INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

2223 & 2271 N. LOCUST AVENUE LIGHT INDUSTRIAL PROJECT

Lead Agency:

City of Rialto
150 S. Palm Avenue
Rialto, CA 92376
(909) 820-2525

Project Proponent:

2271 Locust XC, LLC
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740
(714) 650-7111

Environmental Consultant:

Phil Martin & Associates
2987 Fairway Heights Drive
Bend, Oregon 97703
(949) 454-1800

August 14, 2023

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PLANNING DEPARTMENT

1. Project Title: 2223 & 2271 N. Locust Avenue Light Industrial Project

2. Lead Agency Name and Address: City of Rialto
150 S. Palm Avenue
Rialto, CA 92376
(909) 820-2525

3. Contact Person and Phone Number: Dionne Harris, Senior Planner
(909) 820-2535

4. Project Location: The project is in the City of Rialto as shown in Figure 1, Regional Map. More specifically, the project is located at 2223 and 2271 N. Locust Avenue (APN Nos. 1133-22-101, 1133-22-104, 1133-22-105) as shown in Figure 2, Vicinity Map. An aerial photograph of the site and surrounding land uses is shown in Figure 3, Aerial Photo. Figure 4, Topography Map shows the topography on the site and surrounding areas.

5. Project Sponsor's Name and Address: 2271 Locust XC, LLC
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740
(714) 650-7111

6. General Plan Designation: The project is located within the Rialto Airport Specific Plan and designated Planned Industrial Development (I-PID) land use. The project is consistent with the I-PID land use designation.

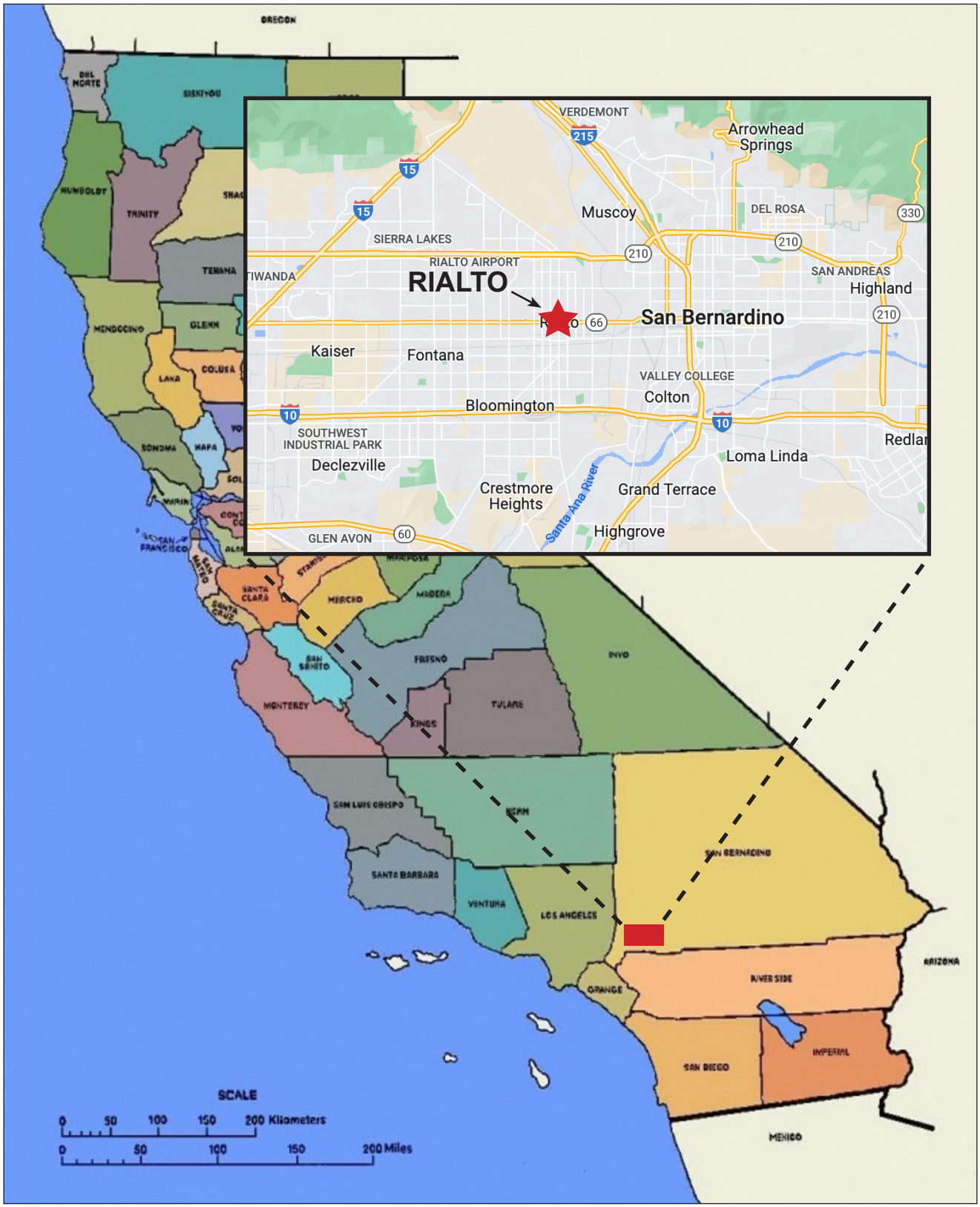
7. Zoning: The project site is zoned Rialto Airport Specific Plan as shown in Figure 5. The project is consistent with the Rialto Airport Specific Plan zoning.

8. Description of Project: The 9.04 gross acre (8.9 net acres) project site is developed with two light industrial buildings that include a trucking company, towing company, and a recreational vehicle storage company. The project applicant proposes to demolish the existing on-site buildings and site improvements to construct an industrial building with 186,000 square feet of industrial space and 5,000 square feet of office space for a total of 191,000 square feet and a Floor Area Ratio (FAR) of 48.7%. The 191,000 square foot building. The 5,000 square feet of office space also includes a 2,500 square foot mezzanine. The building has an interior clear height of 40 feet and a building height of 50 feet.

The project is scheduled to start construction in the third quarter of 2023 and be completed in the fourth quarter of 2024. The architecture of the proposed warehouse is Southwest Modern Industrial.

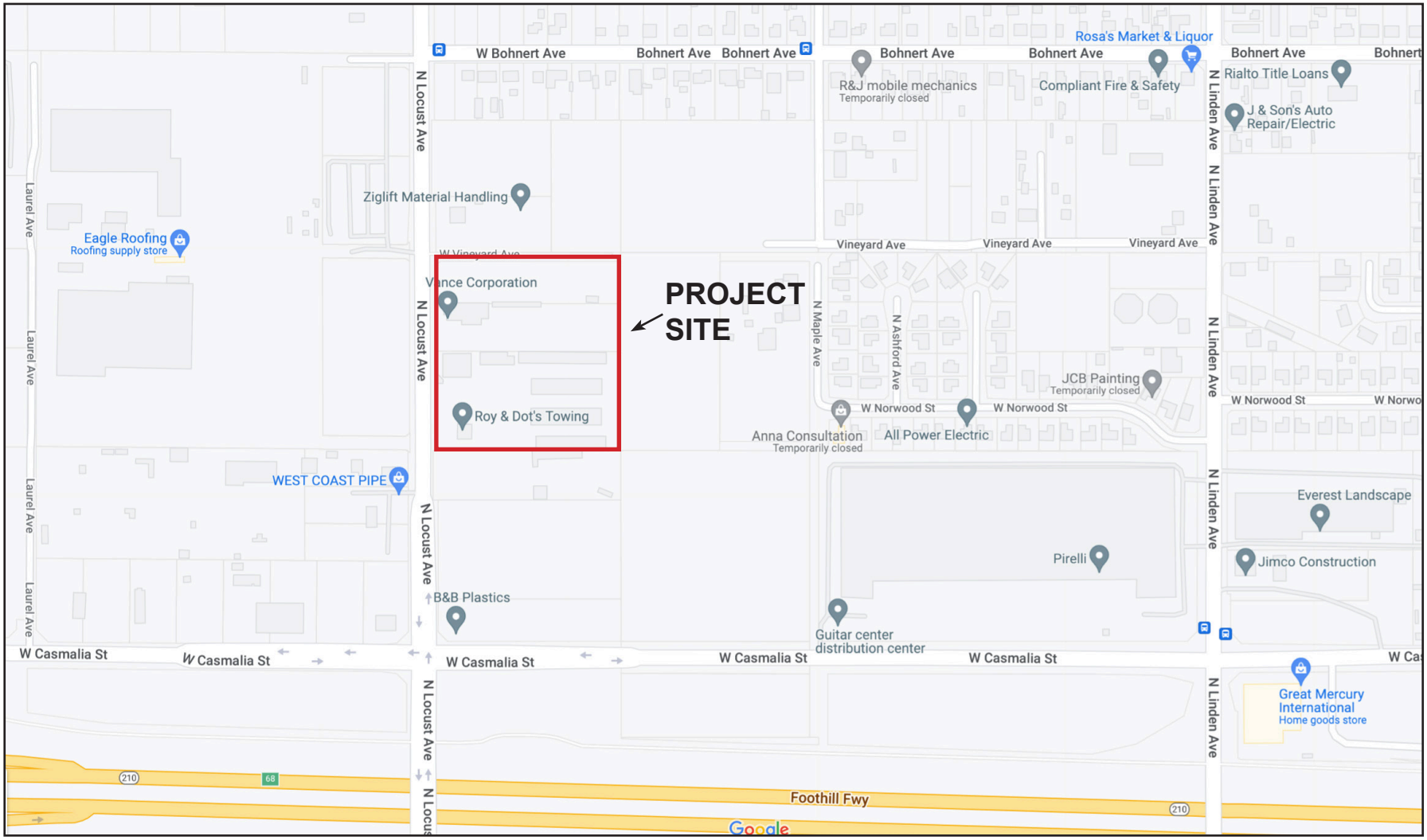
The project proposes 42,279 square feet of landscaping, or approximately 11 percent of the site. More than 10 percent of the parking area would also be landscaped. The project landscaping includes drought tolerant shrubs and ground cover, street trees, flowering accent trees, parking lot shade trees, evergreen screen shrubs, vines, etc.

The project proposes four driveways with two driveways along the west project boundary at Locust Avenue and two driveways along the north project boundary at Vineyard Avenue. One driveway at N. Locust Avenue is located at the southern project boundary and a second driveway is located approximately 180 feet south of the north project boundary. One driveway at Vineyard Avenue is located approximately 120 feet east of N. Locust Avenue and a second driveway is located at the east project



Source: U.S. Department of Commerce, Economics and Statistics Administration, Bureau of the Census

FIGURE 1
Regional Map



Source: Google Maps

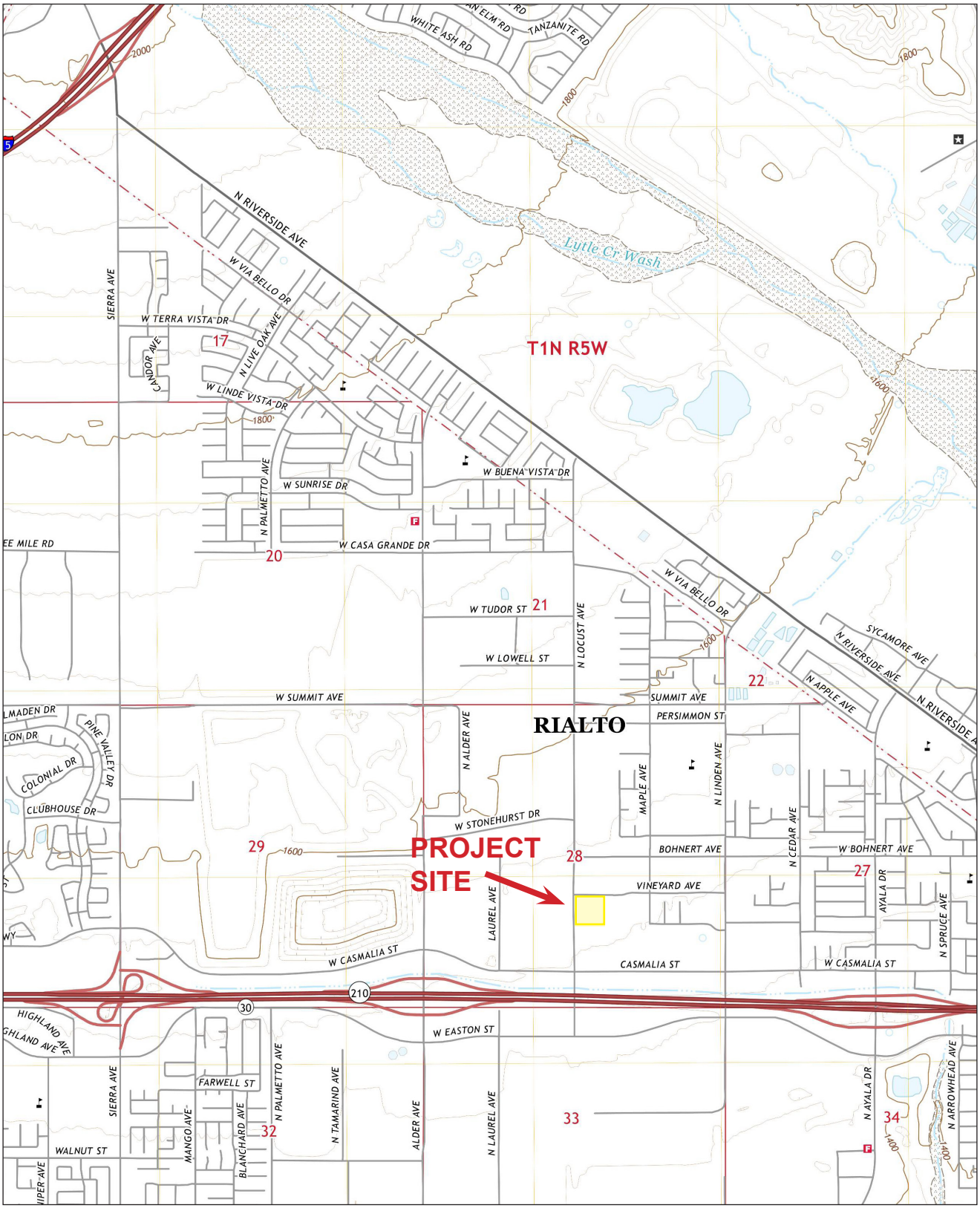
FIGURE 2

Local Vicinity Map

Source: Google Maps

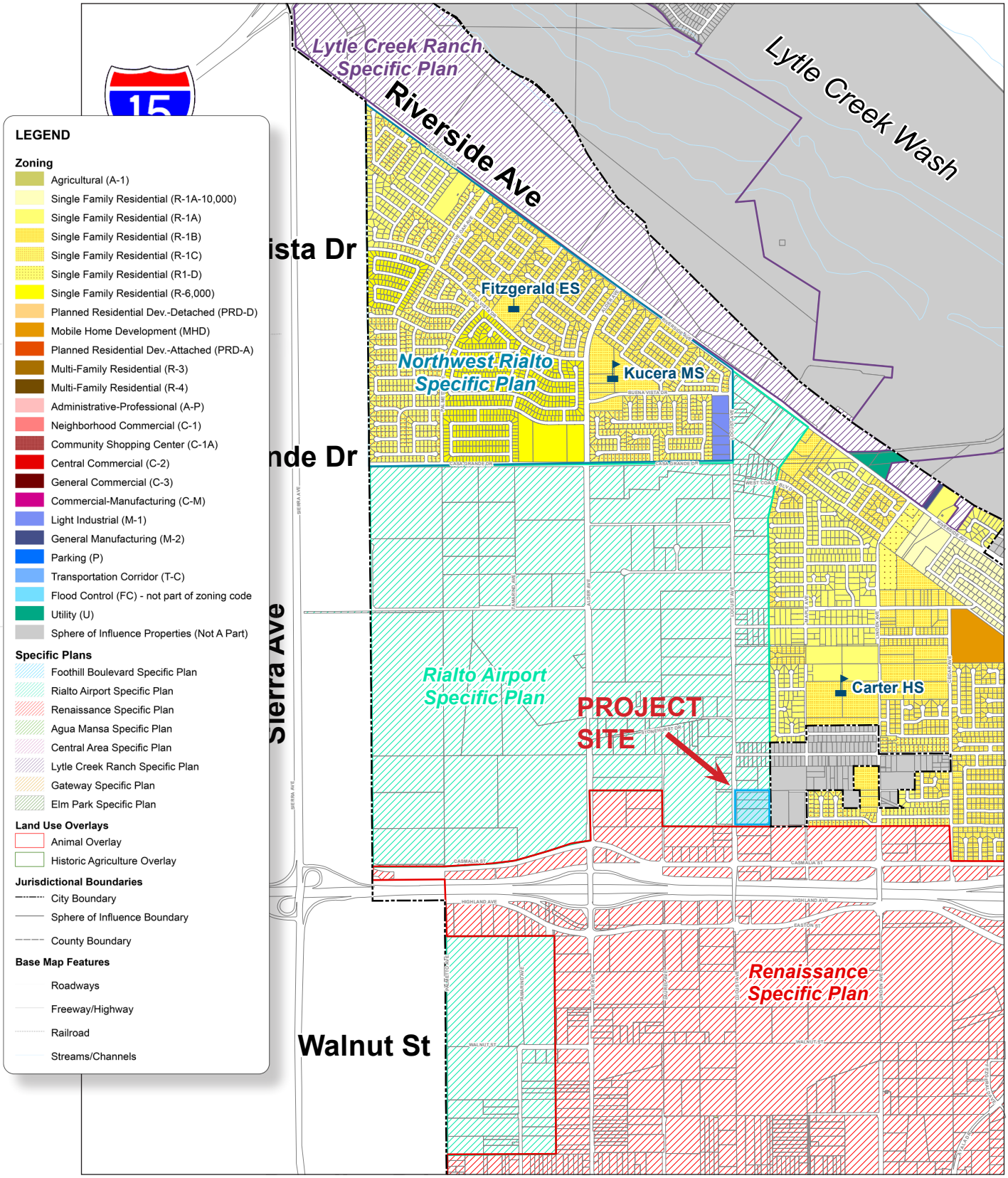
FIGURE 3

Aerial Photo



Source: U.S. Department of the Interior, U.S. Geological Survey

FIGURE 4
USGS Topo Map



Source: City of Rialto, Official City Zoning Map, 2013

FIGURE 5
Zoning Map

boundary. The east driveway at Vineyard Avenue is for truck ingress/egress only. The proposed site plan is shown in Figure 6.

9. Surrounding Land Uses and Setting: The land uses surrounding the project site includes N. Locust Avenue adjacent to and west of site and west of N. Locust Avenue is industrial use, Vineyard Avenue adjacent to and north of site and north of Vineyard Avenue is industrial use, to the east is vacant land and south of the site is industrial use. Figure 7 shows photographs of the on-site land uses and Figure 8 shows photographs of the surrounding land uses. Figure 9 is a photo orientation map of the on-site and surrounding land uses.

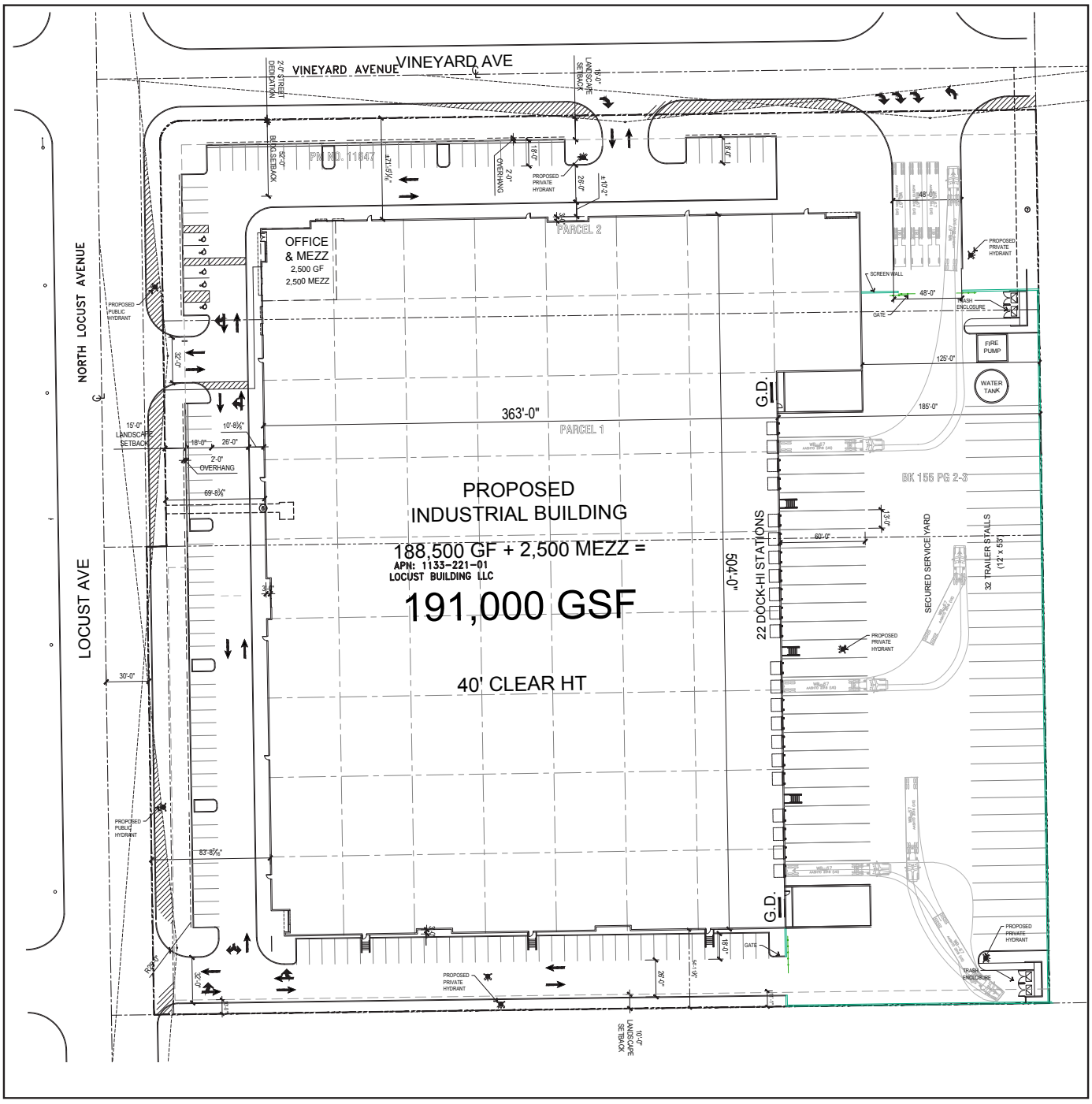
10. Other Public Agencies Whose Approval is Required: The discretionary project approvals required from the City of Rialto include the following:

- Conditional Development Permit No. 2022-0034.
- Precise Plan of Design No. 2022-0058.
- Lot Line Adjustment No. 2022-0010.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? Tribal letters were mailed by the City of Rialto on October 12, 2022, to six tribes and formally invited consultation with the City in compliance with 21080.3.1. To date the City has not received a request for consultation. The tribes that were contacted include:

1. Morongo Band of Mission Indians – Robert Martin
2. Gabrielino Band of Mission Indians – Kizh Nation – Andrew Salas
3. Gabrielino-Tongva Nation – Sandonne Goad
4. Gabrielino-Tongva Nation – Sam Dunlap
5. Gabrielino-Tongva San Gabriel Band of Mission Indians – Anthony Morales
6. San Manuel Band of Mission Indians – Daniel McCarthy

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 21080.3.2) 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.



Source: Xebec

FIGURE 6
Site Plan

A. *Looking at the vacant parcel at the north end of the site from Locust Avenue*

B. *Looking at 2223 N. Locust Avenue from Locust Avenue*

C. *Looking at the north building at 2271 N. Locust Avenue from Locust Avenue*

D. *Looking at the south building at 2271 N. Locust Avenue from Locust Avenue*

Figure 7

On-Site Land Uses

E. *Looking at the industrial use north of the site, north of Vineyard Avenue*

F. *Looking at the industrial use west of the site, west of Locust Avenue*

G. *Looking at the vacant land south of the site from Locust Avenue*

H. *Looking at the vacant land east of the site from Vineyard Avenue.*

Figure 8

Surrounding Land Uses

Source: Google Maps

Figure 9

Photo Orientation Map

12. **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

13. DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

Signature: Date

Evaluation of Environmental Impacts:

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

14. ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE and FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural 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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. 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 pollutants 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?	☐	☐	☒	☐

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, 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 tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
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) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing 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?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner, which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or 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?	☐	☐	☒	☐
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 mitigation an environmental effect?	☐	☐	☐	☒
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?	☐	☐	☒	☐
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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?	☐	☐	☐	☒

XV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

XVI. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

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) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☒	☐	☐

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

XVIII.TRIBAL CULTURAL RESOURCES:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

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

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

15. EXPLANATION OF ISSUES:

I. AESTHETICS: Would the project:

a) ***Have a substantial adverse effect on a scenic vista?*** **Less Than Significant Impact.** The project site and the surrounding properties in the City of Rialto are not designated as a scenic vista by the Rialto General Plan. The Rialto General Plan has two applicable goals to protect views of the San Gabriel and San Bernardino Mountains and protect the views of the La Loma Hills, Jurupa Hills, Box Spring Mountain,

Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding existing development.[1]
The vacant land adjacent to and east of the project site is in the County of San Bernardino. The San Bernardino County Policy Plan has a goal to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs. The County also has a policy to coordinate with adjacent federal, state, local and tribal agencies to protect scenic resources that extend beyond the County's land use authority and are important to countywide residents, businesses, and tourists.[2]

The San Gabriel Mountain range is the closest mountain range to the project site and approximately 6 miles north of the site. There are no existing residences adjacent to or near the project site that look across the site to view the San Gabriel or San Bernardino mountains north of the site that would have those existing views blocked or interrupted by the project. The project would not block or interrupted any existing views of the San Gabriel or San Bernardino mountains by any area residents. Therefore, the project would not have a significant scenic vista impact.

b) ***Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway****?* **No Impact.** There are no Officially Designated or Eligible State Scenic Highways[3] and no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway either adjacent to or in direct view from the site that would be removed or altered by the project. The closest State Scenic Highway to the project is Route 2 near La Canada Flintridge and approximately 45 miles northwest of the project. The project would not impact a state scenic resource.

c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** **Less Than Significant Impact.** The project is located within an urbanized area.[4] The site is developed with three industrial buildings and a recreational vehicle storage facility. The existing buildings and site improvements would be demolished to allow the construction of the proposed 191,000 square foot industrial building.

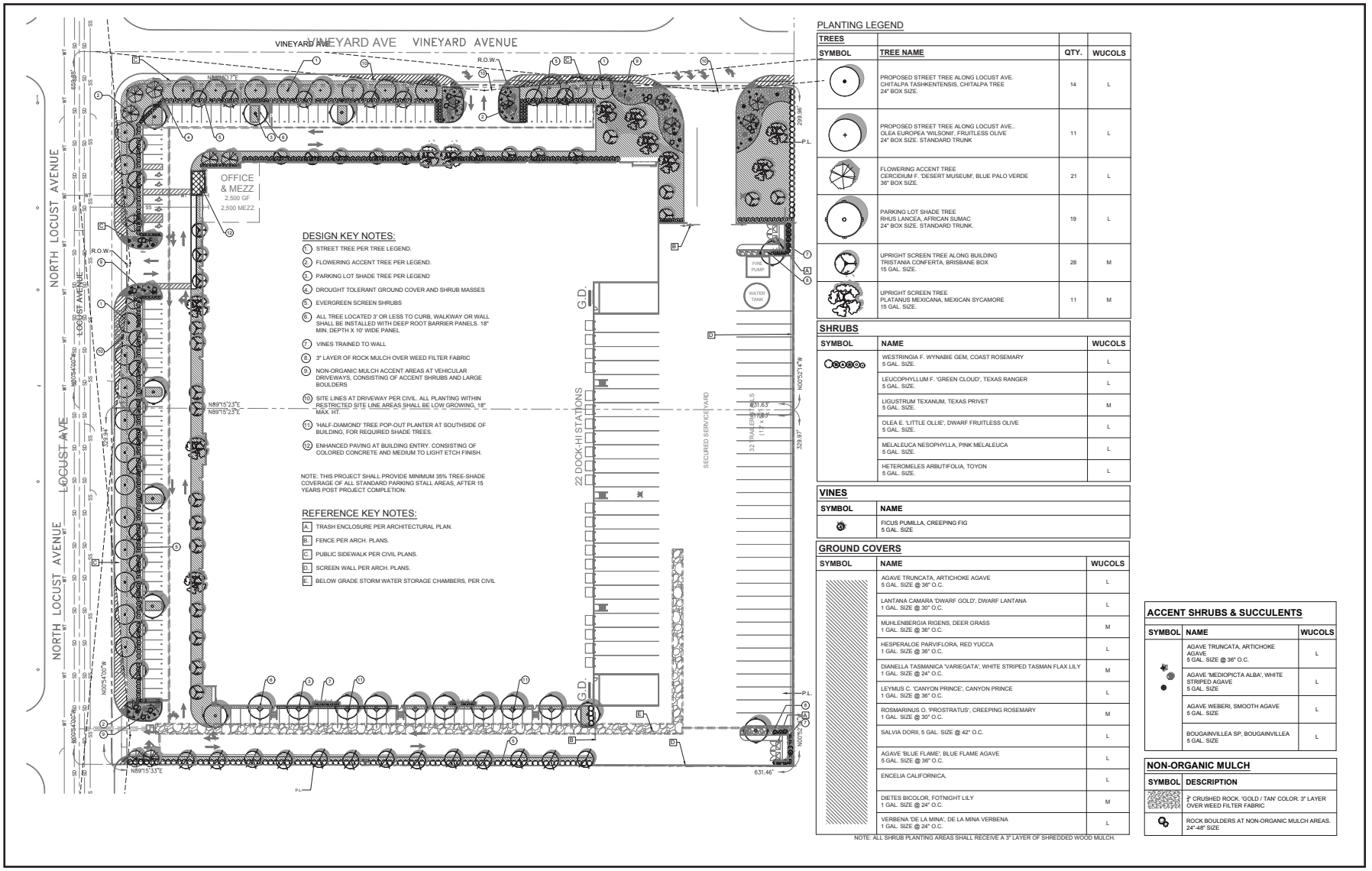
The architecture of the proposed building is Southwest Modern Industrial. New landscaping would be installed within the 15' foot street setbacks along both the north and west sides of the building adjacent to Vineyard Avenue and Locust Avenue, respectively. Landscaping is also proposed within the 10' landscape setback along the southern project boundary. A small area of landscaping is proposed in the northeast corner of the site at Vineyard Avenue and the east project boundary. However, no landscaping is proposed along most of the east project boundary as this area is proposed for truck parking.

The architectural design and character of the proposed industrial building includes building elevations that are detailed and articulated with projections and recesses to avoid long and plain surfaces. Building massing would be further minimized with the use of differentiated building materials, and colors and the incorporation of architectural features such as vertical windows, reflective glass, etc. A rendering of the proposed industrial building at the intersection of Locust Avenue and Vineyard Avenue is shown in Figure 10. The design and Southwest Modern Industrial architecture of the proposed building along with landscaping would improve the aesthetics of the site for existing industrial tenants in the project area and street views of the site for motorists and pedestrians on both Locust and Vineyard Avenues. The proposed landscape plan is shown in Figure 11. As shown, the project proposes a 10' wide landscape

[1] Rialto General Plan, Chapter 2, Page 2-53, Goal 2-14, Policy 2-14.1 and Policy 2-14.2.
[2] San Bernardino County Policy Plan, page 37, Policy NR-4.1 and Policy NR-4.2.
[3] State of California Officially Designated State Scenic Highways, http://www.dot.ca.gov/hq/LandArch/scenichighways/
[4] CEQA Guidelines §15387.

Source: Xebec

Figure 10
Project Rendering



Source: Rodarte Landscape Architecture, Inc.

Figure 11

Proposed Landscape Plan

setback along the southern project boundary and a 15' wide landscape setback along the west and north project boundary that meets the five-foot minimum landscape planting space for the site by the Rialto Airport Specific Plan. The project design and architecture would be consistent and compatible with existing industrial development in the project vicinity. The project would not have any significant aesthetic impacts.

The project proposes two enclosed trash enclosures that are screened from view, constructed of concrete tilt wall, and painted to match the proposed building. One is in the southeast corner of the site and is not visible from an adjacent street. A second trash enclosure is proposed near the northeast corner of the site adjacent to Vineyard Avenue. As shown in the landscape plan there is a 12' landscape area between Vineyard Avenue and the trash enclose that meets the 5' minimum landscape area when the trash enclosure is visible from a street adjacent to the property as required by the Rialto Airport Specific Plan.

Consistent the architectural finishes/color requirements of the Rialto Airport Specific Plan the project proposes a variety of harmonious but contrasting exterior building colors. The building elevations and contrasting exterior building colors and materials are shown in Figures 12 and 13. As also shown in the building elevations, all rooftop mechanical equipment is concealed and blocked from public view.

The project meets all applicable design, architectural and landscape requirements for the project site as required by the Rialto Airport Specific Plan. The project would not have any significant aesthetic impacts.

d) ***Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*** **Less Than Significant Impact**. The parcel at 2271 N. Locust Avenue is developed with a two-story office building and an attached shop area on the east end that is used for storage purposes. The un-paved parcel at the north end of the site and east area of the site at 2271 N. Locust Avenue is used for truck parking. The property at 2223 N. Locust Avenue is developed with a two-story office building and a single-story building that is used for storage and minor services (oil change) of its truck fleet. There is an RV & boat storage facility on the east area of the property and a two-story building in the southwest area of the site that is occupied by Roy & Dots Towing facility. The existing uses on the site generate both light and glare both on-site and the properties surrounding the site.

The project site is surrounded by existing development including industrial use to the north, west and south and vacant land to the east. Because there is development adjacent to and within the immediate vicinity of the project light and glare is generated from the existing development along with headlights of motor vehicles on N. Locust Avenue and Vineyard Avenue adjacent to the site. Both light and glare from the existing surrounding land uses and motor vehicles on N. Locust Avenue and Vineyard Avenue currently extend onto and impact the project site.

<u>Light</u>

The project would generate more on-site light compared to the existing uses. The sources of light that would be generated by the project includes interior and exterior lighting from the proposed industrial building, landscape lighting, parking lot lighting and headlights of the cars and trucks that enter and leave the site at night. The project proposes 25' tall pole mounted lights for the parking lot and the truck parking area. The project proposes wall mounted lights on the exterior of the building for safety and security lighting. All private on-site project lighting would be required to meet and comply with all applicable lighting provisions in the Rialto Airport Specific Plan.

The light generated by the proposed industrial building would be the same as other light industrial buildings along N. Locust Avenue because all buildings must meet the lighting standards of the Rialto Airport Specific Plan. Therefore, the project lighting would not be new or unique to the project vicinity.

NORTH (VINEYARD AVE.) ELEVATION

SOUTH ELEVATION

Source: Xebec

Figure 12
North / South Building Elevations

WEST (LOCUST AVE.) ELEVATION

EAST ELEVATION

Source: Xebec

Figure 13

East / West Building Elevations

The light generated by the proposed industrial building would not be new or unique, more noticeable or generate more light than other existing industrial buildings within the Rialto Airport Specific Plan. There would be an incremental increase in the amount of light on the roadways serving the project from the headlights of the trucks that would be generated by the project. Since the roadways that would serve project traffic, including N. Locust Avenue and Vineyard Avenue, have nighttime lighting from existing motor vehicle traffic, including traffic from the existing on-site uses, the nighttime lighting by project traffic would not be new or unique to these and other roadways serving the project. While the project would incrementally increase the amount of nighttime motor vehicle lighting on area roadways, the increase in motor vehicle lighting would not significantly impact the existing land uses adjacent to the roadways.

The project proposes to construct a six-foot masonry wall along the south and east project boundary. The six-foot wall would prevent on-site truck and motor vehicle lights from shining directly onto the properties adjacent to the south and east of the site.

City required parking lot lights, exterior safety, and security lighting along with interior lighting of the industrial building would be visible to adjacent industrial uses north, west, and south of the site and the residents approximately 500 feet east of the site. However, the lighting required by the project in compliance with the Rialto Airport Specific Plan would be consistent with the required lighting of other area development consistent with the Rialto Airport Specific Plan.

The compliance of the project with the lighting requirements of the Rialto Airport Specific Plan and all applicable lighting provisions in Rialto Municipal Code Chapter 18.61, Section 140 – Lighting would reduce potential lighting impacts to less than significant.

Glare

Glare from the windows and metal surfaces of the proposed industrial building could impact adjacent land uses that are glare sensitive. However, the area is developed with similar industrial use and glare from the project would not be new or unique to the area. A six-foot masonry wall is proposed along the entire length of the east project boundary and would block and eliminate ground level glare impacts to the residents approximately 500 feet east of the project. There is not any windows or metal building materials proposed for the east side of the building. Therefore, the building would not generate any glare that would extend off-site and impact residences east of the project.

While the project would increase the amount of light and glare that is generated from the site currently, the light and glare impacts to the adjacent land uses and motorists on N. Locust Avenue adjacent to the site would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES: 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?*** **No Impact.** The northern parcel on the site is vacant and used to park trucks and trailers. The rest of the site is developed with three industrial buildings and a recreational vehicle storage facility. There are no agricultural uses either on or adjacent to the site. The site is designated "Urban and Built-Up Land" by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) as of 2016[5], which is defined as "Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary

[5] https://maps.conservation.ca.gov/DLRP/CIFF/

landfills, sewage treatment, water control structures, and other developed purposes."[6] Therefore, the project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland. The project would not have any prime farmland or farmland of statewide importance impacts.

b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?*** **No Impact.** The project site is not under a Williamson Act contact. The Rialto Airport Specific Plan PID (Planned Industrial Development) zoning for the site does not allow agricultural use. The zoning for the properties adjacent to the site does not allow agricultural use. The project would not conflict with any existing agricultural use or any existing Williamson Act contracts since there are no agricultural uses on or adjacent to the site.

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 are no timber or forests in the City of Rialto. The Rialto Airport Specific Plan zoning does not allow timber or forest production on the site and the project does not propose timberland production for the property. The project would not impact any forest or timber production since there is no forest or timber production on the site and the Rialto Airport Specific Plan does not allow forest or timber production within the boundary of the Specific Plan.

d) ***Result in the loss of forest land or conversion of forest land to non-forest use?*** **No Impact.** See Response to Section "II.c" above of this MND.

d) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use?*** **No Impact.** As discussed in Section "II.a" above of this MND, the project would not result in the loss of any farmland, either individually or cumulatively and would not have any individual or cumulative impact to farmland.

III. AIR QUALITY: Would the project:

a) ***Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.*** The U.S. Environmental Protection Agency (U.S. EPA) is the primary federal agency for regulating air quality. The EPA implements the provisions of the Federal Clean Air Act (FCAA). This Act establishes National Ambient Air Quality Standards (NAAQS) that are applicable nationwide. The EPA designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment areas for each criteria pollutant. States are required by the FCAA to prepare State Implementation Plans (SIP) for designated non-attainment areas. The SIP is required to demonstrate how the areas would attain the NAAQS by the prescribed deadlines and what measures would be required to attain the standards. The EPA also oversees implementation of the prescribed measures. Areas that achieve the NAAQS after a non-attainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare plans to reduce pollutant concentrations exceeding the California Ambient Air Quality Standards (CAAQS) and ultimately achieve the CAAQS. The districts are required to review and revise these plans every three years. The South Coast Air Quality Management District (SCAQMD), in which the project is located, satisfies this requirement through the publication of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and the Southern California Association of Governments (SCAG) in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by the California Air Resources Board (CARB) to satisfy FCAA requirements discussed above.

[6] https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx

The CCAA requires plans to demonstrate attainment of the NAAQS for which an area is designated as nonattainment. Further, the CCAA requires SCAQMD to revise its plan to reduce pollutant concentrations exceeding the CAAQS every three years. In the South Coast Air Basin (SCAB), SCAQMD and SCAG, in coordination with local governments and the private sector, develop the AQMP for the air basin to satisfy these requirements. The AQMP is the most important air management document for the basin because it provides the blueprint for meeting state and federal ambient air quality standards.

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP is to bring the basin into attainment with federal health-based standards for unhealthful fine particulate matter (PM2.5) by 2014. The document states that to have any reasonable expectation of meeting the 2023 ozone deadline, the scope and pace of continued air quality improvement must greatly intensify.

AQMPs are required to be updated every three years. The 2016 AQMP was adopted by the SCAQMD Board on March 3, 2017, and has been submitted to the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

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

The project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing industrial development as proposed. The conformity of a project with adopted plans, forecasts, and programs relative to population, housing, employment and land use is the primary yardstick by which the significance of a project impact of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because a proposed development is consistent with regional growth projections. The potential air quality impact significance of the proposed project is therefore analyzed on a project-specific basis. As shown in the analysis below, the specific project construction and operational emissions are less than significant and as a result, project emissions would not obstruct implementation of the SCAB 2016 Air Quality Management Plan.

b) ***Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*** **Less Than Significant Impact.** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area.

The project is located within the SCAB and non-attainment for PM_{10} particulate matter. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the regional air quality is the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed

the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

As stated in Section "III.c" below, based on the air quality report that was prepared for the project, the project would not generate any short- or long-term air emissions that exceed SCAQMD emission thresholds. Therefore, the project would not have any significant cumulative criteria pollutant impacts.

c) ***Expose sensitive receptors to substantial pollutant concentrations*****? Potentially Significant Unless Mitigation Incorporated.** An air quality and greenhouse gas report[7] was prepared for the project and a copy is included in Appendix A of this MND.

A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The closest sensitive receptors to the project site are the residents adjacent to and north of the site. The following are land uses (sensitive sites) where sensitive receptors are typically located:

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences[8]

Criteria Pollutants, Health Effects, and Standards

Under the Federal Clean Air Act (FCAA), the U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six major pollutants; ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NOx), sulfur dioxide (SO_2), and lead. These six air pollutants are referred to as the criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the California Clean Air Act (CCAA), the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 1 presents the state and national ambient air quality standards. Table 2 shows the health effects of the various pollutants.

Monitored Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Long term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at 38 air-monitoring areas with a designated ambient air monitoring station in most areas. Existing and probable future levels of air quality in conducted by SCAQMD at its Pico Rivera air monitoring station can be best inferred from the ambient air quality measurements for ozone, CO, NOx and $PM_{2.5}$ and PM-10 (dust

[7] Air Quality and GHG Impact Analysis, Xebec Locust Avenue Industrial Project, City of Rialto, Ca, Giroux & Associates, December 14, 2022.

8 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, Chapter 2, page 2-1.

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards** [1]		**National Standards** [2]		
		Concentration [3]	**Method** [4]	**Primary** [3,5]	**Secondary** [3,6]	**Method** [7]
Ozone (O_3) [8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10) [9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5) [9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2) [10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2) [11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas) [11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) [11]	—	
Lead [12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas) [12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles [14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

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

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

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

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

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

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

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

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

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

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

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

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

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

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

Table 2
Health Effects of Major Criteria Pollutants

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

Source: California Air Resources Board, 2002.

particles) at its San Bernardino air monitoring station. Table 3 summarizes the last four years of monitoring data from a composite of these data resources.

Table 3
Air Quality Monitoring Summary (2018-2021)
(Number of Days Standards Were Exceeded and Maximum Levels During Such Violations)

Pollutant/Standard	2018	2019	2020	2021
1-Hour > 0.09 ppm (S)	38	41	56	44
8-Hour > 0.07 ppm (S)	69	67	89	81
8- Hour > 0.075 ppm (F)	43	46	65	56
Max. 1-Hour Conc. (ppm)	0.14	0.12	0.15	0.13
Max. 8-Hour Conc. (ppm)	0.11	0.11	0.11	0.10
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.06	0.08	0.07	0.07
Respirable Particulates (PM-10)				
24-Hour > 50 $\mu g/m^3$ (S)	126	116	115	44
24-Hour > 150 $\mu g/m^3$ (F)	0	0	0	0
Max. 24-Hr. Conc. ($\mu g/m^3$)	134	182	138	114
Fine Particulates (PM-2.5)				
24-Hour > 35 $\mu g/m^3$ (F)	0	9	12	6
Max. 24-Hr. Conc. ($\mu g/m^3$)	29	81	58	55

S=State Standard, F=Federal Standard
Source: South Coast AQMD – Pico Rivera Air Monitoring Station for Ozone, CO_2, NOx and PM-2.5, San Bernardino Air Monitoring Station for PM-10. data: www.arb.ca.gov/adam/

The following conclusions can be drawn from the data in Table 3:

- Photochemical smog (ozone) levels frequently exceed standards. The 1-hour state ozone standard has been exceeded 12 percent of all measured days and the 8-hour federal standard has been exceeded 21 percent of all measured days in the past four years. The 8 hour state standard has been exceeded 14 percent of the days for the same period. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

- Respirable dust (PM 10) levels are calculated to have exceed the state standard on approximately 27 percent of all days in the last four years for which there is data, but the less stringent federal PM 10 standard has not been violated for the same period. Year to year fluctuations of overall maximum 24-hour PM-10 levels seem to follow no discernable trend.

- A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). SCAQMD data suggests that approximately two percent of all days have exceeded the 24-hour threshold in the past four years. PM-2.5 can be an occasional air quality concern in the project area.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

Air Emission Thresholds

In the "1993 CEQA Air Quality Handbook", SCAQMD establishes significance thresholds to assess the impact of project related air pollutant emissions. These emissions and their thresholds are shown in Table 4. As shown, there are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds is considered to have a less than significant effect on air quality. The thresholds shown below are used to evaluate the potential project air emission impacts of the project.

Table 4
SCAQMD Daily Emissions Thresholds of Significance

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

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

Construction Emission Impacts

Dust is typically the primary concern during construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed if all other input parameters into emission rate prediction fall into midrange average values.

CalEEMod was developed by the SCAQMD to provide a model to calculate both construction and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

Estimated construction emissions were modeled using CalEEMod2020.4.0 to identify maximum daily emissions for each pollutant during project demolition and construction using default construction equipment and a construction schedule for a project of the size proposed and shown in Table 5. Utilizing the equipment fleet in Table 5, the worst-case daily construction emissions were calculated and are shown in Table 6.

Table 5
Construction Activity Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days) 37,143 sf	1 Concrete Saw
	2 Dozers
	3 Excavators

Grading (20 days)	1 Grader
	1 Dozer
	1 Excavator
	3 Loader/Backhoes
Construction (230 days)	1 Crane
	1 Generator Set
	3 Loader/Backhoes
	1 Welder
	3 Forklifts
Paving (20 days)	2 Pavers
	2 Paving Equipment
	2 Rollers

Table 6
Construction Activity Emissions - Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2023	2.3	22.4	20.9	<0.1	3.7	2.1
2024	60.2	15.2	20.5	<0.1	2.1	1.0
SCAQMD Thresholds	75	100	550	150	150	55

As shown in Table 7, the peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for mitigation. The only model-based mitigation measure that was applied to the project was watering exposed dirt surfaces at least three times per day during grading to minimize the generation of fugitive dust as required by SCAQMD Rule 403.

SCAQMD's Rule 403

The project would be required to comply with SCAQMD rules to reduce fugitive dust emissions during project construction and the life of the project. Project compliance with Rule 403 is achieved through the application of standard best management practices during construction and operation activities, which include the application of water or chemical stabilizers to disturbed soils, manage haul road dust by the use of water, cover haul vehicles, restrict vehicle speeds on on-site unpaved roads to 15 mph, sweep loose dirt from paved site access roadways, stop construction activity when wind speeds exceed 25 mph and establish a permanent ground cover on finished areas.

While construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds, especially with compliance with Rule 403, the following mitigation measure is recommended for enhanced dust control because the air basin is non-attainment.

Mitigation Measure No. 1 Prior to the start and throughout project construction, the contractor shall implement and maintain the following fugitive dust control measures:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stockpiles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.

- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

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

Mitigation Measure No. 2 Throughout project construction the contractor shall:

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

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions from the project would be due to diesel particulate emissions due to the operation of heavy equipment operations during construction of the project. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime would contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during project construction.

Localized Significance Thresholds

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

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. For the proposed project the nearest residential use is more than 500 feet east of the closest site perimeter such that thresholds for this distance were interpolated from the 100 and 200 meter source-receptor distances.

For the project, the primary source of potential LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and represent the maximum emissions by a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. The following

LST thresholds and estimated emissions (pounds per day) are shown in Table 7 based on a disturbance of 1.0 acre per day.

Table 7
LST and Project Emissions (pounds/day)*

1.0 acre/152-meters Central San Bernardino Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	3,748	273	54	16
Max On-Site Emissions	21	22	4	2

CalEEMod output in the air quality report appendix.
*Emissions for LST are limited to those generated on site and do not include regional emissions for on-road truck haul and include active dust suppression during grading activities

As shown in Table 7, the project construction emissions are less than the LST emission thresholds. As a result, project construction emissions would be less than significant.

Operational Emission Impacts

The calculated operational emissions generated by the project based on CalEEMod2020.4.0 are shown in Table 8. As shown, the operational emissions would not exceed SCAQMD operational emission thresholds of significance. The construction and long-term operational emissions by the project would be less than significant.

Table 8
Daily Operational Emissions (2024)

	Operational Emissions (lbs/day)					
Source	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area	4.3	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile	0.5	8.1	7.1	0.1	3.2	0.9
Total	**4.8**	**8.2**	**7.2**	**0.1**	**3.2**	**0.9**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod output in the air quality report appendix

d) ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*** **Less Than Significant Impact.** The closest residence is approximately 500 east of the site. There are existing residences approximately 500 feet north of the site, south of Bohnert Avenue. As shown in Table 7 above of this MND, the project would not exceed the threshold of any measured pollutant during project construction. Similarly, as shown in Table 9 above of this MND, the project would not exceed any measured pollutant during the operational life of the project. Depending on wind patterns, some diesel odors associated with the operation of construction equipment could extend to the residents north and east of the site during project construction. However, this condition would be temporary and short-term and only occur when larger diesel-powered construction equipment operates on the site, which would be during project grading. Once project grading is completed the use of diesel-powered equipment on the site would be minimal. Although there would be a potential for odors due to the operation of diesel-powered construction equipment to extend to the residents north and east of the site, the project construction emissions are not anticipated to significantly impact the residents north and east of the site.

The project would not generate any objectionable odors and significantly impact any sensitive area receptors.

IV. BIOLOGICAL RESOURCES: Would the project:

a) ***Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **No Impact.** The project site is developed with two light industrial buildings that include a trucking company, towing company, and a recreational vehicle storage company. The on-site vegetation includes introduced urban landscaping including small trees, turf, and a few shrubs. The existing on-site non-native landscaping is minimal and does not support any native wildlife species, including special candidate, sensitive or special status animal species and none of the existing introduced non-native urban landscaping is a candidate for a sensitive or special status species. The project would not impact wildlife or wildlife habitat.

b) ***Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **No Impact.** The site was disturbed in the past with the development of the existing light industrial uses and recreational vehicle storage use. There is no riparian habitat or other natural communities on the site. The existing land uses adjacent to the site include vacant land adjacent to and east of the site that is in San Bernardino County, light industrial use to the north, a roofing material manufacturing company to the west and light industrial to the south. There is no riparian habitat or other natural habitat communities associated with any of the properties adjacent to the project site. The project would not impact any riparian or other natural communities either on or adjacent to the site.

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, filing, hydrological interruption, or other means?*** **No Impact.** Please see Section "IV.b" above of this MND.

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.** The project is in an urbanized area surrounded by vacant land, light industrial and manufacturing uses. There is no habitat on the site or the adjacent properties that serves or could serve as a migratory wildlife corridor or nursery site. The project would not impact or impede any wildlife corridors or wildlife nursery sites.

e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?*** **No Impact.** There are no biological resources on the project site that are protected by the Rialto Municipal Code, including trees. The project would not impact any local policies that protect biological resources.

f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*** **No Impact.** The City of Rialto is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with and impact any habitat or natural community conservation plan.

V. CULTURAL RESOURCES: Would the project:

a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*** **No Impact.** The existing building at 2223 N. Locust Avenue was developed in 2007 and the building at 2271 N. Locust Avenue was developed in late 1980s. Neither building is a historical resource or a candidate as a historical resource. There are no historical resources on the site that would be impacted by the project.

b) ***Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?*** **Potentially Significant Unless Mitigation Incorporated.** The site was disturbed in the past with the construction of the existing buildings and site improvements.

The project site is in an urbanized area that has been disturbed associated with development of both the project site and the adjacent properties, except for the property adjacent to and east of the site in San Bernardino County that is vacant. Because the project site has been disturbed in the past with grading and construction of the existing buildings and other site improvements, any cultural resources that may have existed near the surface have been previously unearthed or disturbed during the construction of the existing buildings. There are no records of any recorded archaeological resources either on or adjacent to the project site. Despite previous disturbances of the project site in the past that may have displaced archaeological resources on the surface, it is possible that intact archaeological resources could exist below the surface of the site that was previously undisturbed during previous grading and building construction.

As a result, the following mitigation measures are recommended to reduce potentially significant archaeological and Tribal resource impacts to previously undiscovered resources that may be encountered during project grading and construction to less than significant.

Mitigation Measure No. 3 The project developer shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session shall include a handout and focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

Mitigation Measure No. 4 In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals shall be

contacted and consulted, and Native American construction monitoring shall be initiated. The project developer and the City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

Mitigation Measure No. 5 The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of any on-site archaeological monitoring. The report shall be submitted to the project developer, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

c) ***Disturb any human remains, including those interred outside of formal cemeteries?*** **No Impact.** The project site has not been used as a cemetery in the past. In addition, the site is not known to have been used for any activities that have resulted in human remains being present on the property. In the unlikely event that human remains are found during construction, those remains would require proper treatment, in accordance with applicable laws. State of California Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during project grading and excavation, the activity must stop in the vicinity of the find and in any area that is reasonably suspected to contain remains adjacent to the find, until the County Coroner has been called, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Compliance with Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98, related to protection of human remains, would reduce potential impacts associated with future development project proposals to a less than significant level.

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?*** **Less Than Significant Impact.** Information found in this section, as well as other aspects of the project's energy implications, are discussed in greater detail elsewhere, including Section VIII (Greenhouse Gas Emissions) and Section XVII (Transportation) of this MND.

Construction-Related Energy Consumption

Construction equipment would be operated on the site for grading, construction of utilities, paving, and construction of the proposed industrial building. The types of construction equipment that would be

operated on the site include graders, loaders/backhoes, dozers, air compressors, cranes, forklifts, generators, welders, mixers, rollers, trenchers, and pavers. Most of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

The number of construction workers required to construct the project would vary based on the phase of construction and the activity taking place. The transportation fuel required by construction workers to travel to and from the site would depend on the total number of worker trips estimated for the duration of construction activity. A 2007 study by the California Department of Transportation (Caltrans) estimates the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in the year 2020 is 18.78 miles per gallon.[9] Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and each construction worker commutes an average of 20 miles a day to and from the site, the estimated 25 workers on-site during each phase of project construction is would consume approximately 27 gallons of gasoline a day. Assuming all 25 construction workers are employed at the site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 173 barrels (6,922 gallons) of gasoline and represents less than 0.0005 percent of the statewide transportation gasoline consumption in 2017, which is the latest year that data is available.[10]

Construction equipment fuels (e.g., diesel, gasoline, natural gas) would be provided by local or regional suppliers and vendors. Electricity would be supplied by the local utility provider (e.g., Southern California Edison) via existing connections. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the local provider (e.g., San Gabriel Valley Water Company).

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting when necessary for general construction activity would not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. Thus, electricity use during construction would generally be considered negligible.

Energy Conservation: Regulatory Compliance

The project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants (TACs). Compliance with the above anti-idling and emissions regulations would result in a more efficient use of construction-related energy and minimize or eliminate wasteful and unnecessary consumption of energy.

With respect to solid waste, CALGreen requires 65% of most construction and demolition waste be diverted from a landfill. The project would generate various types of debris during construction that would be diverted from the area landfill in compliance with CALGreen.

[9] 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).
[10] California 2017 Transportation gasoline consumption – 366,820 barrels; https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

Anticipated Energy Consumption

The daily operation of the project would generate a demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment, and disposal off-site, and solid waste requiring off-site disposal. Southern California Edison is the electrical purveyor in the City of Rialto and would provide electricity to the project. The Southern California Gas Company is the natural gas purveyor in the city and would provide natural gas to the project.

Energy Conservation: Regulatory Compliance

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as CALGreen. The purpose of CALGreen is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental quality."[11] As of January 1, 2011, CALGreen is mandatory for the construction of all new buildings in the state. CALGreen establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[12] CALGreen was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.[13] The project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

Burrtec is the contract solid waste hauler for the City of Rialto and would serve the project. The solid waste from the project will be hauled to Burrtec's West Valley Transfer Station/Materials Recovery Facility (MRF) in the City of Fontana. The MRF separates recyclable material from municipal solid waste and all residual waste is hauled to permitted landfills and all recovered recyclable materials are recycled in compliance with state law.

With respect to solid waste, the project is required to comply with applicable regulations, including those pertaining to waste reduction and recycling as required by the State of California. The waste hauler serving the project would divert project-generated municipal waste in accordance with any applicable city ordinance.

Energy Conservation: Project Design Features

The project would be designed to include green building, energy saving, and water saving measures and other sustainability features. Consistent with the CALGreen, the project would be required to meet and comply with the industrial mandatory measures that include water efficiency and conservation, material conservation and resource efficiency, environmental quality, etc. As such, the project would be designed to reduce wasteful, inefficient, and unnecessary consumption of energy.

Estimated Energy Consumption

The long-term operation of the project would result in transportation energy use primarily for employees that commute to and from their place of residences and trucks hauling materials to and from the site. Transportation fuels, primarily gasoline diesel, would be provided by local or regional suppliers and

[11] California Building Standards Commission, 2016 California Green Building Standards Code, (2016).
[12] Ibid.
[13] Ibid.

vendors. As discussed previously, in 2017, California consumed a total of 366,820 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,404,186 barrels by the transportation sector.[14] Project-related vehicles would require a fraction of a percent of the total state's transportation fuel consumption. A 2008 study by Caltrans determined that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2020 would be 18.78 miles per gallon.[15]

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by some of the project employees. The use of alternative fueled vehicles would reduce the overall consumption of gasoline by the project. The effect is anticipated to be minimal in today's current vehicle market due to the relatively few alternative vehicles that are in use. According to the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.[16] The above transportation fuel estimates for the project do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus, the assessment is a conservative estimate of transportation fuel consumption. The project would not have any wasteful, inefficient, or unnecessary consumption of energy resources during either the construction of the project or the life of the project because the project would be required to comply with all applicable state energy conservation measures.

b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*** **Less Than Significant Impact.** The project would be required by the city to comply with all applicable CALGreen and Title 24 state energy requirements to minimize energy consumption. Therefore, the project would not conflict with or obstruct a state or local energy plan. The project would not significantly impact an energy plan.

VII. GEOLOGY AND SOILS: Would the project:

a) ***Director or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:***

i. ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)*** **Less Than Significant Impact.** A geotechnical report[17] was prepared for the project and a copy is included in Appendix B of this MND.

The project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone.[18] Exhibit 5-1 – Seismic and Geologic Hazards map on page 5-3 of the Rialto General Plan shows the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest known fault to the project is the Lytle Creek fault that is approximately 1.4 miles northeast of the site.[19]

[14] U.S. Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2017, https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.
[15] California Department of Transportation, 2008 California Motor Vehicle Stock, Travel and Fuel Forecast (June 2009).
[16] Los Angeles Times, Electric, hybrid car sales up, California auto emissions down, May 22, 2014, http://www.latimes.com/business/autos/la-fi-hy-electric-vehicle-sales-up-auto-emissions-down-20140521- story.html. Accessed August 2014.
[17] Geotechnical Investigation Report, Proposed Class A Warehouse Building 2223-2271 North Locust Avenue, Rialto, California, TGR, March 23, 2022.
[18] Ibid, page 9.
[19] Ibid.

While there are faults in the region that could generate moderate to significant ground shaking at the site, the incorporation of the seismic design recommendations on pages 12-18 of the geotechnical report regarding seismic design and construction in compliance with the 2019 California Building Code (CBC) and all other local building codes would reduce potential fault impacts to less than significant.

ii. ***Strong seismic ground shaking?*** **Less Than Significant Impact.** Because the project site is in Southern California and a seismically active area, there is the potential for strong ground motion at the site. As stated above, the Lytle Creek fault is the closest known active fault to the project and approximately 1.4 miles northeast of the site. As with all projects in the City of Rialto the design and construction of the proposed building and all site improvement must comply with the current 2019 CBC and all applicable city building codes. Project compliance with the 2019 CBC and applicable city building codes would reduce potential strong ground shaking impacts to less than significant.

iii. ***Seismic-related ground failure, including liquefaction?*** **Less Than Significant Impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High-intensity ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations.

As shown in Exhibit 5-1 – Seismic and Geologic Hazards map on page 5-3 of the Rialto General Plan the project site is not located within or in an area that is mapped as having a potential for earthquake induced liquefaction. Therefore, the potential for liquefaction to impact the project is considered to be negligible. The project is not subject to liquefaction and the impact due to potential liquefaction impacts is less than significant.

iv. ***Landslides?*** **No Impact.** Landslides involve the downhill motion of earth materials during or after earth shaking. Historically, landslides triggered by earthquakes have been a significant cause of damage. Areas that are most susceptible to earthquake induced landslides are areas with steep slopes in poorly cemented or highly fractured bedrock, areas underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. The project site ranges in elevation from a high of 1,540 feet above mean sea level at the northwest corner of the site to a low of 1,526 feet at the southeast corner of the site, a difference of approximately 14 feet. Thus, the project site is generally flat and the properties that are adjacent to the site are also basically flat. The project would not be impacted by landslides.

b) ***Result in substantial soil erosion or loss of topsoil?*** **Less Than Significant Impact.** The city would require the grading and construction contractor to install and maintain all applicable city required construction soil erosion control measures to reduce and minimize soil erosion impacts throughout project grading and construction. The contractor would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to identify all Best Management Practices (BMPs) that would be incorporated into the project prior to the start of grading and maintained to completion of all construction activities to reduce and minimize soil erosion. The city has standard soil erosion protection measures that the contractor would be required to install and maintain throughout grading and construction to minimize off-site soil erosion. The requirement by the city for the contractor to incorporate all applicable mandated soil erosion control measures into project construction would minimize and reduce potential soil erosion impacts to less than significant.

c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*** **Less Than Significant Impact.** Based on the geotechnical report the project

would not be significantly impacted by any unstable on or off-site geologic or soil conditions.[20] All grading and construction would have to comply with all applicable requirements of the 2019 CBC and recommendations of the geotechnical report.

d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*** **Less Than Significant Impact.** The granular soils on the site have a very low expansion potential.[21] The project would not be significantly impacted by expansive soil.

e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?*** **No Impact.** The project would be required by the city to connect to and be served by the existing public wastewater collection system that is in N. Locust Avenue adjacent to and west of the site. The project developer proposes to connect to the existing public sewer system in n. Locust Avenue. The project would not have any septic tank or alternative wastewater disposal impacts.

f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*** **No Impact.** The Rialto General Plan does not identify the presence of any paleontological resources in the city. The site was disturbed previously with the construction of the existing buildings and other on-site improvements. Because the site is disturbed and paleontological resources are not known to exist in Rialto, it is unlikely that paleontological resources would be uncovered during project grading and construction. The geotechnical report did not identify any unique geologic features on the site that would potentially contain paleontological resources and be impacted by the project. The project would not have any paleontological resource or geologic feature impacts.

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?*** **Less Than Significant Impact.** A greenhouse gas report[22] was prepared for the project and a copy is included in Appendix A of this MND.

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." Greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. AB 32 is one of the most significant pieces of environmental legislation that California has adopted. The major components of AB 32 include:

[20] Geotechnical Investigation Report, Proposed Class A Warehouse Building 2223-2271 North Locust Avenue, Rialto, California, TGR, March 23, 2022.
[21] Ibid, page 15.
[22] Air Quality and GHG Impact Analysis, Xebec Locust Avenue Industrial Project, City of Rialto, Ca, Giroux & Associates, December 14, 2022.

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, greater use of renewable energy, and increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR or the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

Under CEQA, a project would have a potentially significant greenhouse gas impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

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

In September 2010, the SCAQMD Governing Board Working Group recommended a threshold of 3,000 MT CO_2e for all land use types. The 3,000 MT/year CO_2e threshold is used for the greenhouse gas emission analysis for the proposed mixed-use project. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Methodology

The CalEEMod Version 2020.4.0 software model was used to calculate the GHG emissions from all phases of the project for the year 2024, which is the scheduled date of project completion. The project's emissions were compared to the tier 3 SCAQMD draft screening threshold of 3,000 metric tons CO2e per year for all land uses.

Project Greenhouse Gas Emissions

Construction Activity GHG Emissions

During project construction, the CalEEMod2020.4.0 computer model calculates that project construction activities would generate the annual CO_2e emissions shown in Table 9.

Table 9
Construction GHG Emissions (Metric Tons CO_2e)

	CO_2e
Year 2023	444.9
Year 2024	111.3
Total	556.2
Amortized	**18.5**

The SCAQMD GHG emission policy for construction activities amortizes emissions over a 30-year lifetime. As shown, the amortized GHG emissions from the project construction activities are less than the 3,000 MT/year CO2e threshold and less than significant.

Operational GHG Emissions

The total operational emissions of the project are shown in Table 10. As shown, the total GHG operational emissions are below the guideline threshold of 3,000 MTY CO_2e suggested by the SCAQMD.

Table 10
Annual Operational GHG Emissions, MT CO_2(e) tons/year

Consumption Source	**MT CO_2(e) tons/year**
Area Sources	0.0
Energy Utilization	104.0
Mobile Source	957.5
Solid Waste Generation	90.8
Water Consumption	163.5
Construction	4.4
Total	**1,334.3**
Guideline Threshold	3,000

b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*** **No Impact.** The City of Rialto approved a Climate Adaptation Plan on September 28, 2022. This plan focuses on the preparation of residents for the impacts of climate change for the following hazards: air pollution, extreme heat, wildfire, and flooding. The only policy in the plan applicable to the proposed project includes the following:

- Policy 2.2: Truck Routes. Prevent truck routes from disproportionately impacting disadvantaged communities.

The City of Rialto does not have an applicable plan, policy, or regulation adopted for the specific purpose to reduce GHG emissions. However, by meeting the SCAQMD Threshold of Significance of 3,000 MTCO2e, the project would be consistent with the goals and polices to reduce GHG emissions in the City of Rialto and the County of San Bernardino.

San Bernardino County Regional GHG Reduction Plan Consistency Analysis

The San Bernardino Associated Governments (SANBAG), in collaboration with 21 partnership cities developed the San Bernardino County Regional Greenhouse Gas Reduction Plan (SB GHG Plan). The City

of Rialto, as a partnership city of the SB GHG Plan, has selected a goal to reduce its community GHG emissions to a level 15% below its 2008 GHG emissions level by 2020.

The project is consistent with the land use and zoning designations for the site. Additionally, the project would comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code and Title 24 Part 6 Building and Energy Efficiency Standards. The project would be consistent with all the applicable plans, policies, and regulations for the purpose of reducing GHG gases. Therefore, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The project greenhouse gas impacts would be less than significant.

X. 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?*** **Less Than Significant Impact.** A Phase I[23] Environmental Site Assessment (ESA) was prepared for the site. The Phase I ESA in included in Appendix C of this MND.

The project does not propose to transport, use, or dispose of any hazardous materials. The only hazardous materials that would be transported and stored on the site includes the temporary storage of hazardous materials for use by the construction contractors to operate and maintain the various types of motor-powered construction equipment that would operate on the site during project grading and construction. The types of hazardous materials that would be anticipated to be used on-site during construction includes diesel fuel, gasoline, lubricants, paints, solvents, etc. It would be the responsibility of the contractors to use and store all hazardous materials in compliance with applicable federal, state, and local laws and regulations during project construction.

The proposed industrial use would use standard janitorial cleaning materials to clean and maintain the industrial and office space during the operational life of the project. Herbicides and pesticides at manufacture's prescribed strengths would likely be used to maintain project landscaping. The transportation, use, and storage of all cleaning and maintenance hazardous materials in compliance with all applicable federal, state, and local regulations would reduce the potential for significant impacts to less than significant. The project would not have any significant impacts associated with the transportation, use or storage of hazardous materials.

b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*** **Potentially Significant Unless Mitigation Incorporated.** The project site was historically undeveloped vacant land and/or in agricultural use as early as 1896. The buildings at 2223 N. Locust Avenue were developed in 2007 and the building at 2271 N. Locust Avenue was developed in the late 1980s. The buildings at 2223 N. Locust Avenue have been occupied by RC Construction Services Inc. since 2007. The building at 2271 N. Locust Avenue was occupied by Vance Corporation from 1992 until 2017 and by A&B Express since 2018.[24]

<u>2271 N. Locust Avenue</u> – This parcel has a two-story office building with an attached shop area on the east end that is used for storage purposes. The un-paved north and east areas of the site is used for truck and trailer parking. Hazardous substances were not observed to be stored and/or used at the site. There was no evidence of current recognized environmental concerns (RECs).

[23] Phase I Environmental Assessment, 2223 and 2271 North Locust Avenue, Rialto, CA, Hazard Management Consultants, March 9, 2022.
[24] Ibid, page 6.

A national priorities list (NPL) Superfund Site, Rockets Fireworks and Flares Superfund Area is located approximately 3,300 feet north of the project site. However, the impacted groundwater associated with that property does not appear to extend beneath the project site. The Phase I ESA found no evidence of any off-site facilities that have impacted the project site.

A Phase II subsurface investigation was conducted at the site in June 2018 by Baader Environmental Consulting (BEC). Soil samples were collected from 24 on-site borings to a depth between 5 and 15-feet below ground surface (bgs). The soils were analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and Title 22 Metals. TPH, VOCs, SVOCs, and heavy metals were detected at low levels at/or below screening levels. Low levels of benzene at 0.040 micrograms per liter (ug/L) and toluene at 0.060 and 0.070 ug/L were detected in the soil vapor. No additional chemicals of concern were detected in the soil vapor. Based on the Phase I ESA, there is a low likelihood of a vapor intrusion condition being present at the site. SVOCs on the site were below the California Human Health Screening Levels for commercial development. As a result, no evidence of historical recognized environmental concerns (RECs) was noted. BEC noted that should the site be developed in the future or if soil is excavated from the site a soil management plan should be prepared and implemented.[25]

2223 N. Locust Avenue – The site has a two-story office building and a single-story shop that is used for storage and minor services (oil change) of its fleets. There is an RV & boat storage facility on the east area of the site and a two-story building on the southwest area of the site that is occupied by Roy & Dots Towing facility. During the site survey there was a limited volume of hazardous substances (i.e, fresh oil and used oil) at the site. There were no observed signs of stains or spills and stringent housekeeping practices are being implemented. There was not any evidence of current RECs at the site.

Based on the recommendations in the Phase I ESA, the following mitigation measure is recommended.

Mitigation Measure No. 5 A soil management plan shall be submitted to the City of Rialto for approval prior to the issuance of a grading permit.

The incorporation of the recommended mitigation measure would reduce potential hazardous material impacts to less than significant.

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.** There are no existing or proposed schools within one-quarter mile of the project. The closest school to the site is Carter High School that is located at 2630 N. Linden Avenue and approximately one mile northeast of the project site. The project does not propose any use that would emit, generate, or handle any hazardous or acutely hazardous materials or substances and impact any schools within one-quarter mile of the project.

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 environment?*** **No Impact.** Based on the Phase I ESA, the project site is not listed as a hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5.[26] The project would not have a hazardous impact to the public or environment per Government Code Section 65962.5.

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, would the project result in a safety hazard or excessive noise***

[25] Phase I Environmental Assessment, 2223 and 2271 North Locust Avenue, Rialto, CA, Hazard Management Consultants, March 9, 2022, page 16.
[26] Ibid, Executive Summary, page 14.

for people working or residing in the project area? **No Impact.** The closest airport to the project is SBD International Airport that is approximately 10 miles southeast of the project. Due to the distance of the SBD International Airport from the site, the project would not impact airport operations at SBD International Airport. The operations at the SBD Airport would not have any safety or noise impacts to project employees.

f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*** **Less Than Significant Impact.** All of the proposed project improvements are located on private property. The project would not interfere with or impact any designated evacuation routes in Rialto, including N. Locust Avenue adjacent to the site. The project driveways at N. Locust Avenue and Vineyard Avenue are designed to allow adequate ingress/egress for cars and trucks to safely enter and leave the site and minimize any potential impact to the use of N. Locust Avenue or Vineyard Avenue as emergency evacuation routes. The project would not significantly impact any emergency evacuation routes in the city.

g) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*** **No Impact.** There are no State of California designated wildland fire areas in Rialto. The closest State Responsibility Area (SRA) fire hazard zone to the project site is Lytle Creek north of the 210 freeway and approximately 2.5 miles east of the project. The closet Local Responsibility Area (LRA) to the project site is the residential area in the northwest, north and northeast area of the city approximately 1.5 to 2 miles northwest, north, and northeast of the project and an area approximately 2 miles east of the project site adjacent to Lytle Creek. See Section "XX Wildfire" below of this MND for further wildland fire analysis. The project would not be exposed to or impacted by a wildland fire.

X. HYDROLOGY AND WATER QUALITY: Would the project:

a) ***Violate any water quality standards or waste discharge requirements?*** **Less Than Significant Impact.** A Preliminary Hydrology Report[27] and Preliminary Water Quality Management Plan (WQMP)[28] were prepared for the project and a copy of each report is included in Appendix D of this MND.

During project grading and construction, silt could be generated from the site, especially if construction occurs during the winter months, which typically extends from October to April when rainfall typically occurs. The city would require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 99-08-DWQ, San Bernardino County MS4 Permit Order No. R4-2021-0105 and National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS618000 (Permit). The SWPPP would require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs). The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that would be discharged from the site during all construction activity. The SWPPP would require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP would include specific BMPs that must be installed and implemented prior to the start of site clearance, grading, and construction. The installation and maintenance of all required BMPs by the contractor during construction would reduce potential water quality impacts to less than significant.

[27] Preliminary Hydrology Report for Locust Ave. Industrial Building, 2223 & 2271 N. Locust Ave, City of Rialto, CA, CA Engineering, Inc. July 20, 2022.
[28] Preliminary Water Quality Management Plan for 2271 N. Locust Avenue Industrial Project, 2223 7 2271 N. Locust Avenue, Rialto, CA 92377, CA Engineering, Inc., July 20, 2022.

The project proposes to install five on-site catch basins throughout the site that would connect to a proposed underground 700' long, 96-inch diameter perforated corrugated metal pipe (CMP) in the driveway in the southeast portion of the site. All surface water flows from the five on-site catch basins would flow to the underground CMP to allow runoff to percolate into the on-site soil. A biofilter system at each catch basin would remove stormwater debris including sediment, debris, and other pollutants prior to being discharged into the underground CMP for percolation. The proposed 700' long, 96-inch diameter perforated CMP would be constructed in a 10' wide and 5' deep rock filled trench to allow stormwater percolation. The infiltration system is sized to completely contain the stormwater for a 2-year storm event of approximately 14.54 cubic feet per second (CFS) for infiltration. No flow from a 2-year storm event would leave the project site. Stormwater flows that exceed the capacity of the underground CMP infiltration system would be piped and connect to an existing 114-inch underground storm drain in N. Locust Avenue adjacent to and west of the site. The installation and regular maintenance of the required SWPPP and the proposed on-site infiltration system would reduce storm water runoff pollutants generated from the project site during both project construction and the life of the project to less than significant.

The project developer would be required by the city to have a WQMP approved prior to the issuance of a grading permit. The project applicant has prepared a Preliminary WQMP that identifies the BMPs that would be used on-site to control project generated pollutants from entering the storm water runoff generated from the site. The Preliminary WQMP includes measures that would be included in the project to maximize the use of pervious materials throughout the site to allow storm water percolation and pollutant filtration with the use of a retention/detention basin, storm water clarifier, and catch basins with BMPs.

The installation and regular maintenance of the State required SWPPP and WQMP would reduce the potential impacts from storm water runoff pollutants generated from the site during both project construction and the ongoing operation of the project to less than significant.

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 project would be required by SCAQMD Rule 403 to reduce particulate dust during any man-made condition. In this case, Rule 403 would require the project developer to control fugitive dust during active operations, including grading and construction. Water is primarily used for dust suppression during project grading and construction and would be provided by the West Valley Water District. The proposed underground storm water infiltration system would continue to allow project stormwater to percolate into the on-site soil and recharge the local groundwater. As a result, the project would not significantly interfere with local groundwater recharge and would not substantially impact or impede sustainable groundwater management of the San Gabriel Valley Groundwater Basin.

Approximately 61 percent of the project site is currently undeveloped and pervious and allows rainfall to percolate into the on-site soil. The site currently generates approximately 6.42 cfs of surface water runoff during a 2-year frequency storm event, 18.97 cfs during a 50-year storm and 26.81 cfs for a 100-year storm. Once developed, the project site is calculated to generate approximately 14.54 cfs of runoff during a 2-year storm event, 30.38 cfs during a 50-year storm event and 40.10 cfs during a 100-year storm event. As discussed in Section "X.a" above of this MND, all on-site stormwater would be captured and discharged into an on-site 700' long, 96-inch diameter underground perforated CMP that would be installed in the drive aisle in the southeast area of the site for storm water infiltration. Stormwater flows greater than a 2-year storm that are not contained in the proposed on-site 700' long, 96-inch diameter underground perforated CMP would be discharged into an underground 114-inch storm drain in N. Locust Avenue adjacent to and west of the site.

The City of Rialto is in the San Bernardino Valley Municipal Water District (Valley District), which is comprised of 11 retail water agencies and part of the larger Upper Santa Ana River Watershed. The water sources for Rialto include local groundwater from four different adjudicated groundwater basins, surface water from canyon surface water flows on the east side of the San Gabriel Mountains, emergency stand-by agreements with the City of San Bernardino and Riverside-Highland Water company, and recycled water from the city's wastewater treatment plan.[29] The source of local surface water is from the Santa Ana River and its tributaries and seven distinct groundwater basins. Imported water for most of the region is provided by the Valley District, which is a State Water Project (SWP) contractor.[30] Based on the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan for Rialto, the city has reliable water supplies to meet 100% of the water demand in single dry years.[31]

As discussed above, the project would increase the amount of stormwater that is generated from the project site compared to the existing condition. As discussed in Section "X.a" above of this MND, all on-site stormwater would be captured and discharged into a 700' long, 96-inch diameter underground perforated CMP that would be installed in the drive aisle in the southeast area of the site. Filtered stormwater that enters the underground CMP would percolate into the on-site soil and flows greater than a 2-year storm event would be discharged into a 114-inch public underground storm drain in N. Locust Avenue adjacent to and west of the site.

The city has an adequate water supply to serve the project.[32] Therefore, the project would not deplete or significantly impact groundwater supplies. The project would have a less than significant impact on groundwater supplies.

c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:***

i. ***Result in substantial erosion or siltation on or off site?*** **Less Than Significant Impact.** During project construction the exposed soil on the site would be subject to erosion both on and off the site during periods of rainfall. As discussed in Section "X.a" above of this MND, the project developer would be required to prepare a SWPPP and WQMP and implement the BMPs of both plans to reduce and minimize soil erosion both on and off the site. The implementation of the applicable BMPs would reduce and minimize the amount of siltation generated from the site. Once the project is completed and operational all surface water runoff would be collected and discharged to an on-site underground infiltration system in the drive aisle in the southeast area of the site to capture and allow stormwater to percolate into the on-site soil. All on-site stormwater would be captured and discharged into a 700' long, 96-inch diameter underground perforated CMP that would be installed in the drive aisle in the southeast area of the site. Five on-site catch basins are proposed throughout the parking areas and a biofilter system is proposed at each catch basin to remove stormwater debris including sediment, debris, and other pollutants prior to being discharged into the underground CMP for percolation. The proposed biofilter systems at each catch basin would minimize the generation of off-site siltation.

The installation of and the regular maintenance of all construction BMPs and the proposed on-site biofiltration system at each of the five catch basins and the operation of the on-site infiltration system in the drive aisle in the southeast area of the site in compliance with required SWPPP and NPDES permits would reduce and minimize both on and off-site siltation from the project site during both

[29] 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 2: Local Agency UWMPs, page 5-11.
[30] 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Executive Summary, page 13.
[31] 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 2, Local Agency UWMP, Table 5-15, page 5-24.
[32] Tom Crowley, City of Rialto, telephone conversation, December 6, 2022.

project construction and the life of the project to less than significant. The project would not have significant erosion or siltation impacts either on or off the site.

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.** As discussed in Section "X.b" above of this MND, the project would maintain the same amount of runoff that is currently generated from the site and not increase surface water runoff greater than the existing condition for a 2-year storm. Therefore, the project would not have any significant on- or off-site flooding impacts. Storm water flows greater than a 2-year storm event would be discharged from the underground CMP to an existing 114-inch underground storm drain in N. Locust Avenue adjacent to the project. The existing 114-inch underground storm drain has capacity to handle the storm water flows from the project without any significant on- or off site storm water impacts.

iii. ***Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*** **Less Than Significant Impact.** As stated in Section "X.b" above of this MND, the project would not increase the amount of storm water runoff that is currently generated from the site during a 2-year storm event. The existing 114-inch underground storm drain system in N. Locust Avenue adjacent to the site has adequate capacity to serve the volume of stormwater from a storm event greater than 2-years without significantly impacting the capacity of the existing storm water drainage system. The project would not have any significant impact to the existing storm drain system that serves the site.

The project would be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water runoff would not provide sources of polluted runoff. As discussed in Section "X.a" above of this MND, the project would have to meet and comply with the MS4 permit requirements of the Los Angeles Water Board to remove and prevent most project generated pollutants from being discharge from the site. The installation and required routine maintenance of the proposed underground stormdrain collection and bio-filter system in compliance with the MS4 permit would treat, reduce, and filter most project runoff pollutants before discharge to the public stormwater system. As a result, the project would not significantly impact surface water quality.

iv. ***Impede or redirect flood flows?*** **Less Than Significant Impact.** The project would discharge project generated surface water into an existing 114-inch underground storm drain in N. Locust Avenue adjacent to and west of the site. The existing 114-inch underground storm drain has the capacity to handle the stormwater flows from the project and the project would not significantly impede or redirect flood water flows.

d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*** **No Impact.** The project site is in FEMA flood Zone X[33], which are areas of moderate or minimal hazard from flooding. In addition, Exhibit 5-2 of the Rialto General Plan shows that the project is in the FEMA designated flood hazard zone that is outside the 500-year floodplain. The project is not subject to or exposed to a flood hazard.

The project is more than 48 miles northeast from the Pacific Ocean and approximately 1,540 feet above mean sea level. Due to the distance and the elevation of the project site from the Pacific Ocean the project would not be exposed to or impacted by a tsunami. The project site and the area immediately surrounding the site are generally flat and there are no water bodies or water tanks adjacent to or in close proximity to the site that would impact the project due to a seiche. Because the project would not be

[33] Preliminary Hydrology Report for Locust Ave. Industrial Building, 2223 & 2271 N. Locust Ave, City of Rialto, CA, CA Engineering, Inc. July 20, 2022, page 2.

impacted by a flood, tsunami or seiche, the project would not be impacted by a release of pollutants associated with a flood, tsunami or seiche.

e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*** **Less Than Significant Impact.** The project developer prepared a Preliminary Hydrology Study and Preliminary Water Quality Management Plan for the project and a copy of the reports are included in Appendix D of this MND. The city would require the project developer to install and implement all proposed water quality collection and surface water runoff treatment measures stated in the report, including a filtration system with each of the five proposed catch-basins throughout the site. As a result, the project would not conflict with or obstruct water quality control measures mandated by the state.

The West Valley Water District provides potable water to the project site presently and would continue to serve the proposed project. As discussed in Section "X.b" above of this MND, Rialto is in the San Bernardino Valley Municipal Water District (Valley District), which is comprised of 11 retail water agencies and part of the larger Upper Santa Ana River Watershed. The Upper Santa Ana River Watershed has an adopted Integrated Regional Urban Water Management Plan (UWMP)[34] with a primary objective to describe and evaluate sources of supply, reasonable and practical efficient uses, reclamation, and demand management activities. In this case, the UWMP provides water supply planning to the year 2045 in five-year increments and identifies water supplies needs to meet existing and future demands. The future water demand for its service area is based on land use type, including residential, commercial and government. The UWMP also analyzed its future water supply based on the reliability of its existing sources of water including local groundwater, recycled water and imported surface water. The UWMP states the city has reliable water supplies to meet 100% of demands in single dry years.[35] Therefore, the project would not significantly impact future sources of water supply.

XI. LAND USE AND PLANNING: Would the project:

a) ***Physically divide an established community?*** **No Impact.** The project proposes to develop an infill site that is surrounded by established industrial use to the north, west, and south and vacant land in San Bernardino County to the east. The project would replace the existing light industrial uses on the site. Therefore, the project would not physically divide the existing land uses that are adjacent to and surrounding the site.

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.**

Rialto Airport Specific Plan

The project site is within the Rialto Airport Specific Plan. The Rialto Airport Specific Plan designates the site for Planned Industrial Development (I-PID) land use. The I-PID areas are envisioned to resemble a campus-like setting, providing for light industrial and industrial/business park uses. Much of the I-PID is located west of the former Rialto Airport. The I-PID designated areas north of Route 30 (210 Freeway) are intended to provide transitions between the existing, adjacent residential uses and the I-GM designated areas. Minimum lot sizes for the I-PID land use is 0.5 acres[36] which the project complies based on the proposed 9.04-acre site. The project meets all applicable development standards and policies for the I-PID land use by the Rialto Airport Specific Plan. Thus, the project is an allowed use based on the existing Rialto Airport Specific Plan industrial land use designation.

[34]2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.
[35] 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 2, Local Agency UWMP, Table 5-15, page 5-24.
[36] Final Rialto Airport Specific Plan, November 18, 1997, Table 9, p. V-36.

Zoning

The project site is zoned Rialto Airport Specific Plan. The project is consistent with and meets all applicable development standards required by the I-PID land use within the Rialto Airport Specific Plan zone.

The project would not have any land use, policy, or zoning regulation impacts.

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?*** **Less Than Significant Impact.** The State Mining and Geology Board classify land in California on the availability of mineral resources. There are four Mineral Resources Zone (MRZ) designations in California for the classification of sand, gravel, and crushed rock resources (MRZ-1, MRZ-2, MRZ-3, MRZ-4). According to the Rialto General Plan the project site is within the MRZ-2.[37] An updated mineral land classification map by the California Department of Conservation classifies the project site in the MRZ-2 (PCC-1) zone. The PPC (Portland cement concrete) designation is aggregate that is graded on it being suitable for use as PCC. The "1" designation means the project site is in the Lytle Creek alluvial fan area that contains PCC grade aggregate. There are no existing mining activities on the site or any of the properties surrounding and adjacent to the site. The project would not have an impact to mineral resources of value to the region or 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?*** **Less Than Significant Impact.** As discussed in Section "XII.a" above of this MND, while the project site is in an area of known mineral deposits there are no mining activities either on or adjacent to the site and there are no mining activities on the site that would be abandoned by the project. Therefore, the project would not result in the significant loss of any available locally important mineral or aggregate resources.

XIII. NOISE: Would the project result in:

a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.*** **Potentially Significant Unless Mitigation Incorporated.** A noise report[38] was prepared for the project and is included in Appendix E of this MND.

The project site is developed with two light industrial buildings that include a trucking company, towing company, and a recreational vehicle storage company. The existing uses on the site generate noise throughout the day and night because the site is developed. Noise sources in the immediate project area impacting the project site includes traffic on N. Locust Avenue adjacent to and west of the site and daily activities of the industrial uses west, south and north of the site.

Noise Compatibility Guidelines

The City of Rialto considers noise compatibility standards when evaluating land use development projects. A proposed land use must be compatible with the ambient noise environment, particularly with noise sources that the City does not have direct control such as motor vehicles on public streets and roads, aircraft, and trains. Since the City cannot regulate the noise levels from the sources, the City exercises its land use decision authority to ensure that noise/land use incompatibility is minimized.

[37] Rialto General Plan, Exhibit 2-7 Mineral Resources Zones.
[38] Noise Impact Analysis, Xebec Locust Avenue Industrial Project, Rialto, California, Giroux & Associates, December 14, 2022.

The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. For sound, the reference level is the faintest sound detectable by a young person with good auditory acuity.

Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called “A weighting,” written as dB(A). Any further reference to decibels written as "dB" should be understood to be A weighted.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24 hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL).

The City of Rialto has established guidelines for acceptable community noise levels that are based upon the CNEL rating scale to ensure that noise exposure is considered in any development. CNEL-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.) and are used to make land use decisions as to the suitability of a given site for its intended use. These CNEL-based standards are articulated in the Noise Element of the Rialto General Plan.

Figure 14 shows the noise compatibility guidelines for various uses. Industrial land uses are not considered noise sensitive and are normally acceptable with interior noise levels below 75 dBA CNEL and conditionally acceptable with exterior noise levels below 80 dBA CNEL.

The City of Rialto Municipal Code contains no numerical noise standards. However, the Code of Ordinances, Section 9.50.060 Exemptions states:

- The following activities and noise sources shall be exempt from the provisions of this chapter (9.50): Sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein.

The City’s Noise Ordinance does contain time restrictions regarding construction noise. Construction is exempt from noise regulation if hours are restricted to the permissible daytime time hours. Section 9.50.070 of the Rialto Municipal Code provides the following permitted hours of construction:

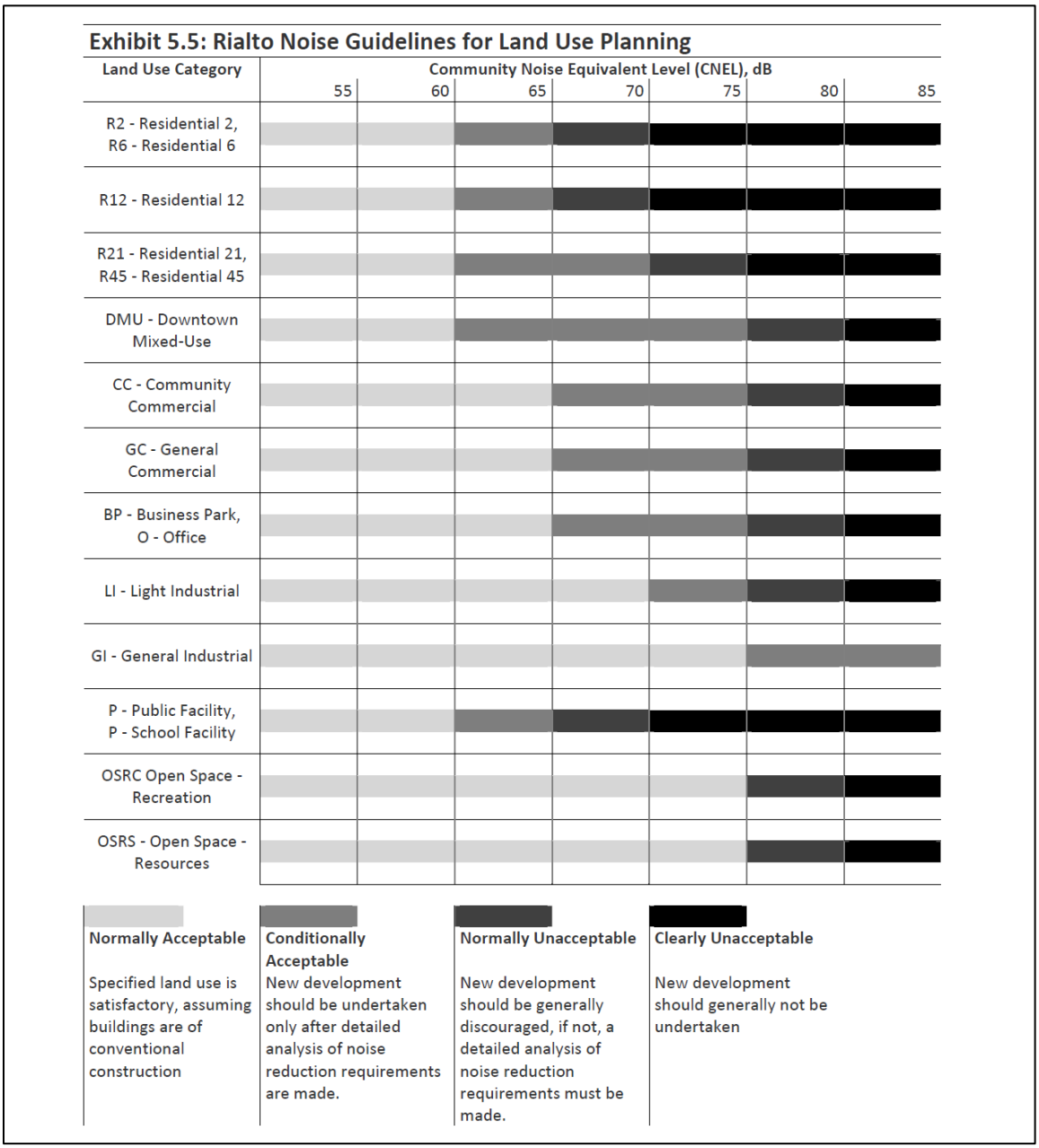
October 1st through April 30th.

Monday—Friday	7:00 a.m. to 5:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday	No permissible hours
State holidays	No permissible hours

May 1st through September 30th.

Monday—Friday	6:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday	No permissible hours
State holidays	No permissible hours

Figure 14
Noise Compatibility Guidelines



Baseline Noise Levels

Short-term (15-minute) baseline noise measurements were taken on Thursday, November 3, 2022 at one location to document the existing noise levels due to traffic on N. Locust Avenue and activities in the immediate project vicinity. The existing noise levels are shown in Table 11. The measured noise levels provide a basis to calculate the noise levels the project would be exposed to with the existing noise generating activities in the area. The location of the noise measurement is shown in Figure 15.

Table 11
Short-Term Measured Noise Levels (dBA)

Time	Leq	Lmax	Lmin
13:00-13:20	66.6	73.2	47.0

Figure 15
Noise Measurement Location

According to CEQA Guidelines, Appendix G noise impacts are considered potentially significant if they result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
b. Generation of excessive groundborne vibration or groundborne noise levels.
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people living or working in the project area to excessive noise levels.

STANDARDS OF SIGNIFICANCE

Impacts may be significant if they create either a substantial permanent noise level increase or a temporary noise level increase. The term "substantial" is not quantified in CEQA guidelines. In most

environmental analyses, "substantial" means a level that is clearly perceptible to humans. In practice, this is at least a +3 dB increase. Some agencies, such as Caltrans, require substantial increases to be +10 dB or more if noise standards are not exceeded by the increase. For purposes of this analysis, a +3 dB increase is considered a substantial increase. The following noise impacts due to project-related traffic would be considered significant:

1. If construction activities were to audibly intrude into adjacent sensitive uses.
2. If project traffic noise were to cause an increase by a perceptible amount (+3 dB CNEL) or expose receivers to levels exceeding city compatibility noise standards.
3. If future build-out noise levels were to expose sensitive receivers to levels exceeding compatibility standards of 65 dB CNEL exterior at any outdoor uses or 45 dB CNEL interior noise levels in any habitable space.

Temporary Noise Impacts

The existing noise levels on the site and the noise levels in the immediate vicinity of the site would increase temporarily during project construction. Short-term construction noise would be generated during grading and the construction of the proposed site improvements. Noise would also be generated by construction workers commuting to the site, the delivery of materials and supplies to the site and the operation of on-site construction equipment, etc.

Temporary construction noise impacts vary markedly due to the noise level range of the various types of construction equipment, its activity level and the distance from the equipment to the closest noise sensitive land use. Short-term construction noise impacts typically occur in discrete phases dominated by earth-moving equipment that would be used for site demolition and grading operations to construction and paving equipment that generates less noise than the heavier demolition and earth-moving equipment.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq (Equivalent Continuous Sound Pressure Level) noise levels.

The City of Rialto does not include a numerical significance threshold to assess construction noise impacts. Therefore, a noise threshold utilizing the OSHA (Occupational Safety and Health Administration) agency limits of noise exposure was used for analysis of construction significance. The OSHA standard limits noise exposure of workers to 90 dBA or less over eight continuous hours, or 105 dBA or less over one continuous hour. For the purpose of analyzing potential noise significance for this project the OSHA established noise thresholds are referenced. Therefore, a short-term construction noise impact is considered potentially significant if construction activities extended beyond ordinance time limits for construction, or construction-related noise levels exceed the OSHA standards unless technically infeasible to do so.

Methodology

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment sources for demolition and grading.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq noise levels.

Table 12 identifies highest (Lmax) noise levels associated with each type of construction equipment proposed for use by the project and adjusts the noise level for the extent of equipment usage (usage factor), which is represented as Leq. Table 12 is organized by construction activity and equipment associated with each activity at distance of 50 feet after adjusting for usage.

Table 12
Construction Equipment Noise Levels

Phase Name	Equipment	Usage Factor[1]	Max Noise @ 50 feet (dB)[2]	Average Noise Level @ 50 feet (dB)
Demolition	Concrete Saw	20%	90	84
	Excavator	40%	81	77
	Dozer	40%	85	82
Grading	Grader	40%	85	81
	Dozer	40%	85	82
	Excavator	40%	81	77
	Loader/Backhoe	37%	78	74
Construction	Crane	16%	81	73
	Loader/Backhoe	37%	78	74
	Welder	46%	74	71
	Generator Set	50%	81	78
	Forklift	20%	75	69
Paving	Paver	50%	77	74
	Paving Equipment	40%	76	72
	Roller	20%	80	74

Source: FHWA's Roadway Construction Noise Model, 2006
1.Estimates the fraction of time each piece of equipment is operating at full power during a construction operation
2.The Lmax values presented are the actual measured values summarized in the Roadway Noise Model User Guide (FHWA 2006) unless the actual is unavailable in which case the equipment specifications were used.

Quantitatively, the primary noise prediction equation is expressed as follows for the hourly average noise level (Leq) at distance D between the source and receiver (dBA):

Leq = Lmax @ 50' – 20 log (D/50') + 10log (U.F%/100) – I.L.(bar)
Where:
Lmax @ 50' is the published reference noise level at 50 feet U.F.% is the usage factor for full power operation per hour I.L.(bar) is the insertion loss for intervening barriers

Table 13 adjusts the expected maximal construction noise level from a reference distance of 50 feet to the actual distance separation unique to the two identified residential neighborhoods closest to the project site, which are single-family homes to the north and east. The homes north along Bohnert Avenue are approximately 520 feet from the site and the homes to the east along Maple Avenue are approximately 675 feet from the project.

Table 13
Maximum Construction Noise Equipment Levels at Off-Site Sensitive Uses (dBA Leq)

Phase Name	Equipment	Northern Homes (dBA) @520 ft	Eastern Homes (dBA) @675 ft
Demolition	Concrete Saw	64	61
	Excavator	57	54
	Dozer	62	59
Grading	Grader	61	58
	Dozer	62	59
	Excavator	57	54
	Loader/Backhoe	54	51
Construction	Crane	53	50
	Loader/Backhoe	54	51
	Welder	51	48
	Generator Set	58	55
	Forklift	49	46
Paving	Paver	54	51
	Paving Equipment	52	49
	Roller	54	51

The distances modeled in Table 16 represent the potential worst-case noise impact when equipment is operating directly at the closest point to the existing residential units closest to the project. However, most construction activities would occur at a greater setback distance than shown and as a result the noise levels would be less than shown in Table 16. Although the shielding of noise generated from the site due to existing buildings and/or changes in topography would result in lower construction noise levels at the closest residential receptors, construction noise levels would not exceed 90 dBA, the OSHA threshold referenced for the project.

The following measures are recommended to reduce potential construction noise impacts.

Mitigation Measure No. 6 Construction vehicles and equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers.

Mitigation Measure No. 7 Material stockpiles and/or vehicle staging areas shall be located as far as practical from dwelling units.

Project construction in compliance with Rialto Municipal Code Section 9.50.070 and the implementation of the recommended noise mitigation measures above would reduce potential construction noise impacts to the closest noise sensitive land use to less than significant.

Motor Vehicle Noise Impacts

All vehicular access to the project site is from N. Locust Avenue, which is adjacent to and west of the site. Approximately 90 percent of the project traffic is estimated to travel along N. Locust Avenue south of the site. The land uses along this segment of N. Locust Avenue are industrial uses. As a result, project traffic would not impact the existing industrial land uses along N. Locust Avenue south of the project.

It is estimated that 35 percent of the southbound project traffic on N. Locust Avenue would turn east at Casmalia Street to access the eastbound 210 freeway at Ayala Drive. Approximately 50 percent of

southbound project traffic on N. Locust Avenue would turn right at Casmalia Street to access the westbound 210-freeway at Alder Avenue.

There are no noise sensitive land uses and receptors along Casmalia Street west of N. Locust Avenue. Therefore, project traffic noise would not significantly impact the industrial and vacant land uses along this roadway segment.

Project truck traffic would travel eastbound on Casmalia Street to Ayala Drive at N. Locust Avenue to travel eastbound on the 210 freeway. The truck traffic would travel approximately one-quarter mile along an existing residential development on the north side of Casmalia Street from N. Cedar Avenue to Ayala Drive to access Ayala Drive.

In addition, 10 percent of the project traffic is estimated to travel north on N. Locust Avenue to Riverside Avenue to access the I-15 freeway to the north. There is a residential subdivision along the southwest side of Riverside Avenue from N. Locust Avenue to N. Flame Tree Avenue that could be impacted by project truck traffic noise.

The project is calculated to generate 328 warehouse and office trips. The calculated traffic trips by the project are shown in Table 14 and organized by vehicle type, peak hour, and pass-by trips.

Table 14
Project Traffic Distribution

Vehicle Type	Daily Trips	Peak Hour Trips	Daily Trips Eastbound on Casmalia Street	Daily Trips Northbound N. Locust Avenue
Passenger Cars	197	20	69	20
4 Axle Truck	92	10	32	9
3 Axle Truck	37	4	13	4
2 Axle Truck	3	1	1	1
Total Trips	**328**	**35**	**115**	

Table 15 summarizes the 24-hour CNEL noise level at 50 feet from the roadway centerline along the area roadway segments. Opening year (2024) was evaluated for “With Project” and “Without Project” conditions. As shown, the opening project year timeframe does little to change the overall traffic noise environment along the studied roadway segments. Because the area is mostly built out, the addition of project traffic to the area roadways that would serve the project would not significantly change the existing noise levels along these roadways. The percentage of traffic turning east onto Casmalia Street is low. The largest traffic noise level increase attributed to the project on Casmalia Street east of N. Locust Avenue is +0.2 dBA CNEL and below the +3 dBA CNEL significance threshold. The project truck traffic that is estimated to travel north on N. Locust to Riverside Avenue to access the I-15 freeway is estimated to result in a noise level increase of +0.2 dBA and below the +3 dBA CNEL significance threshold.

Table 15
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)

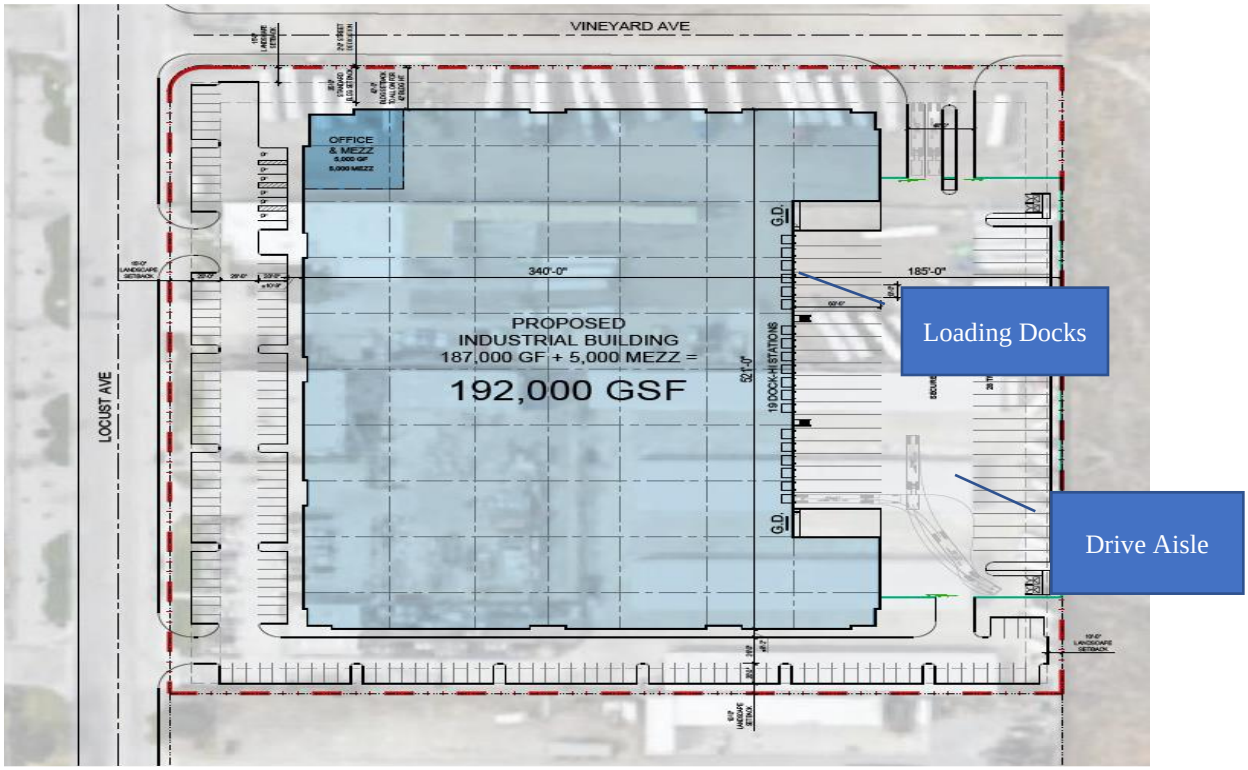
Road Segment		2024 No Project	2024 With Project	Difference
N. Locust Ave.	N. of Casmalia	67.5	67.7	+0.2
	S. of Casmalia	65.2	65.2	+0.0
Casmalia St.	W of N. Locust Ave.	66.4	66.5	+0.1
	E. of N. Locust Ave.	64.6	64.8	+0.2

The project would not have any significant truck traffic noise impacts to the existing land uses along any of the roadways that would serve the project.

Site Operational Noise

The location of the drive aisles and loading docks that could impact area sensitive uses are located on the eastern building façade as shown in Figure 16.

Figure 16
Loading Dock and Drive Aisle Location



The loudest noise generation from the operation of the warehouse would be very brief interspersed, with extended periods of lesser noise levels. For example, a diesel delivery truck pass-by noise typically lasts a few seconds as it rises to a peak and then lowers. The hourly average is a few seconds of engine/exhaust noise and 59+ minutes of no truck noise. FHWA (FHWA, RD-77-108) has published the reference energy mean emission levels from autos, medium trucks and heavy trucks (3 or more axles) that allows a calculation of the traffic noise exposure as a function of vehicle type, travel speed and source-receiver distance. Project traffic was calculated with an assumed 25 mph on-site travel speed.

As shown in Table 14 above of this MND, a peak hour is expected to generate 15 truck trips entering or leaving the site. The noise associated with 15 trucks entering or leaving the site, which 10 trucks are 4-axle trucks, is approximately 59 dBA Leq. Attenuating the noise level at 500 feet, which is the distance to the closest sensitive noise receptor would yield a residual noise level of less than 49 dBA Leq. This is a peak hour noise level, so the other time of day the noise level would be lower. This noise level would not be discernible at the closest noise sensitive land use to the project.

The loading docks are approximately 700 feet from the closest residences and a noise sensitive land use. The noise level from loading dock operations is typically less than 70 dB Leq for a delivery event. The distance of the loading docks to the closest noise sensitive land use would result in approximately a 29 decibel noise attenuation, or noise reduction. The noise level associated with unloading activities at the docks would be less than 42 dBA Leq at the closest residence and not discernible.

The on-site project operations would not have any significant noise impacts to the existing noise sensitive residential land uses closest to the project.

Based on the above analysis the project would not have any significant temporary (construction) or permanent (operational) noise impacts.

b) ***Generation of excessive ground borne vibration or ground borne noise levels?*** **Less Than Significant Impact.**

Construction Activity Vibration

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement, such as grading. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the "soft" sedimentary surfaces of much of Southern California, ground vibration is quickly damped. Groundborne vibration is almost never annoying to people who are outdoors[39]

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than for human annoyance. A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv) and defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of vibration levels is shown in Table 16.

Table 16
Human Response to Transient Vibration

Average Human Response	ppv (in/sec)
Severe	2.00
Strongly perceptible	0.90
Distinctly perceptible	0.24
Barely perceptible	0.03

Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.

Over the years, numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. As shown in Table 17**,** according to Caltrans and the FTA, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Older residential structures have a 0.3 in/sec threshold. To be conservative, the damage threshold of 0.3 in/sec for older residential structures was used in this vibration analysis to determine potential vibration impacts to adjacent buildings. Below this level there is virtually no risk of building damage.

[39] Federal Transit Administration 2006.

Table 17
FTA and Caltrans Guideline Vibration Damage Potential Threshold Criteria

Building Type	PPV (in/sec)
FTA Criteria	
Reinforced concrete, steel or timber (no plaster)	0.5
Engineered concrete and masonry (no plaster)	0.3
Non-engineered timber and masonry buildings	0.2
Buildings extremely susceptible to vibration damage	0.12
Caltrans Criteria	
Modern industrial/commercial buildings	0.5
New residential structures	0.5
Older residential structures	0.3
Historic old buildings	0.25
Fragile Buildings	0.1
Extremely fragile ruins, ancient monuments	0.08

The calculated vibration levels that would be generated by the operation of the various types of construction equipment that are anticipated to operate on the site are shown below in Table 18.

Table 18
Estimated Vibration Levels During Project Construction

Equipment	PPV at 10 ft (in/sec)	PPV at 15 ft (in/sec)	PPV at 25 ft (in/sec)	PPV at 40 ft (in/sec)	PPV at 50 ft (in/sec)
Large Bulldozer	0.352	0.191	0.089	0.044	0.031
Loaded trucks	0.300	0.163	0.076	0.037	0.027
Jackhammer	0.138	0.075	0.035	0.017	0.012
Small Bulldozer	0.012	0.006	0.003	0.001	<0.001

Source: Federal Highway Administration (FHWA) Transit Noise and Vibration Impact Assessment

The calculation to determine PPV at a given distance is:

PPV distance = PPVref*(25/D)^1.5
Where:
PPV distance = the peak particle velocity in inches/second of the equipment adjusted for distance,
PPVref = the reference vibration level in inches/second at 25 feet, and
D = the distance from the equipment to the receiver.

As shown in Table 18, the vibration levels at 15 feet from a large bulldozer are reduced to a level that structural damage would not occur at a fragile structure. All off-site structures have a much greater setback than 15-feet from the project site. As also shown in Table 18, most of the other construction equipment that would be used on-site has a lower vibration signature than a large bulldozer. Therefore, the potential vibration impacts of the project would be less than significant.

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, would the project expose people residing or working in the project area to excessive noise levels?*** **No Impact.** There are no private airstrips or public airports in the City of Rialto or the project vicinity. As stated in Section "IX.e" above of this MND, the closest airport to the project is the SBD International Airport that is approximately

10 miles to the northeast. Due to the distance of the SBD International Airport from the site, the project would not expose and would not impact project employees from on-going SBD International Airport operations.

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*)? No Impact.** The project would not directly or indirectly induce a substantial unplanned population growth in Rialto or adjacent jurisdictions. Most, if not all project employees would commute to the project site from their current place of residence and not move specifically to Rialto once employed at the site. While some project employees may move to Rialto once employed at the site, the number of people that would move to Rialto would be minimal and not significantly increase the city's population.

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*** **No Impact.** There are no residential units on the project site that would be demolished by the project. Therefore, the project would not displace any existing residential units or residents that would require replacement housing. The project would not have an impact to any existing residents or impact housing.

XV. PUBLIC SERVICES:

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

i. ***Fire protection?*** **Less Than Significant Impact.** Fire protection services are provided by the City of Rialto Fire Department. The proposed industrial building would be required to meet all applicable 2019 California Building and Fire Codes and would minimize the need for fire protection service calls at the site by the Rialto Fire Department. The project is not anticipated to have any significant impacts to the Rialto Fire Department.

ii. ***Police protection?*** **Less Than Significant Impact.** Police protection services are provided by the City of Rialto Police Department, which is located at 128 N. Willow Avenue. The project is not anticipated to significantly increase or decrease the existing calls for service to the site. Therefore, the project is not anticipated to significantly impact the City of Rialto Police Department.

iii. ***Schools?*** **No Impact.** The project is in the Rialto Unified School District and serves students from preschool to 12th grade. The proposed light industrial use would not directly generate any students to the Rialto Unified School District. The District collects a developer fee for commercial/industrial development that is currently $0.66/square foot. The developer fee is used by the District to provide additional classrooms to accommodate the students generated by residential and commercial/industrial development projects. In this case the developer fee would be used to provide additional classrooms to accommodate students that are indirectly generated by the project. The developer would be required to pay the State mandated developer fee to the District prior to the issuance of a grading permit. The payment of the required development fee would reduce impact of any students indirectly generated by the project to the Rialto Unified School District.

iv. ***Parks?*** **Less Than Significant Impact.** The closest City of Rialto public park to the project is Roger Birdsall Park that is located at 3233 Kelburn Avenue and approximately 0.50 miles northeast of the project. The park includes baseball fields, a basketball court, playground, an open field, bar-b-ques, picnic tables, etc.

It is not anticipated that project employees would significantly increase the use of Roger Birdsall Park or any other city park. For those few project employees that move to the city from outside Rialto, there could be an increase in the use of city park and recreational facilities. The project does not propose the construction of any public parks. It is anticipated that most of the project employees would not use city park and recreational facilities to a level that would significantly impact the existing parks or require the construction of a new park.

v. ***Other public facilities?*** **No Impact.** There are no public facilities or services that would be impacted by the project.

XVI. RECREATION

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*** **Less Than Significant Impact.** The project would not significantly impact recreation facilities. Please see Public Services Section "XV.a.iv" above of this MND.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*** **No Impact.** As discussed in Public Services Section "XV.a.iv" above of this MND, the project does not propose the construction of any recreational facilities. As discussed in Public Services Section "XV.a.iv" above of this MND, the project would not be required to pay a city park fee. The project does not require the construction or the expansion of any existing recreational facilities that would impact the environment.

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?*** **Less Than Significant Impact.** A traffic report[40] was prepared for the project and is included in Appendix F.

The trip rates that were used for the project traffic impact analysis are from the Warehousing category (Category 150) in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The City of Rialto estimated that 40 percent of the project traffic is trucks per the City's Traffic Impact Assessment (TIA) guidelines. The City's TIA guidelines also provide estimates for the truck mix for warehouse use. Of the truck trips, approximately 70 percent are estimated to be 4-axle trucks, 28 percent 3-axle trucks, and 2 percent 2-axle trucks. Passenger car equivalent (PCE) conversion rates were applied to the truck estimates in accordance with the San Bernardino CMP. Due to the nature of the proposed land use, no pass-by trip allowance was applied to the total project trip generation estimate. Furthermore, no credit for the trips that are generated by the existing on-site uses was applied to the total project trip generation estimate to provide a conservative traffic analysis.

Table 19 shows the peak hour and daily trip rates and the resulting trip generation for the project. As shown, the project is calculated to generate 55 AM peak hour PCE trips, 59 PM peak hour PCE trips, and 551 daily PCE trips.

[40] Locust Avenue Industrial Building, Transportation Impact Analysis, Stantec, June 20, 2023.

Table 19
Project Trip Generation Summary

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Warehouse								
Total Driveway Trips	191 TSF	25	8	33	10	25	35	327
Passenger Vehicle Trips [2]		*15*	*5*	*20*	*6*	*15*	*21*	*196*
Truck Trips [3]		*10*	*3*	*13*	*4*	*10*	*14*	*131*
Passenger Car Equivalent (PCE) Estimates								
Trucks								
4-axle (3.0 PCE)		21	6	27	9	21	30	276
3-axle (2.0 PCE)		6	2	8	2	6	8	74
2-axle (1.5 PCE)		0	0	0	0	0	0	5
Passenger Vehicles		15	5	20	6	15	21	196
Total Truck PCE + Passenger Vehicle Trips		**42**	**13**	**55**	**17**	**42**	**59**	**551**
Trip Rates								
Warehousing[1]	TSF							
Total Vehicles		0.13	0.04	0.17	0.05	0.13	0.18	1.71

Source:
[1] Warehousing – ITE Trip Generation, 11th Edition Category 150
[2] Passenger vehicles = 60% of total driveway trips
[3] Trucks = 40% of total driveway trips: 70% 4-axle, 28% 3-axle, 2% 2-axle
ADT = Average daily traffic
TSF = Thousand square feet
PCE = Passenger car equivalents

Trip Distribution and Assignment

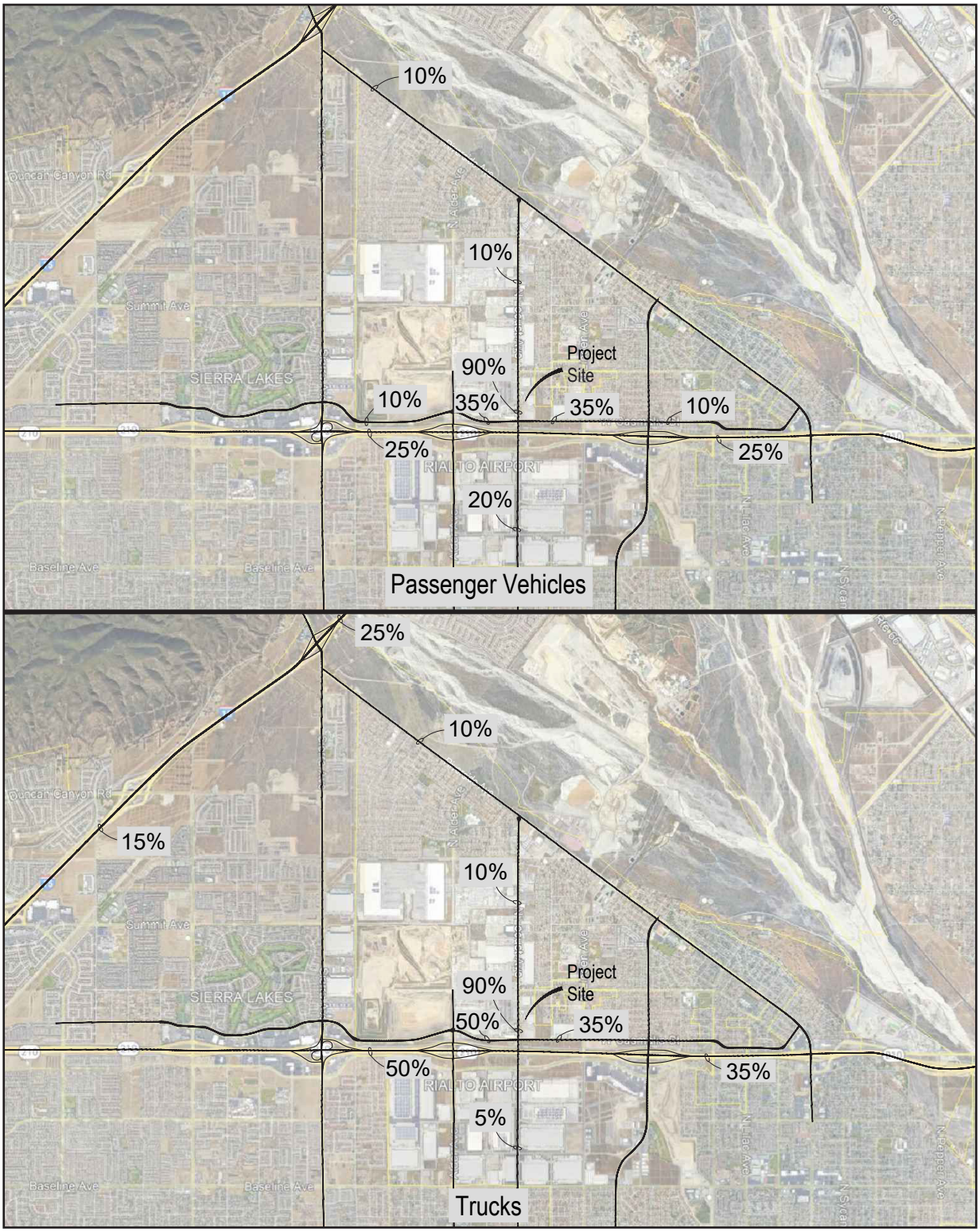
The passenger vehicle and truck trips have different distribution characteristics. Most of the project truck trips are estimated to travel on SR 210 south of the project with 50 percent oriented toward the west and 35 percent toward the east. Approximately 10 percent of the truck trips are expected to travel north on the I-15 Freeway north of the project. The remaining 5 percent of the project truck trips are estimated to travel on south on N. Locust Avenue south of Casmalia Street. Project passenger vehicle trips are estimated to travel both city streets as well as on SR 210 with the majority of the passenger vehicle trips on the SR 210 freeway. Figure 17 shows the passenger vehicle and truck trip distribution for the project.

The project peak hour passenger vehicle and truck PCE trips were assigned to the study area intersections based on the distribution patterns in Figure 17. Figure 18 shows the total peak hour PCE trips at the study intersections.

Existing Plus Background Growth Plus Project

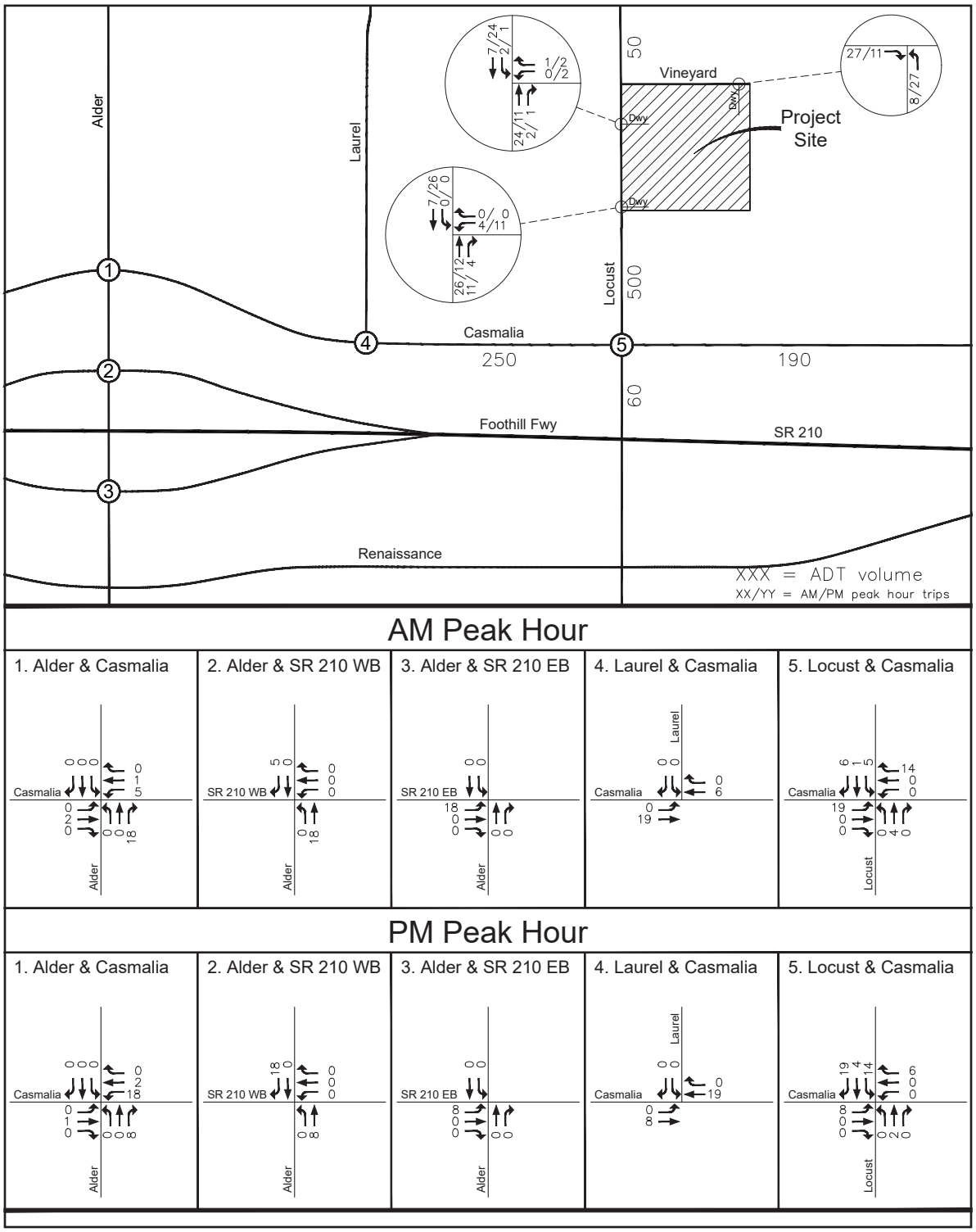
Ambient Growth

2024 is the estimated opening year for the project. To obtain the background traffic volumes for 2024 an ambient growth rate of one percent per year was approved by city staff. The one percent annual ambient growth rate was added to the counted 2022 peak hour intersection volumes for a total increase of two



Source: Stantec

FIGURE 17
Project Trip Distribution



Source: Stantec

FIGURE 18

Total Project PCE Peak Hour Trips

percent to generate the Existing plus Ambient Growth background traffic volumes. Table 20 shows the Existing plus Ambient Growth peak hour intersection delay and the Level of Service (LOS) for the study area intersections maintaining the existing intersection traffic control and lane geometrics. As shown, the study intersections would continue to operate at acceptable LOS D or better during the AM and PM peak hours.

Table 20
Existing Plus Ambient Growth Intersection Delay and LOS Summary

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Alder & Casmalia	Signal	22.4 sec	C	33.0 sec	C
2. Alder & SR 210 WB	Signal	25.7 sec	C	26.1 sec	C
3. Alder & SR 210 EB	Signal	10.7 sec	B	13.3 sec	B
4. Laurel & Casmalia	Signal	30.8 sec	C	36.5 sec	D
5. Locust & Casmalia	Signal	35.0 sec	C	37.1 sec	D
LOS = Level of service sec = seconds of delay					

Existing Plus Ambient Growth Plus Project

The project peak hour PCE trips were added to the Existing plus Ambient Growth peak hour volumes in Table 20 to calculate the Existing plus Ambient plus Project volumes for the 2024 opening year conditions. Table 21 summarizes the Existing plus Ambient plus Project peak hour intersection delay and LOS for the study intersections assuming the existing intersection traffic control and lane geometrics. As shown, the study area intersections would continue to operate at an acceptable LOS D or better during the AM and PM peak hours.

Table 21
Existing Plus Ambient Plus Project Intersection Delay and LOS Summary

Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
		Delay	LOS	Project Increase	Delay	LOS	Project Increase
1. Alder & Casmalia	Signal	22.2 sec	C	-0.2 sec	33.9 sec	C	0.9 sec
2. Alder & SR 210 WB	Signal	25.4 sec	C	-0.3 sec	25.8 sec	C	-0.3 sec
3. Alder & SR 210 EB	Signal	11.1 sec	B	0.4 sec	13.5 sec	B	0.2 sec
4. Laurel & Casmalia	Signal	30.9 sec	C	0.1 sec	38.5 sec	D	2.0 sec
5. Locust & Casmalia	Signal	38.0 sec	D	3.0 sec	39.9 sec	D	2.8 sec
Adverse Project effects shown in **bold** (see Table 2-1 for impact criteria) LOS = Level of service sec = seconds of delay							

The project increases the delay at the intersections by less than the city's level of service threshold standards. It is noted the intersection delay represents the weighted average for all movements at an intersection. Therefore, when trips are added to a movement with a low delay, such as a through or right-turn movement in the non-critical direction, the average delay for the intersection can decrease by a small amount under With-Project conditions. This situation occurs at the intersections of Alder Avenue at Casmalia Street and Alder Avenue at SR 210 westbound during the AM peak hour and the intersection of Alder Avenue at SR 210 westbound during the PM peak hour.

Project Driveway Operation

The project proposes two driveways on N. Locust Avenue and controlled by on-site stop signs. Lines of sight at the project driveways are shown on the site plan. Driveway delay and level of service at N. Locust Avenue were determined based on HCM 6 methodology for unsignalized intersections. Since through traffic on N. Locust Avenue would not stop, the reported delay is based on the delay experienced by the driveway traffic controlled by the on-site stop signs. Table 22 shows the delay and LOS for the project driveways on N. Locust Avenue. As shown, the project driveways at N. Locust Avenue would operate at LOS D or better during the AM and PM peak hours.

Table 22
Project Driveway Delay and LOS Summary

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
6. Locust & North Driveway	SSS	9.8 sec	A	19.1 sec	C
7. Locust & South Driveway	SSS	20.6 sec	C	32.7 sec	D
LOS = Level of service SSS = Side street stop sec = seconds of delay					

On-Site Circulation

Based on the proposed site plan, all on-site driveways, drive aisles, and parking spaces are provided in accordance with all applicable agency standards and sufficiently size and configured to provide good on-site circulation and access to parking. The truck driveway to the east on Vineyard Avenue provides a 48-foot width, which would accommodate a queue of three trucks side by side at the access gate while also allowing the egress of a truck vehicle. Required sight lines at the project driveways would be maintained and are adequate.

Based on the above traffic analysis, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project would not have any significant operational traffic impacts.

b) ***Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*** **Less Than Significant With Mitigation Incorporated.** CEQA Guidelines Section 15064.3, subdivision (b) addresses project vehicle miles traveled (VMT). The traffic study that was prepared for the project includes a VMT analysis.[41]

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The 2020 CEQA Guidelines, specifically Section 15064.3, recommends the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects in California are required to utilize CEQA Guidelines Section 15064.3 that requires VMT to evaluate transportation impacts as of July 1, 2020.

The CEQA Guidelines allow a lead agency the discretion to establish the VMT methodologies and thresholds, provided there is substantial evidence to demonstrate that the established procedures

[41] Locust Avenue Industrial Building, Transportation Impact Analysis, Stantec, December 14, 2022.

promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The City of Rialto has not adopted conditions for conducting CEQA VMT analysis; therefore, the methodology adopted by the County of San Bernardino were followed for this VMT analysis. San Bernardino County Transportation Authority (SBCTA) uses an online tool to evaluate whether a proposed development project would generate VMT impacts. The SBCTA online VMT tool specifies that the average VMT per employee for the project site is 16.1. The City baseline for the area is 16.0 VMT, and the project VMT would need to be at or 15 percent below the baseline. Therefore, the project VMT would need to be below the threshold of 13.6 VMT per employee to result in a finding of no significant impact.

The incorporation of feasible transportation demand management (TDM) measures to reduce trip lengths or the number of trips generated, such as teleworking, subsidized bus passes, or providing bike lockers and showers on-site, or fair share payment toward a regional program if available would be deemed to be acceptable mitigation measures.

The following measure is recommended to reduce VMT to an acceptable level.

Mitigation Measure No. 8 Prior to the issuance of a certificate of occupancy the project developer shall provide the city with proof that all applicable VMT reduction measures including teleworking, subsidized bus passes, and/or on-site bike lockers and showers are incorporated into the project.

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 project proposes to provide two driveways on N. Locust Avenue and two driveways on Vineyard Avenue for site access. The two driveways on N. Locust Avenue and the western most driveway on Vineyard Avenue are for employee and visitor access. The eastern most driveway on Vineyard Avenue is for truck ingress and egress.

There are no proposed driveways, curves, dangerous intersections, or site access designs that would significantly impact traffic or have significant circulation hazards.

d) ***Result in inadequate emergency access?*** **Less Than Significant Impact.** The existing public streets and circulation system that currently serve the site would continue to provide adequate emergency vehicle access for the project. The project proposes two 32' wide driveways at N. Locust Avenue and a 32' wide driveway at Vineyard Avenue for employee ingress/egress. A 48' wide driveway is proposed from Vineyard Avenue at the east project boundary for truck ingress/egress only. These four driveways would provide direct access to the site for emergency vehicles. All four driveways are open and have no height restriction. Police, fire, paramedic/ambulance, and other emergency vehicles would have adequate site access to respond to on-site emergencies to the site from the proposed project driveways. The project driveways would be reviewed by the city, including the police and fire departments, to ensure they have adequate widths and turning radius for emergency vehicles to safely enter and exit the site prior to the issuance of a building permit. The project would not significantly impact emergency access to the site.

XVIII.TRIBAL CULTURAL RESOURCES: Would the project:

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

i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k). Potentially Significant Unless Mitigation Incorporated.** As required by AB 52, the city mailed letters to six Native American Indian tribes that are on record with the city that may have cultural resources associated with the site. None of the tribes contacted by the city and requested consultation.

Although tribal resources are not anticipated to be uncovered during project construction, tribal cultural resources could exist on the site. The following mitigation measures are recommended to reduce potential impacts to tribal resources if present.

Mitigation Measure No. 9 Prior to the commencement of any ground-disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation. A copy of the executed contract shall be submitted to the City of Rialto Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities both on-site and off-site locations that are included in the project description. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that shall provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential to impact Tribal Cultural Resources.

Mitigation Measure No. 10 Upon discovery of any Tribal Cultural Resources during project construction, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section

5097.98(d)(1) and (2). Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Implementation of the recommended mitigation measures would reduce potential tribal cultural resource impacts to less than significant.

ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Potentially Significant Unless Mitigation Incorporated.** As discussed in Section "XVIII.a.i." above of this MND, the project could significantly impact tribal resources, if present. The implementation of the recommended mitigation measures in Section "XVIII. a)" above of this MND, would reduce potential impacts to tribal resources to less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?*** **Less Than Significant Impact.** Water is currently provided to the project site by the West Valley Water District. There is a 12-inch water main in N. Locust Avenue adjacent to the site that would serve the project. The project is estimated to consume approximately 4,520 gallons of water a day[42]. The 12-inch water main has capacity to provide the required potable water supply and fire flow for the project without the need to construct new water supply facilities or expand existing facilities.[43]

The project is estimated to generate approximately 5,730 gallons per day of wastewater.[44] An existing 15-inch sewer line in N. Locust Avenue adjacent to the site has existing capacity to serve the wastewater that would be generated by the project.

[42] City of Rialto, email on December 8, 2022 and based on a consumption rate of 500 gallons/day/acre. 9.04 acre site at 500 gallons/acre/day equals 4,520 gallons per day.
[43] Bertha Perez, Senior Engineer, West Valley Water District, Will Serve letter dated March 16, 2022.
[44] City of Los Angeles Sewage Facilities Charge Guide, Residential and Commercial Categories, April 6, 2012, 30 gallons/1,000 square feet.

The project water and wastewater needs can be accommodated by the existing facilities that serve the site and construction of new or expanded water or wastewater facilities would not be required other than the construction of new water and sewer lines from the main lines in N. Locust Avenue to the proposed building. The project would be required to install State mandated low flow water fixtures to minimize water consumption and wastewater generation. The construction of the sewer or water lines from N. Locust Avenue to the project site would not have any significantly environmental impacts.

All other utilities required to serve the project, including storm drainage, electricity, natural gas, and telecommunications are in N. Locust Avenue and have capacity to serve the project. The project would not have any significant public utility impacts.

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.** Potable water is provided to the project site currently by the West Valley Water District. Based on the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan the city has an adequate water supply to meet the demand of the project into the future. As stated in Section "XIX. a) above of this MND, the West Valley Water District has an adequate water supply to serve the project.[45] The project would have a less than significant impact on water supply.

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.** Please see Section "XIX.a" above of this MND.

d) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*** **Less Than Significant Impact.** Burrtec collects and recycles the solid waste that is currently generated by the existing uses on the project site. All demolition and construction debris that would be generated by the project would be hauled to a site where all construction and demolition debris would be recycled. All construction and demolition debris that cannot be recycled would be hauled to the Mid-Valley landfill that is located at 2390 Alder Avenue in Rialto and approximately one mile west of the project.

Once the project is constructed and operational all solid waste would be hauled to a Material Transfer Station/MRF. The MRF separates recyclable materials from the municipal solid waste that would be generated by the project and all residual waste hauled to the Mid-Valley landfill.

Once operational the project is estimated to generate approximately 2,712 pounds of solid waste per day.[46] Approximately 50% of the 2,712 pounds, or 1,356 pounds per day would be recycled and the balance of the non-recycled material would be hauled to the Mid-Valley landfill. The 1,356 pounds per day of solid waste would be further reduced by 416 pounds that is currently generated from the site with a net increase of approximately 940 pounds of solid waste a day that would be hauled to the Mid-Valley landfill. The impact of the 940 pounds a day of solid waste that would be hauled to the Mid-Valley landfill would be less than significant.

e) ***Comply with federal, state, and local statutes and regulations related to solid waste?*** **Less Than Significant Impact.** The City of Rialto complies with all Federal, State, and local statutes and regulations related to solid waste. The project would not have any solid waste impacts because the project would be required to meet and comply with all applicable solid waste statues and regulations to minimize the amount of solid waste generated to the local landfill.

[45] Bertha Perez, Senior Engineer, West Valley Water District, Will Serve letter dated March 16, 2022.
[46] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Manufacturing/warehouse, 1.42 lbs./100 sq. ft./day.

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? No Impact.** The project does not propose any improvements that would impair or impact any emergency response or emergency evacuation plan associated with an emergency response to a fire in the closest LRA or SRA fire hazard zones to the project. The project would not impact or impair an 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?*** **No Impact.** There are no moderate, high, or very high fire hazard severity zones in an SRA within the City of Rialto.[47] The closest SRA designated fire hazard zone includes Lytle Creek north of the 210 freeway and approximately 2.5 miles east of the project. The closet LRA to the project site includes the residential areas in the northwest, north and northeast area of the city approximately 1.5 to 2 miles northwest, north, and northeast of the project and an area approximately 2 miles east of the project adjacent to Lytle Creek. Santa Ana winds could expose project employees to smoke and other pollutants associated with wildfires located the LRA and SRA fire hazard areas closest to the project. However, that exposure is not site specific because much of the City of Rialto and the general Rialto geographic area would also be exposed to smoke and other pollutants associated with wildfires; not the project site specifically. The project would not expose project employees to significant pollutant concentrations from a wildfire due to slope, prevailing winds and other factors that affect the direction of smoke from a wildfire.

c) ***Reguire the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*** **No Impact**. The project would be required by the 2019 CBC to install fire sprinklers in the building. However, the project would not be required to install and maintain any roads, fuel breaks, emergency water sources, power lines or other utilities to protect the project and the immediate area from a wildfire because the project is not located in a moderate, high, or very high LRA or SRA fire hazard zone as discussed in Section "XX. a." above of this MND.

d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes? No Impact.** As discussed in Section "XX. a." above of this MND, the project is not located within a moderate, high or very high fire SRA or LRA hazard zone. The project site as well as the area surrounding the project site are relatively flat and there are no slopes or flooding that could impact the project site due to landslides because of slope runoff, post-fire slope instability or drainage changes. Therefore, the project would not be exposed and impacted by secondary impacts of a wildfire.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*** **Less Than Significant With Mitigation Incorporated.** The 9.04 gross acre project site is developed with two light industrial buildings that include a trucking company, towing company, and a recreational vehicle storage company. The site is sparely vegetated and the vegetation that is present includes introduced urban

[47] https://osfm.fire.ca.gov/media/5950/rialto.pdf

landscape materials. There are no rare, endangered, or sensitive plants or wildlife on the site that would be impacted by the project. There are no existing buildings that represent California history that would be impacted by the project. The project has the potential to potentially impact air quality and cultural resources on the site as discussed in Sections "III" and "V" of this MND. However, mitigation measures are recommended in Sections "III" and "V" of this MND to reduce potential air quality and cultural resources impacts to less than significant. The project would not significantly impact any wildlife species, or 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.)*** **Less Than Significant Impact.** The City of Rialto has identified 10 cumulative projects that, along with the proposed project, could have cumulative impacts. The cumulative projects are listed in Table 23 and shown in Figure 19.

Table 23
Cumulative Projects

Project	Square Footage and Use	Project Status
#1 – Lilac Commerce Center	82,958 square foot warehouse	Under construction
#2 – Orbis Rialto II	117,255 square foot warehouse	Under Construction
#3 – SC Fuels – 185 W. Santa Ana Avenue	48,103 square foot warehouse	Under Construction
#4 – Rialto Olive	679,607 square feet of industrial and business park	Not Yet Approved
#5 – Renaissance Place	435 single-family units	Approved
#6 – Rialto Center and Gas Station	16 fueling stations 4 truck/diesel fueling stations 4,406 square foot convenience market 6,091 square foot fast food restaurant with drive-thru	Under Construction
#7 Laurel and Casmalia	87,189 square feet of warehouse/office	Built
#8 Operon Renaissance Rialto	135,977 square feet of warehouse/office	Built
#9 Compass Darbe Linden & Casmalia	116,707 square feet of warehouse/office	Under Construction
#10 Rialto Travel Center	Gas station with 16 fueling positions and convenience store 2,400 square foot fast food restaurant with drive-through 6,375 square foot shop building Truck stop with 9 fueling positions	Not Yet Approved

Based on the air quality report, the short-term construction emissions and the long-term operational emissions of the project would not exceed any adopted air emission thresholds. Therefore, the project would not have any significant short-or long-term cumulative air quality impacts. The project would not

Source: Google Earth / Phil Martin & Associates, Inc.

Figure 19

Cumulative Project Location Map

have any individual or cumulative noise impacts. In addition, the project would not have any significant impacts associated with aesthetics, agricultural, biological resources, cultural resources, hazardous, hydrology, soils and geology, land use, public services, utilities, or wildfires that would result in any significant cumulative impacts.

The traffic report analyzed the cumulative traffic impact of the projects listed in Table 23 along with the trips estimated to be generated by the project. The trip distribution and assignments for the cumulative projects were obtained from the traffic studies prepared for the projects (where available), or were estimated from the general distribution that was prepared for the project. The PCE peak hour trips from the cumulative projects were added to the Existing plus Ambient plus Project peak hour volumes at the study intersections to generate the Existing plus Ambient plus Project plus Cumulative traffic volumes. The existing lane geometrics were assumed for the Existing plus Ambient plus Project plus Cumulative analysis scenario; however, signal timing adjustments were made at the study intersections along Alder Avenue. Table 24 summarizes the Existing plus Ambient plus Project plus Cumulative peak hour intersection delay and LOS for the study intersections assuming existing intersection lane geometrics. As shown, the study area intersections would operate at acceptable LOS D or better during the AM peak hour. The intersection of Alder Avenue and SR 210 Westbound would operate at an unacceptable LOS E during the PM peak hour. The remaining study intersections would operate at acceptable LOS D or better during the PM peak hour.

Table24
Existing Plus Ambient Plus Project Plus Cumulative Intersection Delay and LOS Summary

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Alder & Casmalia	Signal	33.5 sec	C	54.8 sec	D
2. Alder & SR 210 WB	Signal	31.5 sec	C	55.6 sec	E
3. Alder & SR 210 EB	Signal	19.4 sec	B	21.1 sec	C
4. Laurel & Casmalia	Signal	32.6 sec	C	50.7 sec	D
5. Locust & Casmalia	Signal	40.6 sec	D	46.0 sec	D
LOS = Level of service sec = seconds of delay					

As stated in the traffic report[48], the SR 210 Alder Ave Interchange Improvements project that is scheduled to start construction in July 2023 and be completed in January 2024 would provide improvements to the Alder Avenue interchange to adequately accommodate future traffic volumes. The interchange improvements include widening and restriping Alder Avenue between Casmalia Street and Renaissance Avenue to provide additional turn lanes and widening of the eastbound and westbound off-ramps to provide one additional turn lane on each ramp. Upon completion of the Alder intersection improvements the Existing plus Ambient plus Project plus Cumulative peak hour intersection delay and LOS for the Alder Avenue interchange intersections would improve to LOS B during the AM and PM peak hours. As a result, the project would not have any significant cumulative traffic impacts.

The project would not have any significant cumulative project impacts in conjunction with the development of the projects listed in Table 23 above of this MND.

c) ***Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? Less Than*** **Significant Impact.** There are no significant impacts associated with the proposed project that would cause substantial adverse effects and significantly impact human beings either directly or indirectly.

[48] Locust Avenue Industrial Building, Transportation Impact Analysis, Stantec, June 20, 2023, page 3.13.