGES 44 THROUGH 51 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM 49/8 OF ALL GAS, OIL, MINERALS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED, SAVED AND SOLD FROM THE HEREINABOVE DESCRIBED PREMISES, AS RESERVED IN THE DEED RECORDED MAY 21, 1954, IN BOOK 3387, PAGE 318 OF SAID OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM 1/2 OF ALL MINERALS AND OTHER MATERIALS USEFUL TO THE MANUFACTURE OF CEMENT AT A DEPTH OF MORE THAN 200 FEET BELOW THE SURFACE OF SAID LAND, AS CONVEYED TO AMERICAN CEMENT CORPORATION, A DELAWARE CORPORATION, RECORDED MARCH 10, 1965, IN BOOK 6346, PAGE 944 OF SAID OFFICIAL RECORDS.

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. PROPOSED RETAINING WALL. SEE CIVIL DRAWING.
3. CONCRETE WALKWAY
4. DECORATIVE DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-0"(5'-0"x4' MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. 8' H PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. EXTERIOR CONC. STAIR.
8. LANDSCAPE. SEE "L" DWGS.
9. 12'H CONCRETE TILT-UP SCREEN WALL
10. 2X2 EV CONDUIT CONCRETE PAD.
11. APPROXIMATE LOCATION OF TRANSFORMER.
12. BIKE RACK.
13. TRASH ENCLOSURE
14. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
15. TRUNCATED DOME.
16. PRE-CAST CONCRETE WHEEL STOP.
17. ACCESSIBLE PARKING STALL SIGN.
18. ACCESSIBLE ENTRY SIGN.
19. 8'H WROUGHT IRON FENCE.
20. FIRE HYDRANT. SEE CIVIL DRAWINGS
21. 2' CAR PARKING OVERHANG.

SITE LEGEND

- LANDSCAPED AREA
- STANDARD PARKING STALL (9' X 20')
- CONCRETE PAVING SEE "C" DWGS. FOR THICKNESS
- HANDICAP PARKING STALL (9' X 20') VANPOOL (12' X 20')
- 26' FIRE WIDE FIRELANE
- PATH OF TRAVEL
- CLEAN AIR/VAN POOL/EV CONDUIT WITH FUTURE CHARGING INFRASTRUCTURE STALL (9' X 20')
- CLEAN AIR/VAN POOL/EV STALL (9' X 20')

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
16. RECESSED KNOX BOXES WILL BE INSTALLED NEAR THE ENTRY GATE AND NEAR THE MAIN ENTRANCE TO THE BUILDING/UNITS.
17. SURVEILLANCE CAMERAS WILL BE INSTALLED ON-SITE, IN ACCORDANCE WITH THE REQUIREMENT OF THE RIALTO POLICE DEPARTMENT. ALL OUTDOOR STORAGE USES SHALL BE SECURED AND INCORPORATE SECURITY CAMERAS THAT ARE CONNECTED TO THE CITY'S ENFORCEMENT SYSTEM TO THE SATISFACTION OF THE POLICE CHIEF.

TABULATION

SITE AREA		
	In s.f.	82,056 s.f.
	In acres	1.88 ac
BUILDING AREA		
	Foot print	40,815 s.f.
	Office - 1st floor	2,000 s.f.
	Office - 2nd floor	1,500 s.f.
	Warehouse	38,815 s.f.
	TOTAL	42,315 s.f.
COVERAGE		49.7%
F.A.R.		51.6%
AUTO PARKING REQUIRED		
	Office: 1/250 s.f.	14 stalls
	Whse: 1st 10K @ 1/1,000 s.f.	10 stalls
	above 10K @ 1/2,000 s.f.	14 stalls
	TOTAL	38 stalls
AUTO PARKING PROVIDED		
	Standard (9' x 19')	32 stalls
	EV/CAV	6 stalls
	TOTAL	38 stalls
ZONING ORDINANCE FOR CITY		
	Zoning Designation - Agua Mansa specific plan	
MAXIMUM BUILDING HEIGHT ALLOWED		
	Height - 45'	
MAXIMUM LOT COVERAGE		
	Coverage - 50%	
LANDSCAPE REQUIREMENT		
	Percentage - 15%	
LANDSCAPE REQUIREMENT		
	Percentage -	17.4%
	In s.f.	14,246 s.f.
SETBACKS		
	Front - RESOURCE : 25' / RIVERSIDE : 15'	
	Interiror - 0'	

1.5.2 PROJECT FEATURES

Building Summary and Architecture

The proposed 42,542 SF warehouse building would be single-story and approximately 35 feet tall, and include a mezzanine, loading docks, and associated vehicle parking spaces as seen in Figure 1-4, *Building Elevations*. The warehouse building would include approximately 38,815 SF of warehouse space and 3,500 SF ancillary office space. The proposed building would result in an FAR of 0.51.

The proposed Project's architectural theme would emphasize enhanced building finish materials and consistent material usage and color scheme. The proposed Project would request a variance to reduce the Riverside Avenue setback from 25 feet to 15 feet. The setbacks along Riverside Avenue and Resource Drive would include landscaping, and additional landscaping would be provided around the building perimeter and along the western property line. The intention of the architectural plan is to create a high-quality presence along Riverside Avenue and Resource Drive through the use of landscaping, building layout, finish materials, and accenting.

Parking and Loading Dock Summary

The truck loading docks would be located along the northwest side of the building. The building would include four (4) loading dock doors atop a concrete ramp. The Project would also provide 37 vehicle parking spaces, including some spaces dedicated for electric vehicle/clean air/carpool spaces.

Access and Circulation

Access to the Project site would be provided via a 30-foot-wide driveway located on Resource Drive. The 30-foot-wide driveway would allow for emergency, passenger vehicle, and truck access. A 30-foot-wide internal drive aisle on the west of the proposed building would provide connectivity to the proposed building. Access to the loading dock areas would be controlled through the use of automatic sliding gates.

Landscaping

The Project proposes approximately 50,645 SF of landscaping as seen in Figure 1-5, *Conceptual Landscaping Plan*. Landscaping would comply with the City's Municipal Code requirements within Section 18.61.050, *Site Design – Commercial and Industrial*. Proposed landscaping would include 24-inch box trees, various shrubs, and ground covers to screen the proposed building, and parking and loading areas from off-site viewpoints. Proposed landscaping extends around the perimeter of the warehouse building and in between the parking areas.

Fencing and Walls

The west and north sides of the building would be secured with 8-foot-tall steel tubular fence for security around the loading docks and parking areas. Enclosing the area for security would be an 8-foot-tall automatic steal sliding gate on the west side of the building. A natural color split face concrete masonry unit (CMU) wall is proposed on the northern boundary of the Project site to obtain necessary buildable area and retain the northern neighboring lot. The CMU wall ("Soldier Wall") would vary in height from the northwestern corner at 0.5 feet high, to 19 feet high in the central portion, and 6 feet high in the northeastern corner of the site.

FIGURE 1-4: BUILDING ELEVATIONS

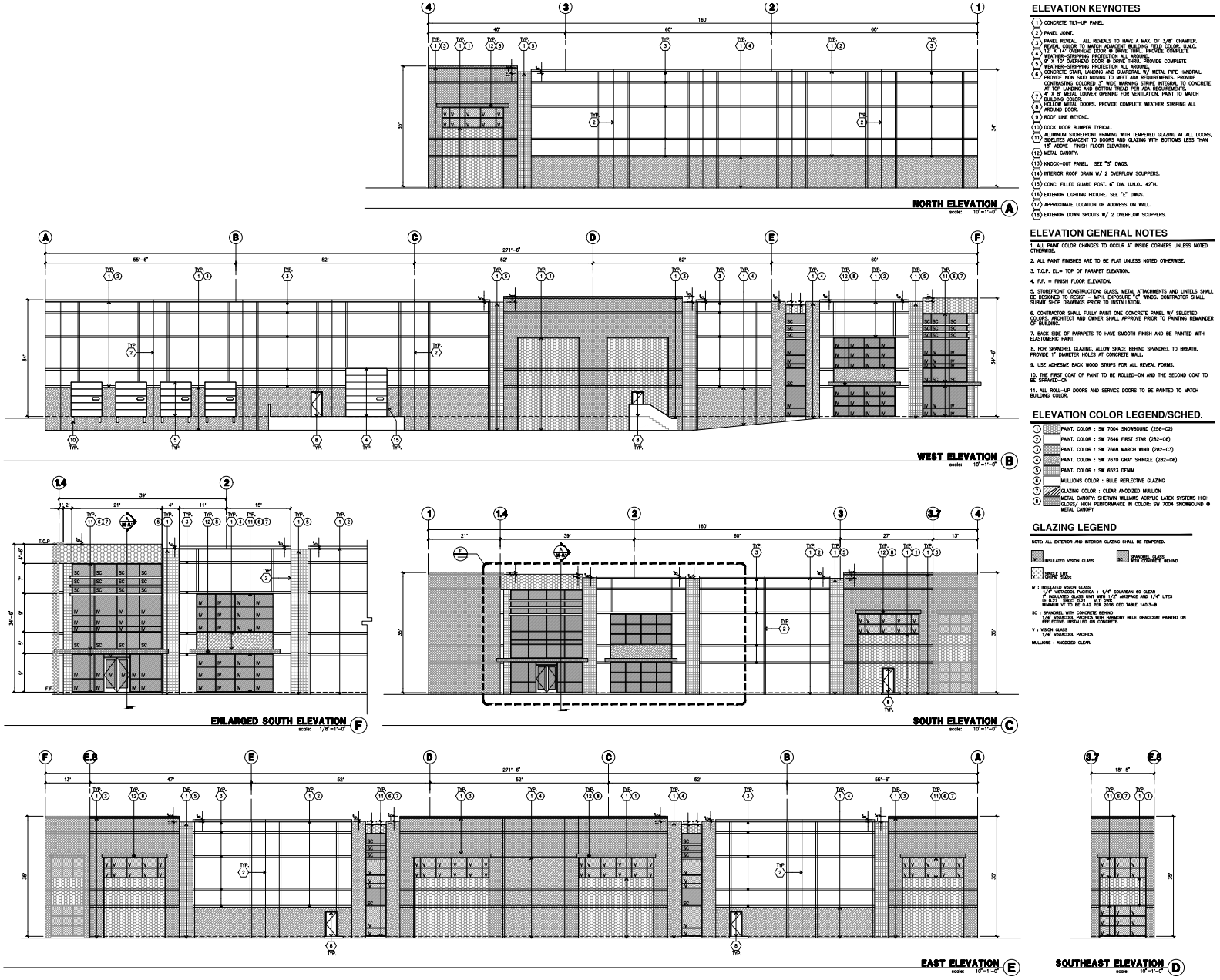


FIGURE 1-5: CONCEPTUAL LANDSCAPING PLAN

TREE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	CHITALPA TASHKENTENSIS STANDARD TRUNK	CHITALPA	24" BOX	14	LOW
	CERCIDIUM 'DESERT MUSEUM' MULTI TRUNK	DESERT MUSEUM PALO VERDE	48" BOX	4	LOW
	MAGNOLIA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY SOUTHERN MAGNOLIA	24" BOX	4	MODERATE
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	6	LOW
	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	24" BOX	7	LOW

CONCEPTUAL PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
	AGAVE AMERICANA	CENTURY PLANT	15 GAL	LOW
	AGAVE 'BLUE GLOW'	BLUE GLOW AGAVE	5 GAL	LOW
	CALLISTEMON 'LITTLE JOHN'	LITTLE JOHN DWARF BOTTLE BRUSH	5 GAL	LOW
	DIANELLA 'CLARITY BLUE'	CLARITY BLUE DIANELLA	5 GAL	LOW
	GREVILLEA 'COASTAL GEM'	COASTAL GEM GREVILLEA	1 GAL	LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	LOW
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	LOW
	OLEA 'LITTLE OLLIE'	LITTLE OLLIE DWARF OLIVE	5 GAL	LOW
	ROSMARINUS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
	WESTRINGIA 'BLUE GEM'	BLUE GEM WESTRINGIA	5 GAL	LOW
	4" DEEP LAYER OF GRAVEL MULCH OVER FILTER FABRIC			

Infrastructure Improvements

Water

Water would be provided by the West Valley Water District (WVWD) New on-site water infrastructure would be extended to make connection to existing domestic water service connection to the existing 12-inch water main within Resource Drive.

Sewer

Sewer services would be provided by the City of Rialto Wastewater Treatment Plant (WWTP). New on-site sewer infrastructure would be extended to make connection to the existing 8-inch sewer main within Resource Drive.

Electrical

Electricity would be provided by Southern California Edison (SCE) and subject to SCE's standard development conditions and requirements. New on-site electrical infrastructure would be connected to an existing connection at Resource Drive.

Natural Gas

Natural gas would be provided by the Southern California Gas Company (SoCalGas) subject to SoCalGas's standard development conditions and requirements. New on-site natural gas infrastructure would be extended to make connection to existing service within Resource Drive.

Drainage

A stormwater system would include a combination of u-channels and an underground detention chamber facility, infiltration trench, and biofiltration facility. The system would collect and detain on-site stormwater flows prior to conveyance of the water to the existing catch-basin then to 42-inch storm drain in Resource Drive and Enterprise Drive intersection.

1.5.3 CONSTRUCTION AND PHASING

The Project would be constructed in one phase including site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected balance on-site. Construction is expected to occur over 10 months and would occur within the hours allowable by the City of Rialto which allows for construction during the following:

October 1st through April 30th	
Monday—Friday	7:00 a.m. to 5:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday / State holidays	No permissible hours
May 1st through September 30th	
Monday—Friday	6:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday / State holidays	No permissible hours

Source: City of Rialto Municipal Code

1.5.4 OPERATIONAL CHARACTERITICS

The Project is expected to be operational in the fourth quarter of 2023. Typical operational characteristics would include employees traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading of materials and product, and distribution of product.

1.5.5 DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The following discretionary approvals, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

- Environmental Review
- Tract Map No.16146
- Setback Variance Request
- Conditional Development Permit
- Precise Plan of Design
- Building & Grading Permits

2.0 ENVIRONMENTAL CHECKLIST FORM

1. Case Number

Master Case No. 2022-0035 (MC2022-0035)

2. Project Title

Resource Drive Industrial Project

3. Related Files

Tract Map No. 16146
Precise Plan of Design No. 2022-0032 (PPD2022-0032)
Conditional Development Permit No. 2022-0020 (CDP2022-0020)
Environmental Assessment Review No. 2022-0034 (EAR2022-0034)
Variance Setback Request No. 2022-0002 (VAR2022-0002)

4. Lead Agency Name and Address

City of Rialto Planning Division
150 South Palm Avenue
Rialto, CA 92376

5. Contact Person

Dionne Harris, Senior Planner
(909) 820-2535
dharris@rialtoca.gov

6. Project Applicant

Daniel Adams
Cornerstone Development Partners, Inc.
48 Tesla
Irvine, CA 92618

7. Project Location

The Project would be located at northwest corner of Riverside Avenue and Resource Drive within the City of Rialto, San Bernardino County. Accessor's Parcel Number (APN) APN: 260-021-39 (See Section 1.2, *Project Location*)

8. General Plan Designations

General Industrial (GI)

9. Zoning

Heavy Industrial (H-IND) – Agua Mansa Industrial Corridor Specific Plan (AMICSP)

10. Description of Project

The proposed Project involves the development of the approximately 1.88-acres Project Site with a 42-542 square feet (SF) industrial warehouse building along with associated Project site improvements including, but not limited to, surface parking lots, drive aisles, utility infrastructure, landscaping, exterior lighting, and walls/fencing. Section 1.0, *Project Description*, illustrates the description of the Project in further detail.

11. Surrounding Land Uses and Setting

LOCATION	EXISTING CONDITIONS	GP DESIGNATION	AMICSP DESIGNATION
PROJECT SITE	Vacant Property	GI	H-IND
NORTH	Vacant property followed by industrial development	GI	H-IND
EAST	Riverside Avenue followed by industrial development	GI	H-IND
SOUTH	Resource Drive followed by industrial development	GI	H-IND
WEST	West Valley Water District well site and Industrial Development	GI	H-IND

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

State Water Resources Control Board

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB)
- Storm Water Pollution Prevention Plan (SWPPP) General Construction Permit

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

No. On October 10, 2022, the City sent notification to the California Native American Tribes on the City's consultation list, requesting consultation for the Project. As of the date of this IS/MND, the City has not received comments and the required 90-day time period for has concluded. Further discussion can be found in Section 2.18, *Tribal Cultural Resources*.

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

14. Other Environmental Reviews Incorporated by Reference in this Review:

- Appendix A: Air Quality and Greenhouse Gas Assessment
- Appendix B: Biological Resource Assessment
- Appendix C: Cultural Resources Assessment
- Appendix D: Geotechnical Engineering Investigation
- Appendix E: Phase I Environmental Site Assessment

- Appendix F: Water Quality Management Plan
- Appendix G: Preliminary Hydrology Study
- Appendix H: Vehicle Miles Traveled (VMT) Assessment
- Appendix I: Noise Impact Analysis

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Hazards and Hazardous Materials	☐ Transportation
☐ Agriculture & Forest Resources	☐ Hydrology / Water Quality	☐ Tribal Cultural Resources
☐ Air Quality	☐ Land Use / Planning	☐ Utilities / Service Systems
☒ Biological Resources	☐ Mineral Resources	☐ Mandatory Findings of Significance
☐ Cultural Resources	☐ Noise	☐ None
☐ Energy	☐ Population / Housing	☐ None with Mitigation
☒ Geology / Soils	☐ Public Services	
☐ Greenhouse Gas Emissions	☐ Recreation	

ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BT THE LEAD AGENCY)

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

☐ The City of Rialto finds that the proposed Project COULD NOT have a significant effect on the environment, and a *NEGATIVE DEC*LARATION will be prepared.

☒ The City of Rialto finds 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.

☐ The City of Rialto finds that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The City of Rialto finds 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.

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

Signature_____ Date_____

Printed Name Dionne Harris, Title Senior Planner

Agency Planning Division, City of Rialto

2.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) 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?	☐	☐	☒	☐

2.1.1 ENVIRONMENTAL SETTING

The Project site is vacant, heavily disturbed and graded. The Project site is bordered by existing industrial uses. Most structures in the area are one-story in height which consist of distribution buildings and industrial structures. The visual character of the Project and surrounding area is typical of development within the AMICSP and is dominate by industrial uses, roads, overhead utility lines, landscaping, and vacant land. Public views of the Project site would be from Riverside Avenue and Resource Drive.

2.1.2 DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed Project site is vacant and located in an area surrounded by existing industrial uses. The City of Rialto 2010 General Plan designates the San Gabriel Mountains, San Bernardino Mountains, Box Springs Mountains, La Loma Hills, and Jurupa Hills as scenic resources. In addition, views of the City Riverside and Moreno Valley are considered a scenic resource. According to Goal 2-14 of the City's General Plan, all projects shall protect such scenic vistas and resources by ensuring that building heights are consistent with the scale of surrounding, existing development. These views are limited due to the elevation of the Project site and surrounding industrial development.

The proposed Project would place buildings of similar height as the existing building in the surrounding area on the Project site. The proposed Project would result in a one-story building that complies with applicable AMICSP standards and would not place structures on the Project site that exceed existing building heights. As a result, the proposed Project's building height would be consistent with the scale of surrounding, existing development, and therefore would not have a substantial effect on scenic vistas. The Project would result in a **less than significant impact** directly, indirectly, or cumulatively to scenic vistas. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The City's General Plan does not identify or designate any potential or existing scenic routes in the vicinity of the Project area. There are no designated state scenic highways nearby, adjacent to, or visible from the Project area (Caltrans, 2022). As a result, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The proposed Project would have **no impact** directly, indirectly, or cumulatively to scenic resources and no mitigation is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) 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. The Project is in an urbanized area of the City. The City's General Plan (2010) designates the area for General Industrial (GI) land uses, and zoning for the area is AMICSP which designates the site as Heavy Industrial (H-IND). The Project site is undeveloped and consists of land partially graded for development. The proposed Project would clear the existing on-site native and non-native vegetation, and develop a warehouse building, parking areas, and associated landscaping. No significant scenic resources have been identified on the Project site.

Views of the new developed Project site would resemble and be generally consistent with that of the other industrial development in the surrounding area. The building exterior would be painted white with gray accents. Office areas would have large, reflective glass windows. Views of the structure would be partially shielded by a variety of accent and shade trees along Riverside Avenue and Resource Drive. Views of the parking lot would be partially shielded by the structure in its east west orientation. Permeable areas would be planted with a variety of vegetation comprised of box trees (e.g. 48 to 24 inch box trees), shrubs, and mulch (i.e. groundcover).

The proposed Project would require City's approval of a Riverside Avenue setback reduction from 25 feet to 15 feet on the east site of the Project. The proposed Project would be consistent with the City's General Plan, zoning ordinance, and AMICSP, all of which designate or zone the site for industrial uses. The proposed Project would implement design elements as required by these documents. Since the proposed Project would develop the Project site with land uses consistent with the designated land use and zoning, adhere to applicable design requirements, and not impact visual resources, it would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, the Project would result in a **less than significant impact** directly, indirectly, or cumulatively to public views and scenic quality of the site and surroundings. No mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Construction and grading-related activities would occur during permitted daylight hours and would not require nighttime lighting. Construction and grading equipment are unlikely to have reflective surfaces and would not introduce a substantial source of glare in the area. The exterior of the proposed Project

would have large, reflective glass windows for entry into the office area of the building. The proposed Project would include exterior and parking lot lighting that would incrementally increase ambient nighttime illumination in the area. Night lighting would be incorporated to illuminate work areas such as entrances, exists, pathways, and loading areas. All proposed Project lighting would be shielded to avoid spillover onto neighboring parcels, and on-site lighting would not exceed one foot-candle along the property line, as required by the Rialto Municipal Code. The proposed Project's design features and compliance with the Rialto Municipal Code would ensure that lighting would not substantially affect daytime or nighttime views in the Project area. The Project would not result in a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the Project would result in a **less than significant impact** directly, indirectly, or cumulatively to substantial light or glare on day or nighttime views in the area.

2.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.2.1 ENVIRONMENTAL SETTING

Farmlands are mapped by the State of California Department of Conservation (DOC) under the Farmland Mapping and Monitoring Program (FMMP). Under the FMMP, land is delineated into the following eight categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban or Built-Up Land, Other Land, and Water. The Project area is defined as Urban and Built-Up Land and surrounded by the same lands or Other Land according to the DOC. The Project site and surrounding area is not designated as Important Farmland. The Project site has been historically vacant. The Project area is dominated by developed industrial properties.

2.2.2 DISCUSSION

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

No Impact. The Project area is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the FMMP. Implementation of the Project would not convert farmland to non-agricultural uses. The Project would have **no impact** directly, indirectly, or cumulatively to Prime, Unique, or Importance Farmland. No mitigation is required.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The Project site and surrounding areas are not zoned for agricultural uses and are not subject to a Williamson Act contract. Implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, the Project would have **no impact** directly, indirectly, or cumulatively on Williamson Act Preserves, Contracts, or agricultural zoning. No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. There is no zoning within the City for forest land, timberland, or Timberland Production. The Project would include construction of an industrial warehouse on vacant land and would not cause rezoning of forest land. Therefore, the Project would have **no impact** directly, indirectly, or cumulatively from the loss of forest land or conversion of forest land to non-forest use and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There is no forest land within the City. Therefore, the Project would have **no impact** directly, indirectly, or cumulatively from the loss of forest land or conversion of forest land to non-forest use. No mitigation is required.

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

No Impact. No forest or agricultural resources are located within or adjacent to the Project area. As discussed above in Responses (a) through (d), the Project would not involve changes in the existing environment which, because of their location or nature, could result in conversion of forest land or agricultural land. Therefore, the Project would have **no impact** directly, indirectly, or cumulatively on Farmland or forest use. No mitigation is required.

2.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Are significance criteria established by the applicable air district available to rely on for significance determinations? Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

2.3.1 ENVIRONMENTAL SETTING

The analysis in this section is based on the Air Quality and Greenhouse Gas Assessment (AQ/GHG Analysis) prepared by Urban Crossroads, Inc. dated December 22, 2022, which is provided in its entirety as Appendix A of this IS/MND (Urban Crossroads, 2022).

2.3.2 DISCUSSION

a) 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 (SCAB) regulated by the South Coast Air Quality Management District (SCAQMD). Although State and federal air quality standards are exceeded in most parts of the SCAB, emissions of ozone (O_3), nitrogen oxides (NO_X), volatile organic compounds (VOC), and carbon monoxide (CO) have been decreasing in the SCAB since 1975.These emissions are projected to continue to decrease due to increased State and federal regulatory requirements. The overall trends of particulate matter (PM_{10} and $PM_{2.5}$) in the air also have improved since 1975 (Urban Crossroads, 2022).

In response to local air quality conditions, SCAQMD has adopted an Air Quality Management Plan (AQMP) to meet the State and federal ambient air quality standards. AQMPs are regularly updated to reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy more effectively. The 2022 AQMP was recently adopted by the SCAQMD in December 2022. As analyzed in the AQ/GHG Analysis, the proposed Project's consistency with the AQMP was determined using the process as defined in Chapter

12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). The Handbook identifies three consistency criterion as discussed below:

Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

As determined in the AQ/GHG Analysis, violations under this criterion refer to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds are exceeded. As evaluated within this section and Response b), the Project's regional and localized construction and operational-source emissions would not exceed applicable regional significance thresholds and therefore the Project meets Consistency Criterion No. 1.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Rialto General Plan is considered to be consistent with the AQMP.

The Project's proposed is consistent with the existing General Plan land use designation of GI and designation H-IND in the AMICSP, and does not require a general plan or specific plan amendment. For these reasons, the Project is determined to be consistent with the second criterion.

Since the proposed Project will not be in violation of either Consistency Criteria, the Project's potential impacts are considered to be **less than significant impact** directly, indirectly, or cumulatively to the implementation of the AQMP and no mitigation is required.

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?

Less Than Significant Impact. The Project has the potential to generate air pollution from construction activities and long-term operations. As described in the Project's AQ/GHG Analysis, air pollutants have adverse effects to human health including, respiratory illness and carcinogenic effects. Based on available modeling, it is not feasible to correlate regional criteria pollutant emissions from development projects of the scale of the proposed Project to adverse health effects on a SCAB-wide level. However, the potential for the Project to result in substantial adverse health effects from toxic air contaminant emissions is addressed in Response 2.3 c).

The following analysis is based on the applicable significance thresholds established by the SCAQMD for regional criteria pollutant emissions. This analysis assumes that the proposed Project would comply with applicable mandatory regional air quality standards, including: SCAQMD Rule 402, "Nuisance;" SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 1113, "Architectural Coatings;" SCAQMD Rule 1186.1, "Less-Polluting Street Sweepers," and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations "Airborne Toxic Control Measure."

Regional Construction Emissions

For purposes of the construction emissions analysis, construction was expected to occur in the Summer of 2023. The California Emissions Estimator Model (CalEEMod) accounts for the implementation and enforcement of California's progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less- polluting equipment. Construction activities that occur in the

near future would be expected to generate more air pollutant emissions than if the same activities would occur further into the future. Thus, in the event that the Project's construction period occurs later than expected by this analysis, Project-related construction emissions would not exceed the values presented herein. (Urban Crossroads) The Project's construction characteristics and construction equipment fleet assumptions used in the analysis were previously described in Section 2.0, Project Description.

The calculated maximum daily emissions associated with Project construction are presented in Table AQ-1, Construction Emissions Summary. Detailed construction model outputs are presented in the Project's AQ/GHG Analysis. As shown, the Project's daily construction emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_X) carbon monoxide (CO), sulfur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$) would not exceed SCAQMD regional criteria thresholds. If a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to not be cumulatively considerable. Because Project construction emissions would not exceed the SCAQMD regional criteria significance thresholds, construction of the Project would not result in a cumulatively considerable net increase of any criteria pollutant, including any pollutants for which the SCAB does not attain applicable federal or State ambient air quality standards.

TABLE AQ-1: OVERALL REGIONAL CONSTRUCTION EMISSIONS SUMMARY

Year	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	2.34	21.50	18.90	0.02	3.46	2.07
Winter						
2023	23.20	18.80	23.00	0.04	1.32	0.87
Maximum Daily Emissions	**23.20**	**21.50**	**23.00**	**0.04**	**3.46**	**2.07**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Air Quality and Greenhouse Gas Assessment (Appendix A)

Regional Operational Emissions

Operation of the Project is expected to generate air pollutant emissions from the operation of motor vehicles (including trucks), operation of on-site equipment, on-site maintenance activities, and the consumption of energy resources. The calculated operational-source emissions are summarized on Table AQ-2, and detailed construction model outputs are presented in the Project's AQ/GHG Analysis.

As summarized in Table AQ-2, Project-related operational emissions of VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ would not exceed SCAQMD regional criteria thresholds. The Project would not emit substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. The Project's long-term emissions of VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ would be less than significant.

TABLE AQ-2: PROPOSED PROJECT OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile	0.27	2.78	4.16	0.03	0.57	0.15

Area	1.27	0.02	1.85	<0.005	<0.005	<0.005
Energy	0.01	0.22	0.18	<0.005	0.02	0.02
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**1.67**	**3.40**	**22.63**	**0.03**	**0.62**	**0.20**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile	0.26	2.91	3.65	0.03	0.57	0.15
Area	0.97	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.22	0.18	<0.005	0.02	0.02
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**1.36**	**3.51**	**20.27**	**0.03**	**0.62**	**0.20**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality and Greenhouse Gas Assessment (Appendix A)

In summary, the short-term construction and long-term operation of the Project would not exceed applicable regional or localized thresholds established by SCAQMD. Therefore, the proposed Project would not cause a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of a project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The proposed Project is located within SRA 34, Central San Bernardino Valley Area.

Localized Emissions Analysis

Table AQ-3 below presents the localized impacts at the sensitive receptor locations in the vicinity of the Project Site with highest exposure to Project construction activities. Localized construction emissions from Project construction would not exceed the applicable SCAQMD thresholds for any criteria pollutant. Table AQ-4 below presents localized impacts at the sensitive receptor locations in the vicinity of the Project site with highest exposure to Project operational activities. Localized emissions during Project operation would not exceed the applicable SCAQMD thresholds for any criteria pollutant. Detailed model outputs and receptor locations are presented in the Project's AQ/GHG Analysis (Appendix A).

TABLE AQ-3: PROJECT LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation				
Maximum Daily Emissions	**18.40**	**15.50**	**2.95**	**1.80**
SCAQMD Localized Threshold	158	1,019	299	163
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading				
Maximum Daily Emissions	**21.50**	**18.00**	**3.33**	**2.03**
SCAQMD Localized Threshold	184	1,193	303	167
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Air Quality and Greenhouse Gas Assessment (Appendix A)

TABLE AQ-4: LOCALIZED SIGNIFICANCE SUMMARY OF OPERATIONS

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**0.91**	**19.03**	**0.05**	**0.05**
SCAQMD Localized Threshold	284	2,039	328	189
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Air Quality and Greenhouse Gas Assessment (Appendix A)

Based on the information presented in Table AQ-3 and Table AQ-4, the Project would not result in substantial localized pollutant concentrations during either construction or operation. Impacts would be less than significant.

Health Risk Assessment

The California Air Pollution Control Officers Association (CAPCOA) published screening guidelines for risk assessment in their Health Risk Assessments for Proposed Land Use Projects (2009). In this guidance document, CAPCOA identifies siting criteria for land uses that generate more than 100 trucks per day (e.g., 200 truck trips per day). As further discussed in Section 2.17, Transportation, and as analyzed in the AQ/GHG Analysis, the Project would generate a maximum of 50 two-way diesel truck trips (25 trucks per day). Given the Project would generate less than CAPCOA's 100 trucks per day siting criteria, a less than significant impact would occur. The Project would not cause a significant human health or cancer risk to adjacent residences, schools, or businesses.

CO "Hot Spot" Analysis

As discussed in the AQ/GHG Analysis, the Project would not result in potentially adverse CO concentrations or "hot spots." An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. To support this conclusion, measurements from busy intersections in Los Angeles were used for such determination. For example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection and the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP

was prepared. The Project's trip generation is significantly less than the example, and therefore there is no potential for creation of a hot spot. As a result, a less than significant impact would occur.

In summary, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations resulting in a **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of concrete and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, the Project will not cause objectionable odors affecting a substantial number of people per SCAQMD Rule 402, resulting in **less than significant impact** directly, indirectly, and cumulatively. No mitigation is required.

2.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the 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, or regulations or by the California Department of Fish and Wildlife or the 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?	☐	☐	☐	☒

2.4.1 ENVIRONMENTAL SETTING

The analysis in this section is based on the Biological Resource Assessment (Bio Assessment) prepared by Carlson Strategic Land Solutions, Inc. (CSLS) dated November 3, 2022, which is provided in its entirety as Appendix B of the IS/MND.

The proposed Project is approximately 1.88 acres located in an urban built-up region of the City of Rialto within San Bernardino County. Topography of the majority of the site is relatively level which descends slightly north to south to the order of a few feet. The northern border of the site is comprised of ascending slope to the northern adjacent property. The proposed Project is bordered by industrial uses to the north and west. Similar industrial uses are located to the east beyond Riverside Avenue and to the south beyond Resource Drive. There are no bodies of water adjacent to or within the proposed Project vicinity.

2.4.2 DISCUSSION

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

Less Than Significant With Mitigation Incorporated. Under existing conditions, the Project site is heavily graded (disturbed) and disked (maintained), however scattered with both native and non-native vegetation. Non-native vegetation is comprised predominantly of summer mustard (Hirschfeldia incana), Russian thistle (Salsola tragus), rat-tail fescue (Festuca microstachys), foxtail brome (Bromus madritensis ssp. rubens), ripgut brome (Bromus diandrus), and tocalote (Centaurea melitensis). The native species is comprised of brittlebush (Encelia farinosa), bush sunflower (Encelia californica), California croton (Croton californicus), common sunflower (Helianthis annuus), and common fiddleneck (Amsinckia intermedia). The Project would include the removal of both nonnative and native plant species.

As concluded in the Bio Assessment, no special status or sensitive plant species were identified to occur on-site, nor were they observed on-site. In addition, no natural habitats or plant communities are present on the Project site and the Project site is not adjacent to any natural, undeveloped areas. Therefore, impacts to candidate, sensitive, or special-status species would be considered less than significant.

Development of the Project site would result in the disruption and removal of foraging habitat and the loss and displacement of non-sensitive common wildlife species. The wildlife species observed included the turkey vulture (Cathartes aura), American crow (Corvus brachyrhynchos), horned lark (Eremophila alepestris), Anna's hummingbird (Calypte anna), song sparrow (Melospiza melodia) and cottontail rabbit (Sylvilagus audobonii). However, due to the low value habitat on-site, proximity to the busy Riverside Avenue and Resource Drive intersection, and surrounding industrial development these impacts would not be expected to reduce the general wildlife populations below self-sustaining levels within the region. As a result, impacts to non-sensitive, common wildlife species would be less than significant.

Although the Project site consists of disturbed habitat and lacks suitable nesting habitat for sensitive wildlife species, the site does provide limited suitable habitat for ground nesters and some common avian species. While none of the common species carry a federal or State listing as threatened or endangered, they are all protected under the Migratory Bird Treaty Act (MBTA). Therefore, a pre-construction survey is required in compliance with the MBTA to ensure nesting birds are not disturbed during Project construction. If nesting individuals are present, implementation of **Mitigation Measure (MM) BIO-1** would reduce potential impacts to the nesting avian species to a less than significant level.

As discussed in Section 2.7, *Geology and Soils,* Delhi Fine Sands soils are mapped on-site. As concluded in the Bio Assessment, a focused Delhi Sand Flower-loving Fly survey is not required due to the mitigation credits purchased in April 1998 through Environmental Trust for Delhi Sands Flower-loving Fly Preserve area to account for impacts to the parcel (within Attachment B of Bio Assessment). A conservation easement was placed over 6 acres of mitigation land, which is located directly north of the Project site. Therefore, impacts are considered to be less than significant. Lastly, a burrowing owl (Athene cunicularia) habitat assessment was conducted as part of the Bio Assessment and

no burrows of suitable size occurred on the Project site for burrowing owl. Due to the lack of suitable habitat, the Project site is not suitable burrowing owl habitat and focused burrowing owl surveys are not required.

With implementation of **MM BIO-1** the Project would have a **less than significant impact** on a candidate, sensitive, or special status species directly, indirectly, and cumulatively.

Mitigation Measures

MM BIO-1: Prior to the issuance of any grading permit that would impact potentially suitable nesting habitat for avian species, the project applicant shall adhere to the following:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to the extent feasible to avoid potential impacts to nesting birds and/or ground nesters.

2. Any construction activities that occur during typical nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat, on-site and within 300-feet surrounding the site (as feasible), be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement ground disturbances. If active nests are identified, the biologist would establish buffers around the vegetation (500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers would be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site biologist would review and verify compliance with these nesting boundaries and would verify the nesting effort has finished. Work can resume within these areas when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

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

No Impact. The Project site is located in an urbanized area surrounded by similar industrial uses. The Project site is an undeveloped lot, mostly flat and completely disturbed and graded. As concluded in the Bio Assessment, the Project site does not contain any riparian habitat or other sensitive natural community. As a result, **no impact** directly, indirectly, or cumulatively to riparian habitats or other sensitive natural communities will result from the proposed Project's implementation and no mitigation is required.

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?

No Impact. The Project site is located in an urbanized area surrounded by similar industrial uses. The Project site is an undeveloped lot, mostly flat, and completely disturbed and graded. As concluded in the Bio Assessment, the Project site does not contain State or federally protected wetlands. The proposed Project would have **no impact** directly, indirectly, or cumulatively to state or federally protected wetlands directly, indirectly, or cumulatively and no mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. There are no identified migratory wildlife corridors or native wildlife nursery sites located on or near the Project site. Implementation of the Project would have no long-term affect on wildlife movement including migratory birds, thus the Project would have **no impact** directly, indirectly, and cumulatively and no mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City does not have any policies or ordinances protecting biological resources that are applicable to the Project site, such as a tree preservation ordinance. There were no observed biological resources identified on-site, including trees. Therefore, **no impact** directly, indirectly, or cumulatively is anticipated and no mitigation is required.

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

No Impact. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state Habitat Conservation Plan that would conflict with the Project. Therefore, **no impact** directly, indirectly, or cumulatively is anticipated and no mitigation is required.

2.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

2.5.1 ENVIRONMENTAL SETTING

In July 2022, a California Historical Resources Information System records search was conducted by the South Central Coastal Information Center (SCCIC) on the California State University of Fullerton (CSUF) campus to determine whether prehistoric archaeological, historic-period archaeological, or built-environment historical resources have been previously recorded within the Project area. The extent to which the Project area has been previously surveyed and the number and type of cultural resources within a 1-mile radius of the Project area were summarized by the SCCIC in Records File No. 23738.9944. The results indicated that there are no previously recorded resources or surveys within the Project site. However, within the 1-mile radius, one (1) resource and one (1) survey report have been recorded. The previously recorded resources are historic-era structures, primarily located along Resource Drive. A pedestrian survey of the Project area was conducted in September 2022, which did not result in the identification a historic or archaeological feature as the site was determined to be vacant.

2.5.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The only structures in the Project area are the existing buildings at the adjacent industrial developments surrounding the Project site. As previously stated, the Project site is vacant and heavily disturbed due to its existing graded setting. The site has no potential to contribute individually to any criterion of eligibility for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR), or to the significance of larger historic properties. The Project site was determined to have no significant resource under any of NRHP or CRHR eligibility criterion on site (CSLS 2022). Therefore, the Project would have **no impact** directly, indirectly, or cumulatively and no mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. The cultural resources study prepared for the proposed Project determined that no prehistoric or historic-period archeological resources were found within the Project area or in the immediate vicinity. Based on the results of the SCIC records search, site-specific variables and prior disturbance activities, surrounding urban development, the sensitivity of the Project area for buried prehistoric or

historic-era archaeological resources is considered low. Nevertheless, the possibility remains that archaeological materials could be encountered during construction-related ground disturbing activities. This impact would be potentially significant.

Implementation of **Mitigation Measures (MM) CUL-1** and **MM CUL-2,** would reduce potential impacts to archaeological resources discovered during Project construction activities to a less than significant level. because workers would be trained on identification of and proper handling of cultural resources. The measures would require worker-training to identify and handle cultural resources, and require the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented significant historical or archaeological resources. Because there is potential to unearth such resources during initial ground disturbance, implementation of previously referenced **MM CUL-1** and **MM CUL-2** would result in a **less than significant impact with mitigation incorporated** directly, indirectly, or cumulatively.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. There are no known past cemeteries or burials within the Project area. However, in the remote chance that human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California HSC Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. Therefore, if human remains are encountered during construction, the Project applicant and contractors shall follow the steps included in the State law to ensure potential impacts to unknown buried human remains would be rendered **less than significant** directly, indirectly, or cumulatively.

2.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

2.6.1 ENVIRONMENTAL SETTING

The analysis in this section is based on the Energy Analysis within the Air Quality, Energy, and Greenhouse Gas Impact Analysis report prepared by Urban Crossroads, Inc. (Urban Crossroads) dated October 26, 2022, which is provided in its entirety as Appendix A of the IS/MND (Urban Crossroads, 2022).

2.6.2 DISCUSSION

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The proposed Project would use energy resources during construction and operation. Energy resources that would be potentially impacted by land use development projects result from energy demand for electricity, natural gas, vehicle and equipment fuels, and utility distribution. The proposed Project would comply with existing, applicable, City and State regulatory compliance measures related to air pollution and GHG emissions reduction, trip and trip length reduction, and water efficiency which all promote the efficient use of energy. The Project would also be constructed in accordance with all applicable City and State building codes that require use of energy efficient designs and materials resulting in the conservation energy. These existing regulatory compliance measures establish an inherent baseline of energy efficiencies common to all development projects in the City.

Construction Energy: Construction activities would require short-term and therefore limited energy consumption and are not expected to have an adverse impact on available energy supplies and infrastructure. Electricity demand during construction will be temporary, nominal, and will cease upon the completion of construction. Electricity will be supplied by a temporary connection to the City's existing power lines near the Project site, anticipated to be on the north frontage Resource Drive. Natural gas typically is not consumed during construction. Construction impacts associated with the installation of natural gas connections will be confined to trenching in order to place the lines below surface. By coordinating with the Southern California Gas Company to identify locations and depths of all existing gas lines, the Project will not disrupt local gas service. While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials would employ all reasonable energy conservation practices in the interest of

minimizing the cost of doing business. The proposed Project would have a less than significant impact directly, indirectly, or cumulatively related to electricity, natural gas, and transportation energy supply and infrastructure capacity during construction. No mitigation is required.

Operation Energy: Energy would be consumed during Project operations related to space and water heating, water conveyance, solid waste disposal, inbound and outbound trucks trips, and vehicle trips of employees and customers. The proposed Project would be required to comply with applicable federal, State, and local standards promoting energy efficiency including Title 24 building code standards. For example, these energy-efficiency standards include installation of insulated and glazed windows and low E coating on windows. The proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Additionally, there would not be any inefficient, wasteful, or unnecessary energy usage in comparison to similar development projects of this nature regarding construction-related fuel consumption. Therefore, implementation of the proposed Project would result in less than significant impacts on energy resources.

Continued use of energy resources is consistent with the anticipated growth within the City and the general vicinity and would not result in energy consumption requiring a significant increase in energy production for the energy provider. The proposed project would have a **less than significant impact** directly, indirectly, or cumulatively related to electricity, natural gas, and transportation energy supply and energy infrastructure capacity during operation. No mitigation is required.

b) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The proposed Project would result in the construction of a 42,542 SF warehouse including 3,500 SF of ancillary office space, 37 parking spaces, and 4 loading docks. Energy saving strategies would be implemented where feasible to reduce energy consumption during Project construction and operation. CARB air pollution emission reduction strategies that reduce both construction and operation energy consumption including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures would reduce energy consumption.

The Project will also incorporate energy saving design features as outlined in the California Green Building Standards Code to offset energy consumption and costs. In addition, the Project will comply with all applicable General Plan policies and more specifically the goals within the *Sustainable Building Practices and Energy Conservation* section:

> **Goal 2-30:** Incorporate green building and other sustainable building practices into development projects.
>
> **Goal 2-31:** Conserve energy resources

The Project will comply with all applicable Municipal Code requirements specific to energy and water efficiency standards. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As a result, the potential impacts are considered to be **less than significant** directly, indirectly, or cumulatively and no mitigation is required**.**

2.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial				
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 California Geological Survey 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, as updated), 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?	☐	☒	☐	☐

2.7.1 ENVIRONMENTAL SETTING

A Geotechnical Engineering Investigation (Appendix D) was conducted by NorCal Engineering (NCE) to evaluate the existing conditions of the proposed Project stie, to identify geologic hazards, and to provide recommendations for

Project development. Information from this report is utilized in the analysis below and the report is included as Appendix D to the IS/MND.

2.7.2 DISCUSSION

a.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?

Less Than Significant Impact. The Project site is in a seismically active zone typical of the Southern California area. Because the Project site is in a seismically active region of Southern California, occasional seismic ground shaking is likely to occur within the lifetime of the proposed Project. However, according to the California Department of Conservation, the California Geologic Survey, the Project site is not within an Alquist-Priolo Earthquake Fault Zone. The closest active fault is the San Jacinto Fault, located approximately 3.73 miles east of the site. The Project site is not crossed by an earthquake fault and is not affected by a state-designated Alquist-Priolo Earthquake Fault Zone. Thus, impacts would be **less than significant** directly, indirectly, or cumulatively. No mitigation is required.

a.ii) Strong seismic ground shaking?

Less Than Significant Impact. As mentioned previously, the Project site is located within a seismically active region of Southern California. The closest active fault is the San Jacinto Fault, located approximately 3.73 miles east of the site. Thus, strong seismic ground shaking has a high likelihood of occurring at the site. The amount of ground motion varies based on the distance to a fault, the magnitude of an earthquake, and local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, sites consisting of poorly consolidated material such as alluvium, and sites subject to earthquakes of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]). Per the City's General Plan Seismic Hazards Policy 5-1.2, all construction is required to conform with the Uniform Building Code (UBC) and the CBC. These requirements are implemented through the City's Municipal Code to provide for earthquake resistant earthwork practices and structure design. Compliance with the Municipal Code would ensure CBC earthquake safety practices and design are implemented at a project level based on factors including occupancy type, types of soils on-site, and probable strength of ground motion. Such compliance would include incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Through compliance with the Municipal Code, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be **less than significant** directly, indirectly, or cumulatively related to seismic-related ground shaking, and no mitigation is required.

a.iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense shaking. Any buildings or structures on these sediments may float, sink, or tilt as if on a body of water. According to the County of San Bernardino General Plan (2009), *Geologic Hazard Overlay,* the Project site is located in an area outside a zone of "Suspected Liquefaction Susceptibility." In addition, the Geotechnical Investigation determined groundwater within the Project site is located at a depth in excess of 70 feet. As stated above in response (a.ii), through compliance with the Municipal Code, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction more than other developments in Southern

California. Impacts would result in a **less than significant impact** directly, indirectly, or cumulatively related to seismic-related ground failure, including liquefaction, and no mitigation is required.

a.iv) Landslides?

Less Than Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes. Other factors such as slope, moisture content soil, composition of subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides.

As stated in this IS/MND, the Project site is considered to be generally flat, however the northern border of the site is comprised of ascending slope to the northern adjacent property. Project construction involves a CMU wall ("Soldier Wall") to be extended into the slope to increase buildable acreage and added slope stability. The CMU wall would vary in height from the northwestern corner at 0.5 feet high, to 19 feet high in the central portion, and 6 feet high in the northeastern corner of the site. As such, the CMU wall is to be designed and constructed in accordance with standard City and State building code. The Project's construction also involves transition grading within the limits of work to create smooth and even transitions of the ground surface. Construction would also require additional minor fills or cut, conditioned and compacted as required in accordance with the Geotechnical Engineering Report prepared for the Project, to create these surfaces. As a result of the Project grading plans to further stabilize onsite soil conditions, impacts will be **less than significant** directly, indirectly, or cumulatively and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Erosion and sediment control methods would be implemented as part of the Project's Storm Water Pollution Prevention Plan (SWPPP) that is a required for all construction activities including the proposed Project. With implementation of the grading and erosion control standards for which all development activity must comply with Chapter 11.12, *Excavations and Fills*, of the Municipal Code, and implementation of measures designed to minimize soil erosion would occur in accordance with the SWPPP. Compliance with State and federal requirements as well as with Chapters 12.60.110 and 11.12 of the City's Code will ensure that soil erosion or loss of topsoil would result in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

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

Less Than Significant With Mitigation Incorporated. As mentioned previously, the Project site is located within a seismically active region of Southern California. As stated above in Response 2.7 (a.iii), impacts related to liquefaction would be less than significant level with compliance with the CBC as implemented through the City's Municipal Code. As demonstrated in Response (a.iv), the Project site would not be subject to earthquake-induced landslides. As determined in the Geotechnical Investigation, impacts from subsidence and lateral spreading are considered low due to the soil composition of the Project site and are therefore not a design concern for the Project. The Geotechnical Investigation recommended all grading activities be monitored to verify soil and earthwork conditions and to certify the geotechnical recommendations are complied with in the field as described in mitigation measure, **MM GEO-1**. Implementation of **MM GEO-1** would also minimize the potential for hazards due to unstable soils. As described previously, compliance with the requirements of the CBC as implemented through the City's Municipal Code, implementation of **MM GEO-1**, and related recommendations in the Geotechnical Investigation related to compaction of soils and development of foundations would be required as part of the building plan check and development permitting process, thereby reducing potential liquefaction, settlement, and ground collapse impacts to less than significant. As a result, with implementation of **MM GEO-1** the potential impacts are anticipated

to be **less than significant impact with mitigation incorporated** directly, indirectly, or cumulatively and no mitigation is required.

Mitigation Measures

MM GEO-1: **Grading Operations Monitoring:** Prior to all grading and construction operations, a qualified Geotechnical Engineer shall be retained and on-site to ensure that all geotechnical recommendations specified in the Geotechnical Engineering Investigation prepared for the proposed Project by NorCal Engineering are properly incorporated and utilized in the Project design.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture. Expansion index testing was performed on select samples of near surface Project site soils, soils which are anticipated to be within the zone of influence of the planned development. The results of expansion index testing indicated that near surface soils possess very low expansion potential. The Project site soils encountered are loose and dry fill, and medium dens and damp to moist natural soils. The fill soils are a brown, fine to medium grained, silty sand with occasional gravel and small cobbles. The natural soils are brown fine to medium grained silty sand with occasional gravel. Therefore, on-site soils encountered are not classified as expansive soils. Compliance with the CBC as implemented through the Municipal Code would require that specific engineering design recommendations are incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement from expansive soils. Therefore, a **less than significant impact** directly, indirectly, or cumulatively would occur related to expansive soils and no mitigation is required.

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?

No Impact. The proposed Project would connect to existing City's sewer lines within Resource Drive. The Project would not use septic tanks or alternative wastewater disposal systems. As a result, **no impact** associated with the use of septic tanks would occur directly, indirectly, or cumulatively as part of the proposed Project's implementation and no mitigation is required.

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

Less Than Significant With Mitigation Incorporated. According to the United States Department of Agriculture (USDA) Web Soil Survey, the soils that underlie the Project site are described as Delhi (Dd) fine sand which consist of alluvial-fan soil deposits. Consequently, these soils at depth are old enough to have a sensitivity for containing significant paleontological resources. Due to the quantity of soil to be cut from the hillside in the northern portion of the site, Although the likelihood of encountering paleontological resources is considered very low at near surface depths into such alluvium, there is a slightly higher potential for unearthing and impacting high-sensitivity deposits due to the quantity of soil to be cut from the slope in the northern portion of the site. Implementation of paleontological construction monitoring is required to mitigate such impacts. Implementation of **MM GEO-2** would result in a **less than significant impact with mitigation incorporated** directly, indirectly, and cumulatively.

Mitigation Measures

MM GEO-2: In the event that paleontological resources are discovered during construction, implement avoidance and minimization measures to avoid significant impacts and procedures to evaluate resources.

If paleontological resources are encountered in the project area during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of paleontological materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to paleontological resources.

2.8 GREENHOUSE GAS EMISSIONS

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

2.8.1 ENVIRONMENTAL SETTING

The analysis below is based on the Air Quality and Greenhouse Gas Assessment (AQ/GHG Analysis) prepared by Urban Crossroads, Inc. (Urban Crossroads) dated December 22, 2022, which is provided in its entirety as Appendix A of the IS/MND (Urban Crossroads, 2022).

2.8.2 DISCUSSION

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

Less Than Significant Impact. Overall, the following activities associated with the proposed Project could directly or indirectly contribute to the generation of GHG emissions:

> **Project Construction:** During construction of the Project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicle trips.
>
> **Project Operations:** During operation of the Project, GHGs would be emitted through the use of energy and water, disposal of solid waste, and use of motor vehicles.
>
> > **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas).
> >
> > **Solid Waste Disposal:** Solid waste generated by the Project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees.
> >
> > **Motor Vehicle Use:** Transportation associated with the proposed Project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

Construction

Project construction would generate GHG emissions from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction GHG emissions would be temporary, short-term, and negligible when averaged over 30-years.

Operations

The Project would include minimal interior office space and therefore interior electricity, lighting, water, and HVAC demand would be minimal. The Project would also require minimal exterior lighting for safety. The proposed landscaped areas would require watering. Operational energy and water usage for the Project would result in the generation of GHG emissions. Existing State and federal regulations including the California Building Code regarding the energy efficiency of buildings, appliances, and lighting, would reduce the electricity demand from the proposed Project. The Project would also generate GHG emissions from mobile sources (trucks and passenger vehicles). Truck and passenger vehicle emissions would be reduced by numerous regulations that affect both the cleanliness of fuels and the eventual tailpipe emissions.

The estimated GHG emissions from the proposed Project would be low, as summarized below in Table GHG-1.

TABLE GHG-1: PROPOSED PROJECT GHG EMISSIONS

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-Related Emissions Amortized Over 30 Years	7.97	3.33E-04	3.33E-04	2.33E-03	8.03
Area	0.86	<0.005	<0.005	0.00	0.87
Energy	74.90	0.01	<0.005	0.00	75.20
Mobile	339.00	0.03	0.04	0.46	353.00
Water	14.40	0.32	0.01	0.00	24.70
Waste	3.57	0.36	0.00	0.00	12.50
Refrigerants	0.00	0.00	0.00	7.18	7.18
On-Site Equipment	0.00	0.00	0.00	0.00	47.37
Total CO_2e (All Sources)	**528.85**				

Source: Urban Crossroads (Appendix A)

The City of Rialto has not adopted thresholds of significance with respect to GHG emissions. However, the South Coast Air Quality Management District (SCAQMD) developed draft screening thresholds for local agencies including a screening threshold of 3,000 $MTCO_2e$/yr for industrial projects.[1] Use of SCAQMD's draft recommendations has become a widely accepted practice by the City. For this reason, a 3,000 $MTCO_2e$/yr threshold has been used as a screening threshold for the proposed Project. As shown in Table GHG-1, the proposed Project would generate a total of approximately 528.85 $MTCO_2e$/yr. As a result, the sum of Project construction and operational GHG emissions would be below the 3,000 $MTCO_2e$ significance threshold. Therefore, the net increase in GHG emissions resulting from implementation of the proposed Project would result in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

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

Less Than Significant Impact. The City of Rialto has not adopted a GHG-reduction plan, policy, or regulation. Therefore, the Project's consistency with applicable State GHG-reduction plans, policies, and regulations was conducted.

Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (24). In November 2017, CARB released the

[1] *Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, SCAQMD, 2008.

Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. As analyzed in the A/GHG Analysis (Appendix A), the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030 (25). The Project would not conflict with any of the 2017 Scoping Plan elements. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030 (25). Finally, the Project would be consistent with the General Plan land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/ Regional Transportation Plan (SCS/RTP). Pursuant to SB 375, the SCS RTP calls for the integration of transportation, land-use and housing policies to achieve GHG-emissions targets for the region. Thus, a **less than significant impact** related to consistency with GHG emissions reduction plans, policies or regulations would occur and no mitigation is required.

2.9 HAZARDS AND HAZARDOUS MATERIALS

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

2.9.1 ENVIRONMENTAL SETTING

The analysis below is based on a Phase I Environmental Site Assessment (Phase I Assessment) prepared by Environmental Managers and Auditors, Inc. (EMA) dated August 2021, which is provided in its entirety as Appendix E of the IS/MND.

2.9.2 DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the Project would involve the routine transport and handling of hazardous substances such as diesel fuels, lubricants, and solvents. Handling and transport of these materials could result in the exposure of workers to hazardous materials. However, construction workers would be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, including California Occupational Safety and Health Administration (Cal/OSHA) and California Department of Toxic Substances Control (DTSC) requirements and manufacturer's instructions, during Project construction.

Once operational, small quantities of hazardous materials may be stored and used on the site typical of any industrial business such as fuels, oils, solvents, adhesives, pesticides, electronic waste, and other materials. Due to the limited quantities of these materials to be used during Project operations, they are not considered hazardous to the public at large. If a business that uses or store hazardous materials occupies the Project Site, the business owner and operator would be required to comply with all applicable federal, state, and local regulations including cooperation with the Certified Unified Program Agency (CUPA) with Hazardous Materials Division of the San Bernardino County Fire Department.

The Project would be required to implement and comply with existing hazardous materials regulations; therefore, the Project would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials. With adherence to these existing regulations, the use and storage of hazardous materials during construction and operations would be reduced resulting in a **less than significant impact** directly, indirectly, or cumulatively. No mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The Project site is located approximately over ½ mile to the southeast from the closest residences and any potential spills would be unlikely to pose a significant hazard to the public. Furthermore, as discussed above in response 9a, the Project may involve the limited use of hazardous materials during construction and operations. Compliance with applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous materials would reduce risks from release of hazards to the environmental to an accepted level, resulting a **less than significant impact** directly, indirectly, or cumulatively. No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest school is the Crestmore Elementary School, located approximately 1.4 miles northwest from the Project site. There are no schools within 0.25-mile of the Project site. Therefore, there would be **no impact** directly, indirectly, or cumulatively and no mitigation is required.

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

Less Than Significant Impact. The Hazardous Waste and Substances Sites List (Cortese List) is a planning document used by the State, local agencies, and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an annually updated Cortese List. The Department of Toxic Substances

Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's EnviroStor database provides DTSC's component of Cortese List data.

Review of regulatory agency databases indicated that there are three leaking underground storage tank cleanup sites within 0.25-mile of the Project site; however, no records of any hazardous materials were identified for the Project site. In addition, the Project site is not identified on the Cortese list or other State or county hazardous materials lists. Therefore, ground disturbance during Project construction is not anticipated to create a significant hazard to the public or environment, resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport is Flabob Airport, which is a public airport located approximately 4 miles from the Project site to the southwest. In addition, the San Bernardino International Airport is approximately 7 miles from the Project site to the northeast. There are no public airports within 2 miles of the Project site, and the Project site is not within an airport land use plans area. Therefore, **no impact** would occur directly, indirectly, or cumulatively. No mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. As described in the City's General Plan, the City has the potential to be exposed to a multitude of hazards including wildfires, floods, windstorms, hazardous materials releases, civil disturbance, and earthquakes. However, the City's Standard Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP) includes procedures for mitigating such events. The Project would not physically interfere with this, or any other emergency response plan. Operation of the Project, trucks and vehicles traveling to the Project area would use the Project entrance along Resource Drive. Similarly, during construction, workers and vendors would stage vehicles and equipment within the Project footprint, and they would not stage near or block any evacuation routes. Although construction adjacent to Riverside Avenue and Resource Drive may temporarily interfere with traffic or result in lane closures, the proposed Project would be required to maintain adequate emergency access to the site. It should be noted that construction of the Project will not require any street closures. The Project would have **no impact** directly, indirectly, and cumulatively on emergency response or evacuation plans. No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The Project site is not in an area designated as having a high potential for wildland fires. The Project site is in a completely urbanized area of the City of Rialto that is void of nearby wildlands. According to the California Department of Forestry and Fire Protection (CalFire), the Project site is not within a fire hazard severity zone (FHSZ) (Rialto, 2010). The Project would not expose people or structure to a significant risk involving wildland fires. Thus, the Project would have **no impact** directly, indirectly, and cumulatively on wildland fires. No mitigation is required.

2.10 HYDROLOGY AND WATER QUALITY

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

2.10.1 ENVIRONMENTAL SETTING

The analysis below is based on the Project specific Water Quality Management Plan (WQMP) and Preliminary Hydrology Study prepared for the Project by Armstrong & Brooks Consulting Engineers, Inc. dated September 2022. The technical studies are provided in their entirety as Appendix F (WQMP), and Appendix G (Preliminary Hydrology Study) of the IS/MND.

2.10.2 DISCUSSION

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. The Project Applicant will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations and the Santa Ana Regional Water Quality Control Board (RWQCB) Santa Ana River Basin Water Quality Control Plan. The SWPPP would be included and implemented as part of the NPDES General Industrial Activities Storm Water Permit obtained by the Project Applicant. The SWPPP would contain construction and operational best management practices (BMPs) that would restrict the discharge of sediment into the streets and local storm drains, based on the Project specific WQMP. The SWPPP must be obtained prior to the commencement of construction in order to ensure applicable BMPs are implemented. The SWPPP would remain on the Project site during construction and during project operations, so that the developer and operator is aware of the measures to be implemented and RWQCB field staff can monitor compliance with the required measures. Adherence to the BMPs outlined in the mandatory SWPPP would ensure Project construction and operations do not violate any water quality standards or waste discharge requirements. A **less than significant impact** regarding violation of water quality standards and waste discharge requirements would occur directly, indirectly, and cumulatively. No mitigation is required.

b) 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 proposed Project would be connected to City water supplies and would not result in a direct decrease in underlying groundwater supplies from increase in water demand attributable to the Project. Upon construction of the Project, most of the approximately 1.88-acres site will be covered with impermeable surfaces, decreasing the ability of stormwater to naturally percolation through the ground into underlying groundwater. However, the Project includes a combination of an underground detention chambers facility, infiltration trench, and biofiltration facility. These facilities will retain a required quantity of stormwater equaling the difference between pre-Project and post-Project volumes that will percolate underground. Water rights to the underlying Riverside North Basin is limited to several water agencies and the quantity of each agency's groundwater use is regulated by the designated Watermaster in accordance with adjudicated agreements. As a result, the Project would not impede sustainable management of the groundwater basin. As a result, the Project would have a **less than significant impact** directly, indirectly, or cumulatively to groundwater. No mitigation is required.

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:

c.i) Result in substantial on- or off-site erosion or siltation?

Less Than Significant Impact. As discussed in Response 2.10 (a) above, the Project would comply with Federal NPDES regulations as implemented through a SWPPP. The SWPPP would contain construction and operational BMPs that would restrict the discharge of sediment into the streets and local storm drains. Adherence to the BMPs outlined in the mandatory SWPPP would ensure Project construction and operations would not violate any water quality standards or waste discharge requirements. Storm water runoff will be discharged off-site into local storm drains after being retained by a storm water basin system. Construction of the Project would be restricted to the Project site and the Project would not alter the course of any stream or river that would lead to on-or off-site siltation or erosion. The Project would have a **less than significant impact** directly, indirectly, or cumulatively to existing drainage patterns and no mitigation is required.

c.ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The Project will include a 42,542 SF industrial warehouse building, paved parking, walkways, landscaped areas, and designed drainage system. Following construction, runoff from the proposed building and impervious surfaces would be conveyed to a new storm drain system including a combination of an underground detention chambers facility, infiltration trench, and biofiltration facility. The proposed drainage system would provide hydrologic benefits while maintaining existing drainage patterns without creating a hydrologic condition of concern by conveying on-site flows through the site safely and by detaining a required quantity of stormwater flow (the quantity of drainage equal to the differential between post-Project and pre-Project flow volume for a 24-hour 2-year storm event) thereby reducing erosion potential. Project implementation would not adversely affect the existing drainage patterns in the area and would match pre-developed flows. The Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site. The Project would have a **less than significant impact** directly, indirectly, or cumulatively regarding surface runoff and no mitigation is required.

c.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. As discussed in Response 2.10(c)(ii), runoff from the proposed developed site would be conveyed to a new storm drain system including an underground detention chambers facility, infiltration trench, and biofiltration facility. The proposed drainage system would provide hydrologic benefits while maintaining existing drainage patterns without creating a hydrologic condition of concern by conveying on-site flows through the site safely and by detaining the required pre/post Project differential volume, thereby not affecting the capacity of the City storm drains in Resource Drive. Because Project implementation would result in the same rate and amount of surface runoff as in the existing condition the Project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. In addition, with implementation of the SWPPP as discussed in Response 2.10(a), the Project would not create substantial amounts of additional sources of polluted runoff. The Project would have a **less than significant impact** directly, indirectly, or cumulatively regarding surface runoff and no mitigation is required.

c.iv) Impede or redirect flood flows?

No Impact. The Project site is surrounded by existing development and roadways, located on a vacant site, slightly sloping north to south approximately a few feet. Thus, existing conditions have little probability of natural flooding events or flood flows. According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer View (NFHLV) maps, the proposed Project site is located within Zone X designation. This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside a 500-year flood plain. Properties located in Zone X are also not located within a 100-year flood plain. According to NFHLV maps, the Project is outside the nearest flood hazard area defined as areas with a 0.2 percent annual chance of flooding, located approximately 0.5 mile to the east in the form of the Santa Ana River. As stated in this section, the proposed drainage system would provide hydrologic benefits while maintaining existing drainage patterns without creating a hydrologic condition of concern by conveying on-site flows through the site safely and by detaining a required quantity of stormwater flow. For these reasons**,** the Project would have **no impact** related to impeding or redirecting flood waters directly, indirectly, or cumulatively and no mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Project site is not within a 100-year flood hazard zone. Therefore, the Project would not have the potential to release pollutants due to 100-year flood inundation (FEMA, 2008). A tsunami is a sea wave, commonly

referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a seafloor associated with large, shallow earthquakes. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Project site is located approximately 45 miles northeast of the Pacific Ocean. Due to site distance, the Project would not be subject to tsunami-related inundation. Additionally, there are no enclosed or semi-enclosed bodies of water in proximity to the Project site. Due to site distance to such bodies of water, the Project would not be subject to seiche related inundation. Therefore, **no impact** related to the potential for seiche or mudflow exists either directly, indirectly, or cumulatively and no mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant.

The Project site is located within the Riverside North Basin and no component of the Project would obstruct with or prevent implementation of the management plan for the Riverside North Basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. As a result, **a less than significant impact** directly, indirectly, or cumulatively is anticipated and no mitigation is required.

2.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

2.11.1 ENVIRONMENTAL SETTING

The Project site includes vacant land within surrounding industrial development, nearby roadways. The Project area consists of a mix of industrial development and vacant land.

The City General Plan (2010) designates the Project site for General Industrial (GI) land uses, zoning for the site is AMICSP, and the AMICSP designates the site as Heavy Industrial (H-IND). The General Plan land use designation, zoning, and AMICSP designation allows for heavy industrial activities, manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.

2.11.2 DISCUSSION

a) Physically divide an established community?

No Impact. The proposed Project would result in the development of an infill similar industrial use, similar to the surrounding established industrial developments within the Project area. The Project area does not constitute an established community. Therefore, the Project would not physically divide an established community resulting in **no impact** directly, indirectly, or cumulatively. No mitigation is required.

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?

No Impact. The local land use policies and regulations applicable to proposed Project adopted for the purpose of avoiding or mitigating environmental effects are the City General Plan, Municipal Code, and the AMICSP. The Project is consistent with the property's H-IND General Plan land use designation and would not conflict with any applicable policies from the General Plan. With the exception of a setback variance request to allow a reduced setback on the Riverside Avenue frontage from the zoning requirement of 25 feet to 15 feet, the Project is consistent with the requirements imposed by the City's Municipal Code as stipulated in Chapter 18.38. As a result, **no impacts** associated with potential conflicts with plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects would occur. No mitigation is required.

2.12 MINERAL RESOURCES

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

2.12.1 ENVIRONMENTAL SETTING

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cites address significant aggregate resources, classified by the State Geologist and designated by the State Mining and Geology Board, in their General Plans to promote conservation and protection of significant mineral deposits. The law provides for significant aggregate resources to be recognized and considered before land use decisions are made that may compromise the availability of these resources. The State Geologist classifies lands in California based on geological factors, without regard to existing land use and land ownership. Four mineral resource zones (MRZ) designations have been established for the classification of sand, gravel, and crushed rock resources:

- MRZ-1: No significant mineral deposits are present or likely to be present.
- MRZ-2: Significant mineral deposits are present or there is a high likelihood for their presence.
- MRZ-3: The significance of mineral deposits cannot be determined.
- MRZ-4: Insufficient data exist to assign any other MRZ designation.

These MRZs are intended to prevent incompatible land use development in areas determined to have significant mineral resource deposits. Permitted uses within a designated area of regional significance include mining, uses that support mining such as smelting and storage of materials, or uses that will not hinder future mining, such as grazing, agriculture, and low-intensity recreation.

2.12.2 DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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?

No Impact. Project site is located within MRZ-3, which is a designation placed upon areas containing known or inferred mineral occurrences of undetermined mineral resource significance (Rialto, 2010, Exhibit 2.7). In addition, the potential deposits on the Project site and surrounding area are not classified within a sector containing regionally significant resources (Rialto, 2010, Exhibit 2.6). Therefore, the proposed Project site and surrounding area is not

designated for mining operations. Lastly, the Project site historically was not used for mining operations as the site has been vacant since at least 1985 (Google Earth). Thus, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. The Project will have **no impact** on mineral resources or to locally significant mineral resources directly, indirectly, or cumulatively on regionally significant mineral resources and no mitigation is required.

2.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise. Would the project:				
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 in other applicable local, state, or federal standards?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.13.1 ENVIRONMENTAL SETTING

The Project area consists of industrial development, roadways, and vacant land. The General Plan designates the Project and surrounding area as GI, and the AMICSP designates the Project area as H-IND. According to the General Plan, permitted uses for the GI land use designation include manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses. These uses are not typically compatible with residential. This section was analyzed in accordance with the Riverside and Resource Noise Impact Analysis (Noise Analysis) dated January 10, 2023, prepared by Urban Crossroads. The Noise Analysis is referenced in Appendix I of this IS/MND.

2.13.2 DISCUSSION

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 in other applicable local, state, or federal standards?

Less Than Significant Impact. Noise impacts can occur from short-term construction activities and long-term operations of a project. Short-term construction noise can occur from crew commutes and transport of equipment and materials to the Project site. Additional short-term construction noise comes from site preparation, grading, building construction, architectural coating, and paving. Typically, the most impactful noise impacts derive from the use of large construction equipment or loud operational activity near sensitive receptors. For industrial uses such as the proposed Project, operational noise consists of parking lot vehicle noise, loading dock activity, roof-top air conditioning noise, and trash enclosure activity.

Construction

There are no sensitive receptors adjacent to the Project or within the vicinity, as similar industrial development surrounds the Project site. These industrial uses are non-sensitive uses. As indicated in the Noise Analysis and shown below in Table NOI-1, the nearest sensitive receptors to the Project site are residential homes located 2,434 feet to the northwest and a cemetery 1,082 feet southeast. These sensitive receptors are set behind large industrial buildings with truck parking and loading areas, thus would experience lower noise levels than those reported below in Table NOI-2 due to the additional attenuation from distance and the shielding of intervening structures and operational activities.

TABLE NOI-1: SENSITIVE RECEIVER LOCATIONS

Receiver	Land Use	Direction	Distance (feet)
R1	Residential	Southwest	3,037
R2	Residential	West	3,395
R3	Residential	Northwest	2,675
R4	Cemetery	Southeast	1,360

Source: Compiled by Urban Crossroads (2023).

TABLE NOI-2: CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver	Highest Construction Noise Level (dBA Leq)	Threshold	Exceeds Threshold
R1	43.4	**80**	**No**
R2	42.9	**80**	**No**
R3	45.2	**80**	**No**
R4	52.1	**80**	**No**

Source: Compiled by Urban Crossroads (2023).
dBA Leq = average A-weighted hourly noise level

While construction noise will vary, it is expected that noise levels during construction at the nearest off-site sensitive uses to the southeast would reach 52.1 dBA L_{eq} (Table NOI-2). These predicted noise levels would only occur when all construction equipment is operating simultaneously, a conservative assumption that would overestimate Project noise levels at the sensitive receptor locations. 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. Furthermore, noise levels would be below the City's Municipal Code 80 dBA L_{eq} threshold. Therefore, all nearby sensitive receiver locations would experience less than significant impacts due to Project construction noise levels.

According to the City of Rialto Municipal Code 9.50.070, disturbances from construction activity, noise associated with construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure are permitted only within the hours provided below:

October 1st through April 30th	
Monday—Friday	7:00 a.m. to 5:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

Sunday / State holidays	No permissible hours
May 1st through September 30th	
Monday—Friday	6:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday / State holidays	No permissible hours

Source: City of Rialto Municipal Code

Although the Project's construction noise, typical in nature, would increase ambient noise levels at the Project site, Project construction activities are required to comply with the allowed construction hours per the City's Municipal Code noise ordinance as previously stated. Therefore, noise levels from Project construction noise are within applicable standards, resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

Operation

Operational noise impacts from the proposed Project are regulated by the Chapter 9.50, Noise Control, of the City's Municipal Code. The Noise Control exempts noise generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein (Section 9.50.060, Exemptions). As previously stated, the Project site and Project vicinity are designated by the General Plan for General Industrial uses and designated by the AMICSP for Heavy Industrial uses.

As discussed in section 3.17, Transportation, operation of the Project is anticipated to generate approximately 50 average daily trips, which represents an incremental increase to the existing roadway volumes. Since a doubling of traffic volumes is required to generate a perceptible 3 dBA CNEL noise increase, the off-site traffic volume increase attributable to the Project would not generate a perceptible noise level increase. While the Project would result in a small increase in regional and local traffic volumes, traffic generated by the operation of the proposed Project would not meaningfully influence traffic noise levels in surrounding off-site areas. Therefore, off-site traffic noise impacts would be less than significant.

TABLE NOI-3: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location	Project Operational Noise Levels (dBA L_{eq})[2]		Noise Levels Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	30.9	30.9	56.4	55.5	**No**	**No**
R2	30.4	30.4	65.3	65.3	**No**	**No**
R3	33.0	33.0	64.1	61.5	**No**	**No**
R4	31.7	31.7	67.9	66.5	**No**	**No**

Source: Compiled by Urban Crossroads (2023).
dBA Leq = average A-weighted hourly noise level

As analyzes in the Noise Analysis, the Project-only operational noise levels were evaluated against the City of Rialto exterior noise level thresholds adjusted to reflect the ambient noise levels at the nearest noise-sensitive receiver locations (receiver locations shown in Table NOI-1). Table NOI-3 shows the operational noise levels associated with proposed Project will satisfy the City of Rialto daytime and nighttime exterior noise level standards. Thus, the Project would not generate substantial noise level increases during the daytime or nighttime at the nearest receiver locations. Project-related operational noise level increases would be below the operational noise level increase significance criteria resulting in a less than significant impact at all receiver locations. Therefore, noise levels from

Project operational noise are within applicable standards, resulting in a less than significant impact directly, indirectly, or cumulatively and no mitigation is required.

In summary, the construction and operational noise levels associated with the proposed Project would satisfy noise level standards at all nearby receiver locations, resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The potential for ground-borne vibration impacts occurs during construction activities. Ground-borne noise and vibration from construction activity has the potential to be high when activities occur near a project boundary, however most construction activities are more central to a project site. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels measured in peak particle velocity (PPV) associated with various types of construction equipment are used to estimate the potential for building damage using vibration assessment methods defined by the Federal Transit Authority Vibration Standards (FTA) as shown in Table NOI-4.

TABLE NOI-4: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Pile Driver (Impact), Typical	0.644
Pile Driver (Sonic), Typical	0.170
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

PPV = peak particle velocity.

Construction

Although the City does not specify vibration level standards, the San Bernardino County Development Code Section 83.01.090[a] states that vibration shall be no greater than or equal to two-tenths inches per second PPV measured at or beyond the lot line. Therefore, to evaluate vibration impacts due to the operation and construction of the Project, a PPV vibration level standard of 0.2 inches per second (in/sec) is used. According to the FTA guidelines, a large bulldozer is 0.089 PPV at 25 feet which is representative of the heavy equipment used during construction. Table NOI-5 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 1,082 feet to 3,210 feet from Project construction activities (at the Project site boundary), construction vibration levels at this distance are estimated to be below 0.01 PPV (in/sec) and will be below the 0.20 in/sec PPV threshold for vibration at all receiver locations.

TABLE NOI-5: PROJECT CONSTRUCTION VIBRATION LEVELS

Receiver	Distance to Construction Activity in feet[1]	Highest Construction Vibration Level PPV (in/sec) (Large Bulldozer)	Thresholds PPV (in/sec)	Thresholds Exceeded?
R1	3,036	<0.01	0.20	No
R2	3,210	<0.01	0.20	No
R3	2,434	<0.01	0.20	No
R4	1,082	<0.01	0.20	No

Source: Compiled by Urban Crossroads (2023).

[1] Distances reflect the closest sensitive receiver to the construction equipment in each direction. All other homes in a given direction would experience lower vibration levels.

ft = foot/feet

FTA = Federal Transit Administration

in/sec = inch/inches per second

PPV = peak particle velocity

Therefore, Project-related vibration impacts would be less than significant during the construction activities at the Project site. Furthermore, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but would occur only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter.

Operation

Operational activities at the Project Site would not include or require equipment, facilities, or activities that would result in perceptible ground-borne vibration. In addition, vehicles and heavy trucks would travel to and from the Project site on surrounding roadways. However, heavy trucks would operate at the posted speed limits on smooth paved surfaces on the Project site and surrounding roadways resulting in minimal vibration and groundborne noise levels. Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.

In summary, groundborne vibration and groundborne noise levels during Project construction and operations would result in a **less than significant impact** directly, indirectly, or cumulatively 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As stated in response 9e, Flabob Airport is a public airport located approximately 4 miles to the southwest and the San Bernardino International Airport is 7 miles to the northeast from the Project site. The Project site is not located within any 60 CNEL contour line boundaries of the Flabob Airport or the San Bernardino International Airport. The Project site is not located in a high noise area of the Flabob Airport or the San Bernardino International Airport, or located within two miles from any other airport. The proposed Project would not expose employees to excessive aircraft noise and **no impact** would occur directly, indirectly, or cumulatively. No mitigation is required.

2.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. 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?	☐	☐	☐	☒

2.14.1 ENVIRONMENTAL SETTING

According to the U.S. Census Bureau, the City of Rialto's population totaled 104,394 in 2021 (U.S. Census Bureau 2021). Total housing units were not reported in 2021 for the City by the U.S Census Bureau; however, 26,134 households were reported in 2021. SCAG's RTP/SCS adopted growth forecast estimates a population of 111,400 with 31,000 housing units by the year 2035. The Project area consists primarily of industrial development with some undeveloped properties. No housing is located in the Project area.

2.14.2 DISCUSSION

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)?

No Impact. The Project is consistent with the General Industrial General Plan and Heavy Industrial AMICSP land use designations for the site. The proposed Project would not result in the development of housing, and is anticipated to result in the generation of minimal new jobs. The Project would not induce direct, unplanned, and substantial growth in the form of new residences or employees. The Project would not induce indirect, unplanned, and substantial growth by removing an impediment to growth such as an extension of a roadway or utilities. The Project would not induce substantial unplanned population growth in the Project area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Therefore, the Project would have **no impact** on population growth directly, indirectly, or cumulatively, and no mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant and undeveloped. There is no existing housing (or residents) on the Project site. The Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. There would be **no impact** on existing people or housing either directly, indirectly, or cumulatively and no mitigation is required.

2.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?	☐	☐	☐	☒

2.15.1 ENVIRONMENTAL SETTING

Fire protection for the City of Rialto is provided by the Rialto Fire Department (RFD). According to the City's website, RFD consists of five fire stations staffed 24 hours per day by career firefighters, and one administrative office. RFD staffs one battalion chief, three engine companies, one truck company, and four paramedic ambulances each day, also provide staffing for a Hazardous Materials unit and an Urban Search and Rescue unit. The nearest RFD station to the Project site is Fire Station #205, which is located at 1485 S Willow Avenue approximately 4.2 miles north from the Project site.

The City's police force is provided by the City of Rialto Police Department (CRPD), located at 128 N Willow Avenue approximately 4.3 miles north from the Project site. CRPD employs 142.5 total employees, 103 sworn and 39.5 non-sworn and services a 28.5 square-mile area. CRPD offers a variety of police services and assignments which include Patrol, K-9, School Resource Officer (SRO), Street Crime Attack Team (SCAT), Investigations, Traffic, Narcotics, Training/Backgrounds, Community Services, the Re-Entry Support Team, and is part of a Four-City Regional SWAT team (Inland Valley SWAT) and Air-Support Unit.

The Project is within the Colton Joint Unified School District. The closest school to the Project site is Crestmore Elementary School approximately 1.5 miles west of the Project site.

As described in Section 2.16, Recreation, there is 143 total acres of recreational uses within the City of Rialto, which include neighborhood parks, community parks and facilities, and mini-parks of varying sizes to meet the needs of residents (Rialto, 2010). The nearest park to the Project is the Rialto Park and Little League field approximately 2.4 miles to the north.

2.15.2 DISCUSSION

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

a.i) Fire Protection

Less Than Significant Impact. RFD reviews all development plans to ensure future development conforms to all fire protection and prevention requirements, including, but not limited to requirements related to emergency access and fire flow for extinguishing on-site fires. The Project would incorporate required fire prevention and fire suppression design features to minimize the potential demand placed on RFD. The proposed industrial warehouse building would be of concrete (a non-flammable material) tilt-up construction. The Project also would install fire hydrants on-site and would provide paved driveway access to the Project site to ensure adequate emergency access is available to support RFD in the event fire suppression activities are needed on-site. The proposed industrial warehouse building would also be equipped with fire sprinklers in accordance with the California and Rialto building codes.

The Project is required to comply with the provisions of the City's Development Impact Fee (DIF) Ordinance (Rialto Municipal Code Chapter 3.33), which requires a fee payment that the City applies to the funding of future fire protection facilities. The City would collect the DIF from the Project Applicant at the time of building permit issuance (based on building square footage). The Project's payment of DIF, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for fire protection services and other public services.

The Project's implementation would not affect response times or department capacity. In addition, the Project would result in a minimal, incremental, increase in the demand for fire services. Therefore, the Project would not increase demand on fire services resulting in the renovation of an existing fire station or construction of a new fire station that would result in an impact to the environment. No changes in existing fire protection facilities are anticipated. As a result, there would be **less than significant impacts** directly, indirectly, or cumulatively and no mitigation is required.

a.ii) Police Protection

Less Than Significant Impact. The Project would entail the development of a vacant property surrounded by industrial businesses that receive CRPD services. Implementation of the Project would result in an incremental increase in demand for police protection services, but the increase is not anticipated to be substantial and would not require or result in the construction of new or physically altered police facilities. The Project Applicant would be required to comply with the provisions of the City's DIF, requiring payment of a fee that the City applies to the funding of police protection facilities. The City would collect the Project's DIF from the Project Applicant at the time of building permit issuance (based on building square footage). The Project's payment of DIF, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for police protection services and other public services. Based on the foregoing, the proposed Project would not increase demand on police protection service resulting in the renovation of an existing police station or construction of a new police station that would result in an impact to the environment. No changes in existing police protection facilities are anticipated. There would be a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

a.iii) Schools

Less Than Significant Impact. Implementation of the proposed Project would not create a direct demand for public school services. The Project's proposed industrial warehouse would not generate any school aged children requiring public education. Although the Project would create additional jobs within the City, the Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate new school-aged students in the City requiring public education. As a result, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. However, the Project Applicant would be required to contribute development impact fees to the Colton Joint Unified School District in compliance with California Senate Bill 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with development new schools to meet increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of a building permit. The Project would not increase demand on schools resulting in the renovation of an existing school or construction of a new school that would result in an impact to the environment. There would be a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

a.iv) Parks

No Impact. Development of the proposed industrial warehouse would not include any type of residential use or other land use that would generate an increase in local population impacting existing neighborhood and regional parks or other recreational facilities. In addition, the Project would not expand or construct any new on- or off-site recreation facilities. Therefore, implementation of the Project would not result in environmental effects related to the construction or expansion of or the increased use or substantial physical deterioration of an existing parks necessitating facility renovation. There would be **no impact** directly, indirectly, or cumulatively and no mitigation is required.

a.v) Other public facilities

No Impact. Development of the proposed industrial warehouse is not expected to result in a substantial demand for other public facilities/services such as libraries, post offices, and/or public health facilities. Implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities. There would be **no impact** directly, indirectly, or cumulatively and no mitigation is required.

2.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation. Would the project:				
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.16.1 ENVIRONMENTAL SETTING

There are 143 total acres of recreational space within the City of Rialto including neighborhood parks, community parks and facilities, and mini-parks of varying sizes to meet the needs of residents (Rialto, 2010). There are also a number of San Bernardino County and regional open space parks within the City's sphere of influence that provide recreation opportunities for Rialto residents. Demand for park and recreational facilities is generally the direct result of residential development.

2.16.2 DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The Project does not propose a residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. There would be **no impact** directly, indirectly, or cumulatively and no mitigation is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No impact. The Project would not include the construction of any new on- or off-site recreation facilities. The Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur with implementation of the proposed Project. There would be **no impact** directly, indirectly, or cumulatively and no mitigation is required.

2.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guideline section 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?	☐	☐	☐	☒

2.17.1 ENVIRONMENTAL SETTING

Lead agencies are required to use vehicle miles traveled (VMT) as the metric to evaluate project-related transportation impacts. The Vehicle Miles Traveled Assessment (VMT Analysis), which includes the VMT analysis required by CEQA, was prepared for the Project by Linscott Law & Greenspan Engineers (LLG). The report is dated May 7, 2022, and is included as Appendix H to the IS/MND. The findings of the VMT Analysis are incorporated into the analysis presented herein.

2.17.2 DISCUSSION

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. The relevant plans, policies, programs, ordinances, and standards from the City's General Plan Circulation Element (*City of Rialto General Plan, Making the Connections: The Circulation Chapter*) that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities are identified in the analysis below.

The Circulation Chapter is intended to guide the development of the City's circulation system in a manner that is compatible with the land use vision. The City will strive to meet diverse mobility needs and reduce VMT, which will reduce greenhouse gas emissions, address climate change, and mitigate roadway congestion. The following policies regarding pedestrian travel are applicable to the Project and addressed herein.

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 4-9.3: Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas;

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

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

The Project would construct new sidewalks along the Riverside Avenue and Resource Drive frontages. The type of traffic generated by the Project (i.e., passenger vehicles, mid-sized delivery vehicles, and heavy-duty diesel trucks) would be compatible with the type of existing traffic on roadways in the Project vicinity. All proposed improvements within the public right-of-way would be installed in conformance with City engineering and design standards. The City of Rialto Public Works Department would review the Project's development plans to ensure on- and off-Site Project design features would accommodate pedestrian movement and access while not posing a hazard to pedestrians or bicyclists. The Project would not conflict with Policies 4-9.1, 4-9.2, 4-9.3, 4-9.4, or 4-9.6.

Policy 4-9.7: Require ADA compliance on all new or modified handicap ramps.

The Project provides Americans with Disabilities Act (ADA)-compliant paths of travel from the proposed building to and from parking and loading areas. In addition, sidewalks and ramps along the Riverside Avenue and Resource Drive frontages would meet minimum ADA requirements. The Project would not conflict with Policy 4-9.7.

Policy 4-10. 1: Designate and enforce truck routes for use by commercial trucking as part of the project approval process.

Trucks would utilize Riverside Avenue to gain direct access to the Project site from Resource Drive. Pursuant to General Plan Exhibit 4.5, Riverside Avenue is a City-designated truck route from I-10 in the north to the southern City boundary and SR-60 further south in the City of Riverside. Thus, trucks traveling to and from the Project site would utilize a travel route that is planned and designed for the use of such vehicles. The Project would not conflict with Policy 4-10.1.

Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

The Project would provide loading area interior to the site with dock high doors and parking spaces. The loading area is separated from the public right-of-way and loading/unloading activities that would occur in the loading area would not interfere with traffic circulation along Riverside Avenue or Resource Drive. The Project would not conflict with Policy 4-10.4.

Vehicular access to the Project site would be provided by a driveway on the north side of Resource Drive. Vehicular access would be provided by a 30-foot-wide driveway near the southwest portion Project site. On-site circulation includes a 30-foot-wide (minimum) drive aisle which would provide access to vehicular parking spaces and access to the concrete truck ramp and four loading docks. This drive aisle would also serve as the on-site emergency access that would remain clear of obstructions by prohibited parking areas. Accessible pedestrian paths of travel to the building entrances are provided in the southern (main entrance) and northwestern portion of the building. Pedestrian and vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways from Resource Drive and Riverside Avenue. Final design plans would be subject to review and approval by the City's Public Works Department as part of the City's standard development review process prior to the issuance of building permits to ensure such on-site design features are constructed. Therefore, impacts would be less than significant.

In summary, the proposed Project would not introduce any new roadways or land uses that would interfere with adopted plans, programs, ordinances, or policies regarding roadway facilities. Therefore, traffic conflicts with a

program, plan, ordinance, or policy addressing the circulation system would not occur resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

b) Conflict or be inconsistent with CEQA Guideline section 15064.3, subdivision (b)?

Less Than Significant Impact. As analyzed in the VMT Analysis, VMT screening was used to determine if the Project would be required to conduct a detailed VMT analysis. There are several types of screening that can screen projects from the need from a project-level, detailed VMT analysis. The following guidance developed by the San Bernardino County Transportation Authority (SBCTA) for the City was used to screen out the Project from detailed VMT analysis. Per the SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (February 2020), there are three types of screening to screen projects from project-level VMT assessments. These are: Step 1: Transit Priority Area (TPA) Screening; Step 2: Low VMT Area Screening; and Step 3: Project Type Screening. However, a project only needs to satisfy one of the three screening steps. Results of the screening process as concluded in the VMT Analysis are discussed below.

Step 1: Transit Priority Area (TPA) Screening: Projects located within a transit priority area (TPA) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the SBCTA screening tool, the Project site is not located within a Transit Priority Area (TPA). Therefore, Project Screening Step 1: TPA Screening is not satisfied.

Step 2: Low VMT Area Screening: 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. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where total daily Origin/Destination VMT per service population is lower than the City average total daily Origin/Destination VMT per service population.

The Project site is located within TAZ #53753201 per the SBCTA screening tool. The Project TAZ VMT/service population is 43.1 VMT per service population, while the City average VMT/service population is 27.9 VMT per service population. Comparison of the two VMT values indicates that the Project TAZ VMT is higher than the City VMT average. Therefore, Project Screening Step 2: Low VMT Area Screening is not satisfied.

Step 3: Project Type Screening: In addition to local serving retail, the following use specific to the proposed Project may at the discretion of the City be presumed to have a less than significant impact as their uses are often local serving in nature:

- Projects generating less than 110 daily vehicle trips. This generally corresponds to the following “typical” development potentials which corresponds to the Proposed Project.
    - 63,000 sq. ft. of warehousing

The Project would consist of a 42,542 SF industrial warehouse building, which is less than the 63,000 SF warehouse screening threshold. Therefore, Project Screening Step 3: Project Type Screening is satisfied and considered to be consistent with the SBCTA screening analysis. Consequently, the Project is screened from further VMT analysis.

As a result, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be **less than significant** directly, indirectly, or cumulatively. No mitigation is required.

c) 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 types of traffic generated during operation of the Project (i.e., passenger vehicles, mid-sized delivery vehicles and heavy-duty diesel trucks) would be compatible with the type of traffic observed along Riverside Avenue and Resource Drive under existing conditions due to the similar surrounding industrial development and due to the designation of Riverside Avenue as a truck route. If any component of Project construction would occur in the Riverside Avenue and Resource Drive public right-of-way, the Project would be required to adhere to the applicable construction control practices specified in Chapter 11.04, *Improvements*, within the City's Municipal Code, to minimize potential safety hazards. Within the Chapter, Section 11.04.070, further states, no person shall excavate, construct improvements, grade, or encroach within any public right-of-way of the city of Rialto unless and until such person first obtains and keeps in force and effect a valid encroachment permit issued pursuant to the terms of this chapter. All contractors, subcontractors or other workers must operate within the street work zone safety rules and regulations as adopted by the city council under Resolution Number 4938.

Additionally, the City would review the Project development application materials as part of the City's standard development review process to ensure no hazardous transportation design features would be introduced within the City public right-of-way. Thus, construction and operation of the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible use. Therefore, the Project would have a **less than significant impact** from creation of traffic hazards directly, indirectly, and cumulatively. No mitigation is required.

d) Result in inadequate emergency access?

No Impact. Emergency access to the Project site would be provided by a 30-foot-wide driveway on the north side of Resource Drive. The proposed Project would be required to maintain adequate emergency access for emergency vehicles during construction and long-term operation as required by the City of Rialto. Furthermore, the City would review the Project development application materials as part of the City's standard development review process to ensure no hazardous transportation design features would be introduced through implementation of the Project. For these reasons, there will be **no impact** directly, indirectly, or cumulatively to emergency access. No mitigation is required.

2.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

2.18.1 ENVIRONMENTAL SETTING

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

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the Project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

2.18.2 DISCUSSION

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

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

Less Than Significant Impact. The City of Rialto is required to consult with interested California Native American tribes regarding the Project pursuant to Assembly Bill 52 (AB 52). On October 10, 2022, the City sent notification to the California Native American tribes on the City's AB 52 consultation list inviting consultation regarding the Project. As of the date of this IS/MND, the City had not received comments and the required 90-day time period for a decision by a tribe to consult has concluded.

The Cultural Resources Study (DUKE CRM 2022) prepared for the proposed Project included a request to the NAHC for a Sacred Lands File (SLF) search. The SLF search was positive for the presence of Native American cultural resources in the Project vicinity, however not within the Project site. Due to the distance between the SLF resource and the proposed Project, the Project would not affect the SLF resource.

Considering no tribal resources have been identified within the Project site, and the chance of unearthing a tribal cultural resource is less than a cultural resources, impacts to tribal cultural resources would be **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

2.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication 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 that 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?	☐	☐	☐	☒

2.19.1 ENVIRONMENTAL SETTING

Water

The proposed Project is located within an area served by the West Valley Water District (WVWD). The WVWD services the northern and southern portions of the City, from Baseline Avenue to I-15, with a narrow extension in the south from Merrill Avenue south beyond Agua Mansa Road to the Santa Ana River. WVWD's primary source of water is WVWD-owned water wells. These wells draw water from four water basins: Lytle Creek Surface Water Basin, Rialto Ground Water Basin, Bunkerhill Ground Water Basin, and Chino Hill Ground Water Basin.

Wastewater

Wastewater within the City of Rialto is treated at the City of Rialto Wastewater Treatment Plant (WWTP), which is located on Santa Ana Avenue approximately 1 mile northeast of the Project site. The WWTP occupies an approximately 14-acre property, providing secondary and tertiary wastewater treatment with a maximum treatment

capacity of 11.7 million gallons per day (mgd). The City processes over 2 billion gallons of wastewater per year at the WWTP.

Stormwater

A stormwater system would include a combination of u-channels and an underground detention chamber facility, infiltration trench, and biofiltration facility. The system would collect and detain on-site stormwater flows prior to conveyance of the water to the existing catch-basin then to 42-inch storm drain in Resource Drive and Enterprise Drive intersection.

Electric Power

Southern California Edison provides electrical service to customers located within the Project area, and would provide electricity for the Project.

Natural Gas

Southern California Gas Company provides natural gas services to customers located within the Project area, and would provide gas for the Project.

Telecommunications

AT&T would provide internet, cable, phone services to the Project.

2.19.2 DISCUSSION

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. No existing utility lines would be relocated or upsized, or no new utility lines would be constructed as part of the proposed Project. The Project would connect to existing utility lines abutting the Project Site within Resource Drive. The Project would involve utility connections to provide natural gas, electric power, and telecommunications services to the Project Site; connections would be made to existing facilities abutting the Site along Resource Drive. Construction of proposed utility improvements has the potential to result in environmental effects associated with short-term air pollutant emissions, noise emissions, water quality effects, and traffic movement disruptions that are an inherent part of the Project's construction process. However, these impacts already were included in the construction-level impact analysis within this IS/MND. As a result, implementation of the proposed Project would not require the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

b) 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 City of Rialto is served by three water agencies: the City of Rialto Department of Public Works Water Division (RPWDWD), the West Valley Water District (WVWD), and the Fontana Water Company (FWC). The WVWD is responsible for supplying potable water to the Project Site and surrounding area. As discussed in the 2020 Upper Santa Ana River Watershed Integral Regional Urban Water Management Plan (UWMP), which applies to and was adopted by the City, adequate water supplies are projected to be available to meet the City's estimated water demand through at least 2045 under normal, historic single-dry and historic multiple-dry year conditions. The UWMP forecasts for projected water demand rely on the City's adopted General Plan Land Use Map. Because the Project would be consistent with the City's General Plan land use designation for the Project Site, the

water demand associated with the Project was considered in the demand anticipated by the UWMP and analyzed therein. Based on the conclusions within the UWMP, the City has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

c) Result in a determination by the wastewater treatment provider that 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 City provides wastewater services throughout the City and would service the Project. The Public Works Department oversees the treatment of over two billion gallons of wastewater per year and the maintenance of over 150 miles of sewer mains. The sanitary sewer system includes gravity sewer pipes, sewer lift stations and sewage pressure pipes, ultimately conveyed to the WWTP. New or expansion of storm water drainage facilities are not proposed, however a new 4-inch lateral is proposed to connect into an existing 8-inch sewer line within Resource Drive. According to the AQ/GHG Analysis, the Project would produce approximately 9.83 million gallons of wastewater per year. Thus, the Project would represent an approximate one-half a percent increase in annual wastewater treatment at the WWTP. In summary, the Project would not result in the generation of wastewater flows that would exceed the available and projected capacity of the City's wastewater treatment systems resulting in a **less than significant impact** directly, indirectly, or cumulatively and no mitigation is required.

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?

Less Than Significant Impact. Construction of the Project would result in a temporary increase in solid waste disposal needs associated with construction wastes, such as clearing of on-site debris prior to grading activities. Construction waste with no practical reuse or that cannot be salvaged or recycled would be disposed of at a local transfer station or solid waste facility. The closest active permitted regional landfill is the Mid- Valley Sanitary Landfill (61.2 million cubic yards remaining capacity) (CalRecycle 2022). Solid waste generated by the Project would represent a small fraction of the daily permitted tonnage of these facilities, therefore, the Project's construction-related solid waste disposal needs would be sufficiently accommodated by existing landfills. The impact would be less than significant. Following construction, Project operation would not generate additional waste as a result of the visitor's use of the recreational trail. Therefore, the proposed Project is not anticipated to exceed the capacity of the local infrastructure or impair the attainment of solid waste reduction goals. Therefore, a **less than significant impact** to landfill capacity would occur directly, indirectly, or cumulatively and no mitigation is required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The Project would comply with applicable local, State, and federal regulations regarding solid waste, including those of the City of Rialto, specifically, Municipal Code Section 18.108. This section of the municipal code provides policies and regulations regarding solid waste handling and recycling by both customers and collectors. As previously stated, waste generated by the Project would be minimal and comply with the City's programs to recycle such waste. The Project would not conflict with or impede implementation of such programs. Therefore, **no impact** related to solid waste statutes would occur directly, indirectly, or cumulatively and no mitigation is required.

2.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire. Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones? 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 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?	☐	☐	☐	☒

2.20.1 ENVIRONMENTAL SETTING

Wildland fire hazards are of concern where development is adjacent to wildland areas, particularly in north Rialto. Fires starting in the foothill areas can easily spread south and consume urban development, especially if pushed by the Santa Ana winds that blow from the Cajon Pass. As discussed above in Section 2.9, *Hazards and Hazardous Materials*, the Project area is located within a Local Responsibility Area that is designated as a non-Very High Fire Hazard Severity Zone (non-VHFHSZ) (CALFIRE 2020). Therefore, the Project site is not located in an area designated as being at risk for fire hazard.

2.20.2 DISCUSSION

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. In addition, there are no wildland conditions in the built-up urban area within which the Project site is located, including the surrounding area.

Construction associated with the proposed warehouse would occur along the Project site and along the Riverside Avenue and Resource Drive frontages. No road closures are proposed. As stated above in 2.9, *Hazards and Hazardous Materials*, the Project would not interfere with an emergency response or evacuation plan as the Project would be required to maintain adequate emergency access to the site. As previously discussed, there is a limited potential to interfere with an emergency response or evacuation plan during construction due to worker and vendor vehicle trips to the site. The proposed Project is required to comply with the California Fire Code as adopted by the City of Rialto Municipal Code. In addition, evacuation routes are conducted by the Rialto emergency response agencies utilizing the California's Emergency Alert System (EAS).

Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. A **less than significant impact** related to emergency response plans or emergency evacuation plans would occur directly, indirectly, and cumulatively and no mitigation is required.

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?

Less Than significant Impact. As previously stated, the proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. The Project site is relatively flat due to previous grading activities and the existing setting is characterized by non-native grasses and other weedy species that are managed through periodic blading. Similarly, the limited vacant space northernly adjacent to the site is in a similar condition to the Project site. The surrounding area is generally level and developed with industrial uses with large structures, parking areas, and landscaping. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. Therefore, a **less than significant impact** related to exposure of Project occupants to high concentrations of pollution during wildfire would occur directly, indirectly, and cumulatively and no mitigation is required.

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 ongoing impacts to the environment?

No Impact. The proposed Project site is surrounded by development on all sides that is serviced by existing infrastructure including roadways (i.e., Riverside Avenue, Resource Drive, power lines, natural gas lines, water, sewer and telephone). The proposed Project does not include the installation or maintenance of any new or expanded infrastructure and therefore the risk of fire from these activities is not anticipated. As a result, **no impact** would occur directly, indirectly, and cumulatively and no mitigation is required.

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?

No Impact. As previously stated, the proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. Topographically, the perimeter of the Project site is generally flat with a south to north slope in the northern portion of the site. This slope would be cut to the property line and include the construction of a 19-foot high retaining wall at its highest in the middle. The retaining wall would slope from the middle of the northern property line approximately 70 feet to the west from 19 feet to a half of a foot. Then from the middle of the site at the northernly property line the wall would slope down to the northeast

corner of the property to 6 feet. The wall would continue to the south approximately 25 feet at 6 feet high. Behind the entirety of the retaining wall would be a concrete v-ditch design to collect flows from adjacent slopes and direct them to the proposed basin at the northwestern corner of the site and direct flows to the southeastern parkway drain. In addition, no steep slopes within a one-quarter mile radius of the Project site. The Project site has a very low susceptibility to landslides and downstream flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Therefore, **no impact** would occur directly, indirectly, and cumulatively and no mitigation is required.

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, 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 that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☒

2.21.1 ENVIRONMENTAL SETTING

The environmental analysis above indicates that the Proposed Project has the potential to adversely affect Biological Resources and Geology and Soils. Mitigation measures that have been identified in this document will be incorporated into the project to mitigate potentially significant adverse impacts to a less-than-significant level.

2.21.2 DISCUSSION

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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this IS/MND, and were all found to result in a less than significant impact with mitigation directly, indirectly, and cumulatively with implementation **MM BIO-1**. Potential impacts to cultural, archaeological, and paleontological resources related to major periods of California and the City's

history or prehistory were discussed in the Cultural Resources, Tribal Cultural Resources, and Geology and Soils Sections of this IS/MND, resulting in a less than significant impact. Accordingly, the Project would not substantially degrade the quality of the environment and impacts would be less than significant with mitigation incorporated.

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

Less Than Significant Impact With Mitigation Incorporated. As presented in this document, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 2.1 through 2.20 of this IS/MND, mitigation would be required and incorporated as necessary. Similarly, all other development projects would be required to adhere to existing regulations and implement project-specific mitigation measures to reduce impacts to less than significant levels, which in combination would reduce potential for cumulative impacts. Therefore, impacts would be **less than significant with mitigation incorporated**.

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

Less Than Significant Impact With Mitigation Incorporated. Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology and water quality, noise, population and housing, hazards and hazardous materials, traffic and utilities sections of this IS/MND and found to be no impact, less than significant impact for each of the above sections. However, based on the analysis and conclusions in Geology and Soils, implementation of **MM GEO-1** would reduce potential geological impacts of which may cause substantial adverse effects, directly, or indirectly to human beings to a less than significant level. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project would be **less than significant within mitigation incorporated**.

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4.0 MITIGATION MONITORING REPORT PLAN

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
BIOLOGICAL RESOURCES						
MM BIO-1: Prior to the issuance of any grading permit that would impact potentially suitable nesting habitat for avian species, the project applicant shall adhere to the following: 1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to the extent feasible to avoid potential impacts to nesting birds and/or ground nesters. 2. Any construction activities that occur during typical nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat, on-site and within 300-feet surrounding the site (as feasible), be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement ground disturbances. If active nests are identified, the biologist would establish buffers around the vegetation (500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers would be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site biologist would review and verify compliance with these nesting boundaries and would verify the nesting effort has finished. Work can resume within these areas when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.	Project Applicant; Project Biologist	City of Rialto Community Development Department (Planning and Building & Safety Divisions)	Prior to issuance of any grading permit			
GEOLOGY AND SOILS						
MM GEO-1: Grading Operations Monitoring: Prior to all grading and construction operations, a qualified Geotechnical Engineer shall be retained and on-site to ensure that all geotechnical recommendations specified in the Geotechnical Engineering Investigation prepared for the proposed Project by NorCal Engineering are properly incorporated and utilized in the Project design.	Project Applicant; Project Geotechnical Engineer	City of Rialto Community Development Department (Planning and Building & Safety Divisions)	Prior to all grading and construction activities.			

Appendix A: Air Quality and Greenhouse Gas Assessment

Appendix B: Biological Resource Assessment

Appendix C: Cultural Resources Assessment

Appendix D: Geotechnical Engineering Investigation

Appendix E: Phase I Environmental Site Assessment

Appendix F: Water Quality Management Plan

Appendix G: Preliminary Hydrology Study

Appendix H: Vehicle Miles Traveled (VMT) Assessment

Appendix I: Noise Impact Analysis