INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

2830, 11190, 11258 S. RIVERSIDE AVENUE LIGHT INDUSTRIAL PROJECT

Lead Agency:

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

Project Proponent:

Riverside 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

June 30, 2023

TABLE of CONTENTS

Appendices

Appendix A - Air Quality/Greenhouse Gas Report
Appendix B – Biology Report
Appendix C - Geotechnical Report
Appendix D - Phase I and Phase II Environmental Site Assessment

Appendix E – Drainage Report and Preliminary Water Quality Management Plan
Appendix F – Noise Report
Appendix G - Traffic Report

LIST of FIGURES

Figure **Page**

LIST of TABLES

Table **Page**

PLANNING DEPARTMENT

1. Project Title: 2830, 11190, 11258 S. Riverside 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 Joubert, Senior Planner
(909) 820-2025, ext. 2139

4. Project Location: The project is located in the City of Rialto as shown in Figure 1, Regional Map. More specifically, the project is located at 2830, 11190, and 11258 S. Riverside Avenue (APN No. 0258-121-23, 33, & 34) as shown in Figure 2, Vicinity Map. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo. Figure 4, Topography Map, that shows the topography on the site and surrounding areas.

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

6. General Plan Designation: The project site is designated Heavy Industrial by the Aqua Mansa Industrial Corridor Specific Plan. The project is consistent with the Aqua Mansa Industrial Corridor Specific Plan General Industrial land use.

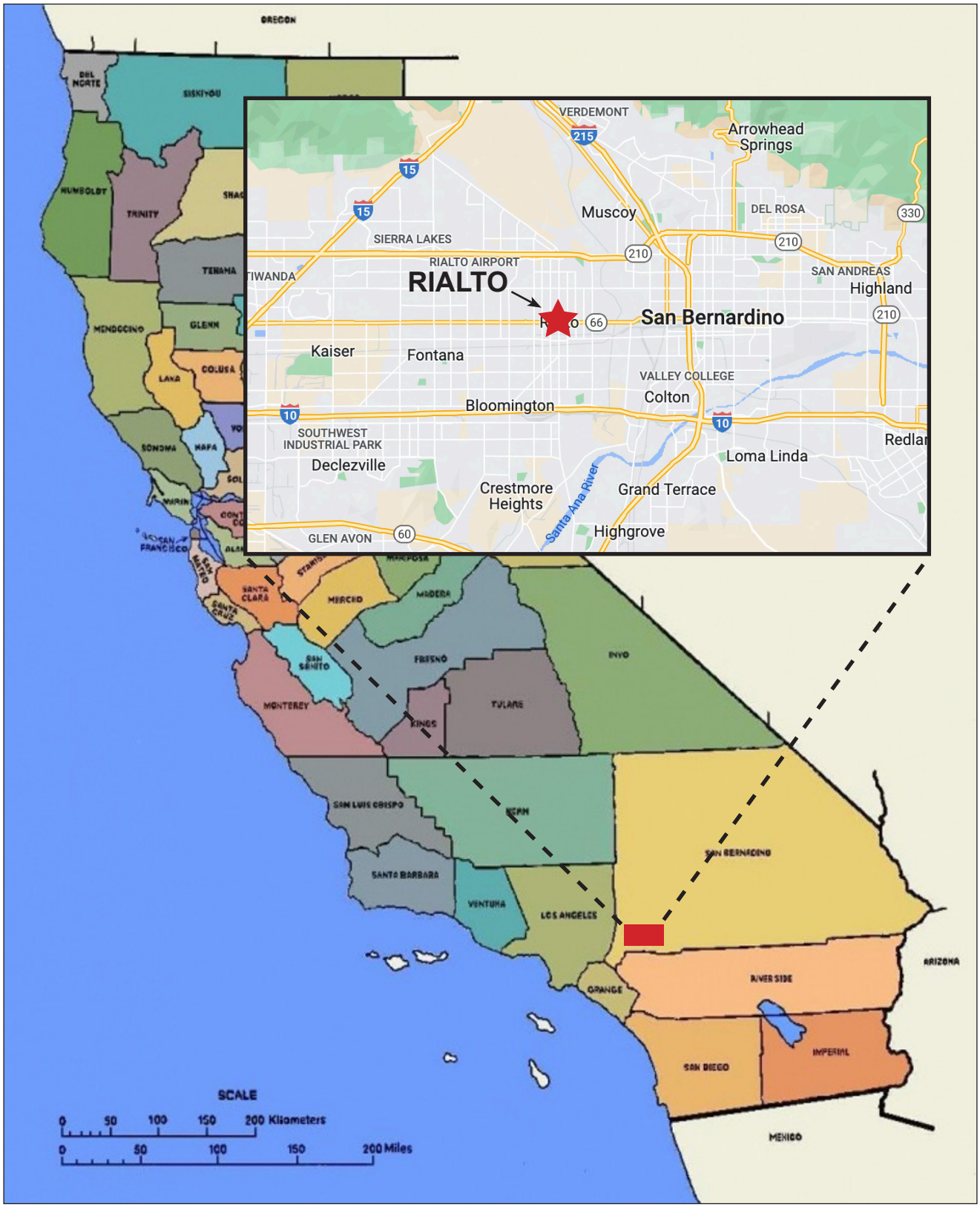
7. Zoning: The project site is located is zoned H-IND (Heavy Industrial) as shown in Figure 5. The project is consistent with the Heavy Industrial zone.

8. Description of Project: The 10.11 - acre project site is partially developed. The property at 2830 S. Riverside has an auto-body repair building and a one-story office building on the site. The property at 11190 S. Riverside is vacant and the property at 11258 S. Riverside is used for semi-truck parking. The project applicant proposes to demolish the existing on-site buildings and site improvements to construct a 219,500 square foot industrial building that includes 209,500 square feet of warehouse, 5,000 square feet of ground level office space, and a 5,000 square foot mezzanine with a Floor Area Ratio (FAR) of 50.7%. The building has an interior clear height of 40 feet and an overall height of 51 feet.

The project proposes 144 parking spaces and exceeds the 140 parking spaces required for the project by the City of Rialto building code. The hours of operation would be determined by the lessee, but at this time the hours are proposed to be Monday through Friday from 8am to 5 pm.

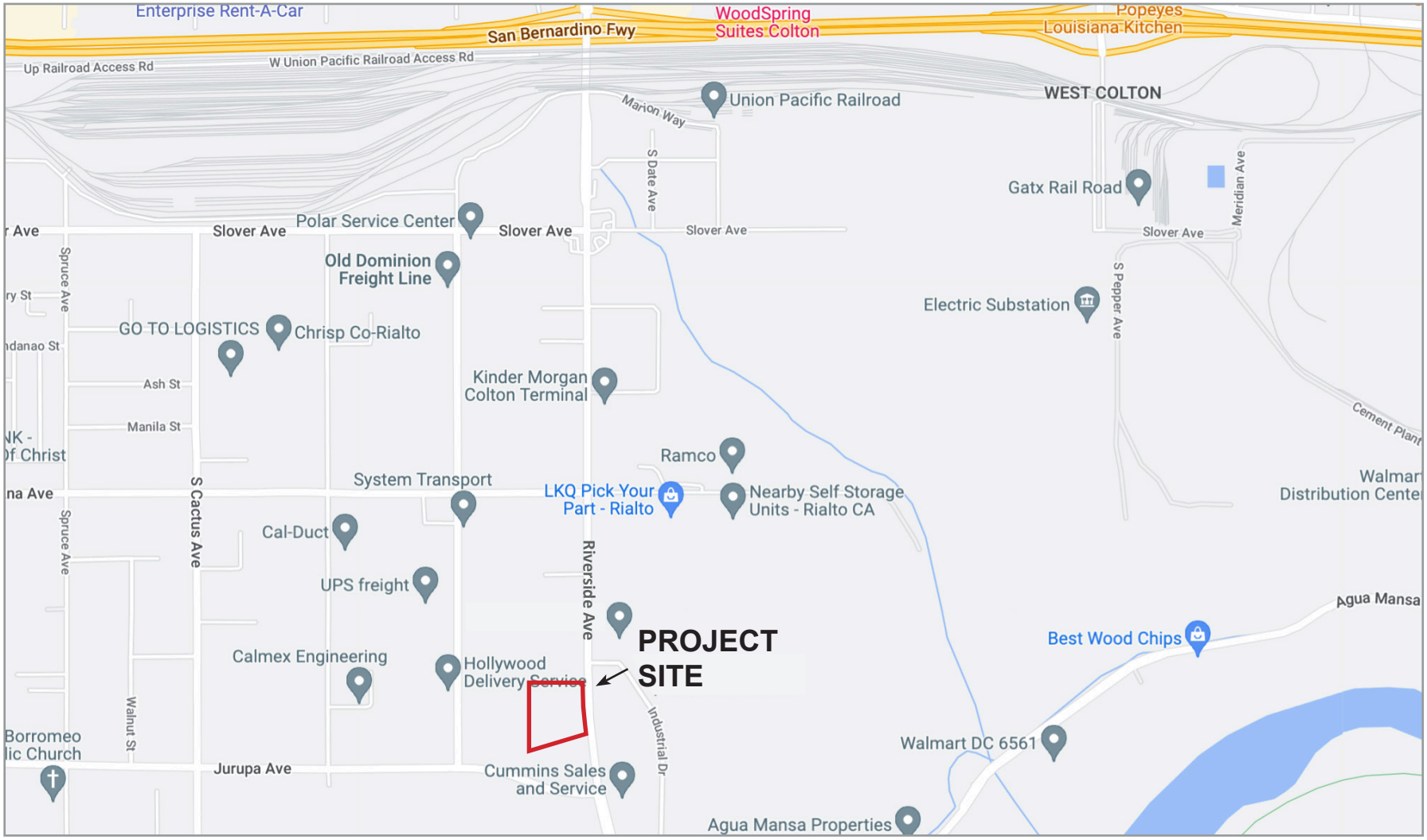
The project is scheduled to start construction the second quarter of 2023 and completed in the fourth quarter of 2024. The architecture of the proposed warehouse is Contemporary Southwest Industrial. The project proposes 40,592 square feet of landscaping that comprises 9.36 percent of the site. The proposed landscaping includes a low flow irrigation system, street trees, parking lot shade trees, shrubs along the property line, drought tolerant groundcover, outdoor gathering area with colored concrete, etc. The proposed landscape plan is shown in Figure 6.

The project proposes a 45 foot wide driveway at the north end of the site and a 40 foot wide driveway at the south project boundary for two points of site access. The project proposes 20,029 cubic yards of cut



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

FIGURE 1
Regional Map



Source: Google Maps

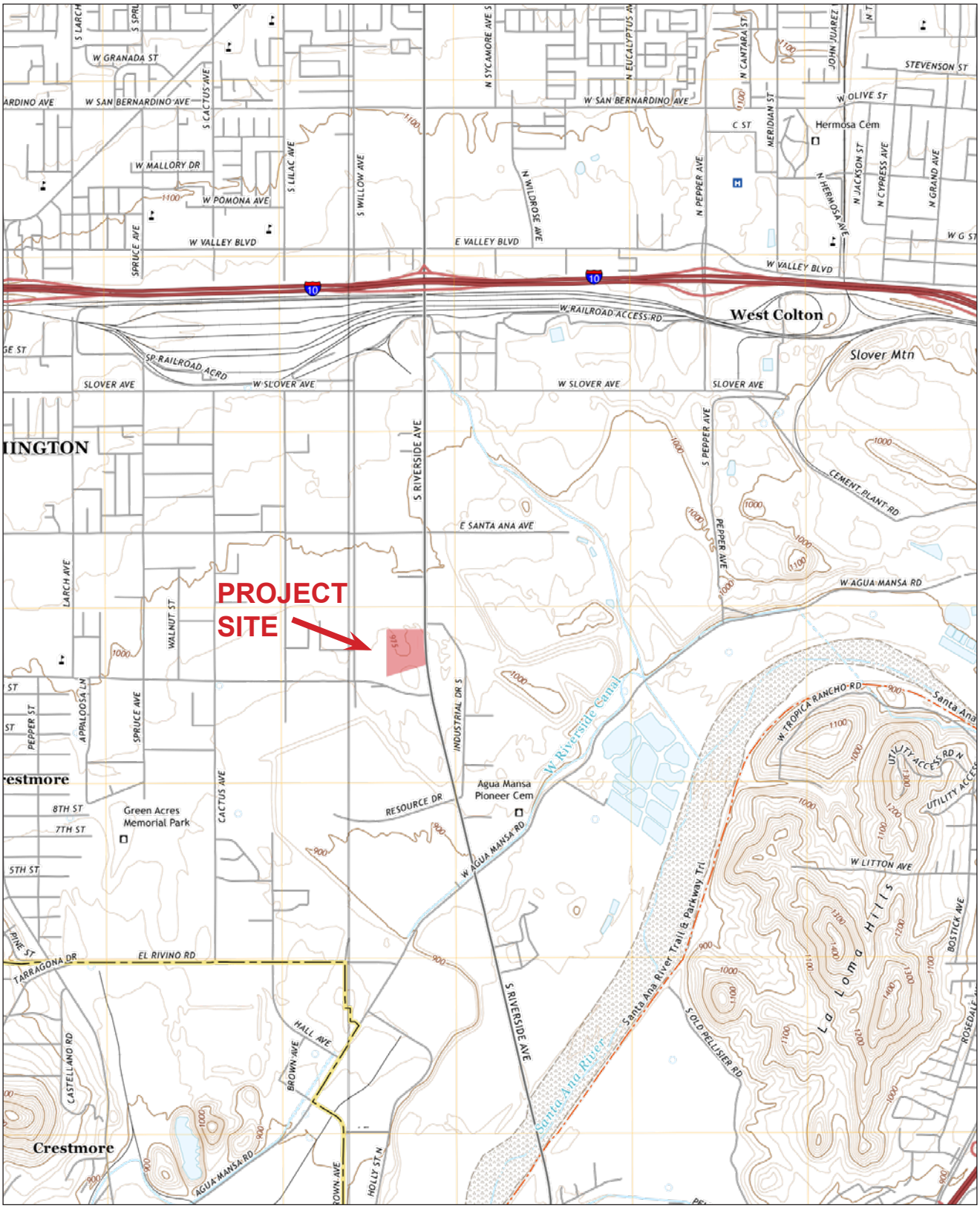
FIGURE 2

Local Vicinity Map

Source: Google Maps

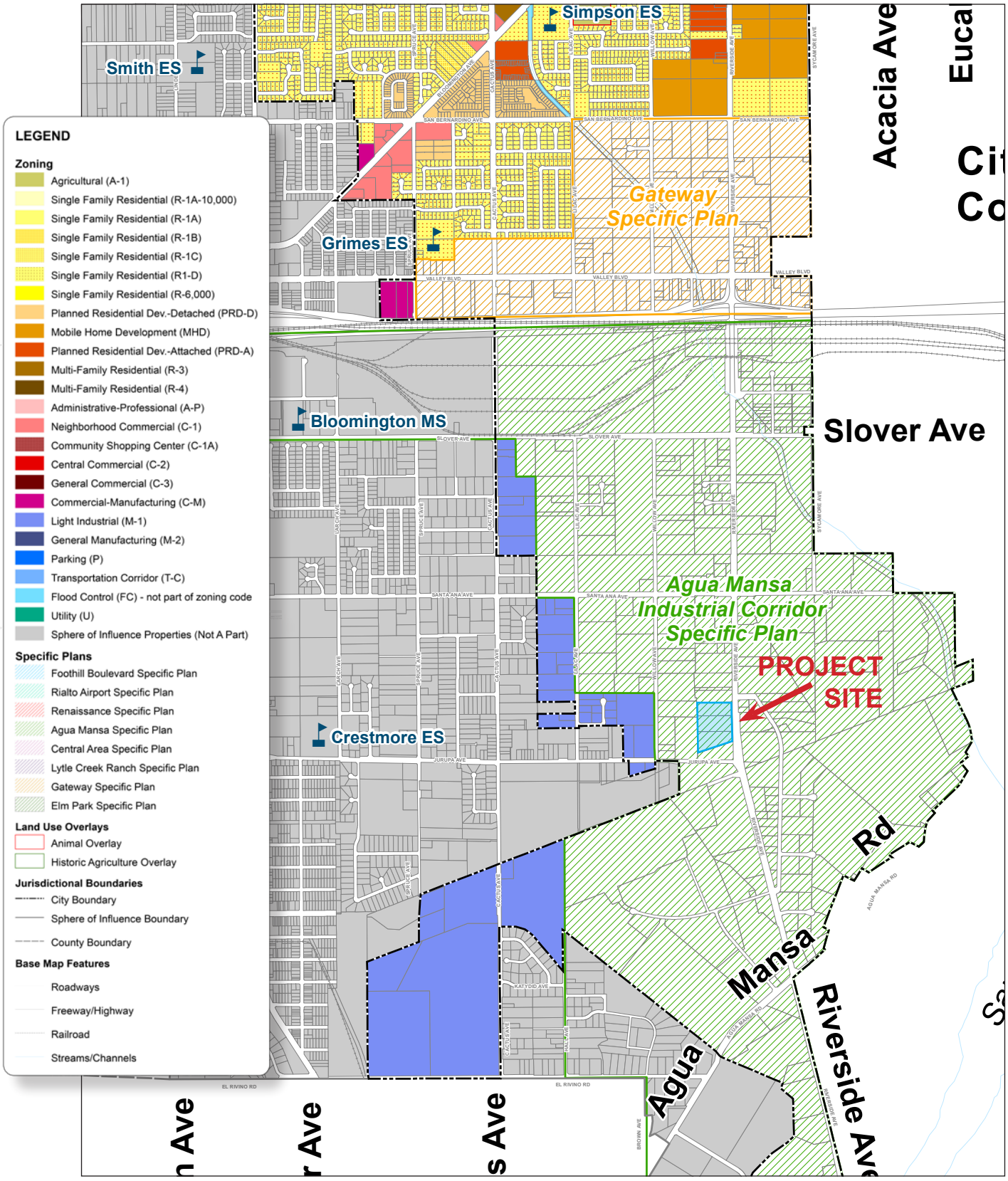
FIGURE 3

Aerial Photo



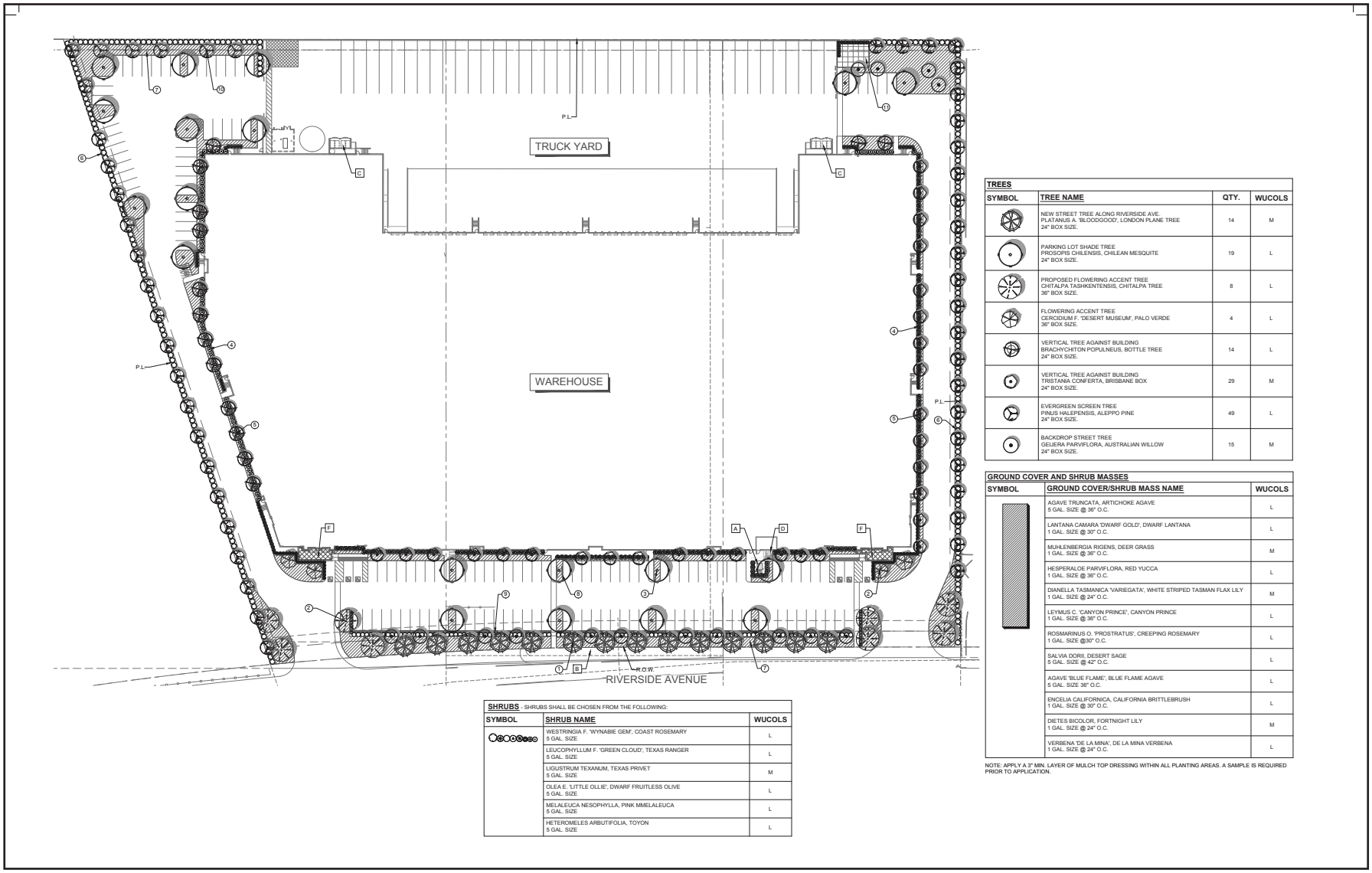
Source: U.S. Department of the Interior, U.S. Geological Survey

FIGURE 4
USGS Topo Map



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

FIGURE 5
Zoning Map



TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG RIVERSIDE AVE. PLATANUS A. 'BLOODGOOD', LONDON PLANE TREE 24" BOX SIZE.	14	M
	PARKING LOT SHADE TREE PROSOPIS CHILENSIS, CHILEAN MESQUITE 24" BOX SIZE.	19	L
	PROPOSED FLOWERING ACCENT TREE CHITALPA TASHKENTENSIS, CHITALPA TREE 36" BOX SIZE.	8	L
	FLOWERING ACCENT TREE CERCIDIUM F. 'DESERT MUSEUM', PALO VERDE 36" BOX SIZE.	4	L
	VERTICAL TREE AGAINST BUILDING BRACHYCHITON POPULNEUS, BOTTLE TREE 24" BOX SIZE.	14	L
	VERTICAL TREE AGAINST BUILDING TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE.	29	M
	EVERGREEN SCREEN TREE PINUS HALEPENSIS, ALEPPO PINE 24" BOX SIZE.	49	L
	BACKDROP STREET TREE GEIJERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE.	15	M

GROUND COVER AND SHRUB MASSES

SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	AGAVE TRUNCATA, ARTICHOKE AGAVE 5 GAL. SIZE @ 36" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 36" O.C.	M
	HESPERALOE PARVIFLORA, RED YUCCA 1 GAL. SIZE @ 36" O.C.	L
	DIANELLA TASMANICA 'VARIEGATA', WHITE STRIPED TASMAN FLAX LILY 1 GAL. SIZE @ 24" O.C.	M
	LEYMUS C. 'CANYON PRINCE', CANYON PRINCE 1 GAL. SIZE @ 36" O.C.	L
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @30" O.C.	L
	SALVIA DORII, DESERT SAGE 5 GAL. SIZE @ 42" O.C.	L
	AGAVE 'BLUE FLAME', BLUE FLAME AGAVE 5 GAL. SIZE 36" O.C.	L
	ENCELIA CALIFORNICA, CALIFORNIA BRITTLEBRUSH 1 GAL. SIZE @ 30" O.C.	L
	DIETES BICOLOR, FORTNIGHT LILY 1 GAL. SIZE @ 24" O.C.	M
	VERBENA 'DE LA MINA', DE LA MINA VERBENA 1 GAL. SIZE @ 24" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:

SYMBOL	SHRUB NAME	WUCOLS
	WESTRINGIA F. 'WYNABIE GEM', COAST ROSEMARY 5 GAL. SIZE	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	M
	OLEA E. 'LITTLE OLLIE', DWARF FRUITLESS OLIVE 5 GAL. SIZE	L
	MELALEUCA NESOPHYLLA, PINK MMELALEUCA 5 GAL. SIZE	L
	HETEROMELES ARBUTIFOLIA, TOYON 5 GAL. SIZE	L

Source: Rodarte Landscape Architecture, Inc.

Figure 6

Proposed Landscape Plan

and 17,195 cubic yards of fill and export 2,833 cubic yards of dirt. The proposed site plan is shown in Figure 7.

9. **Surrounding Land Uses and Setting:** The land uses surrounding the project site include industrial uses to the north, west and east. The property adjacent to and south of the project site is a Southern California Edison (SCE) power line easement with steel towers and overhead power lines. Figure 8 shows photographs of the on-site land uses and Figure 9 shows photographs of the surrounding land uses. Figure 10 is a photo orientation map of the on-site and surrounding land uses.

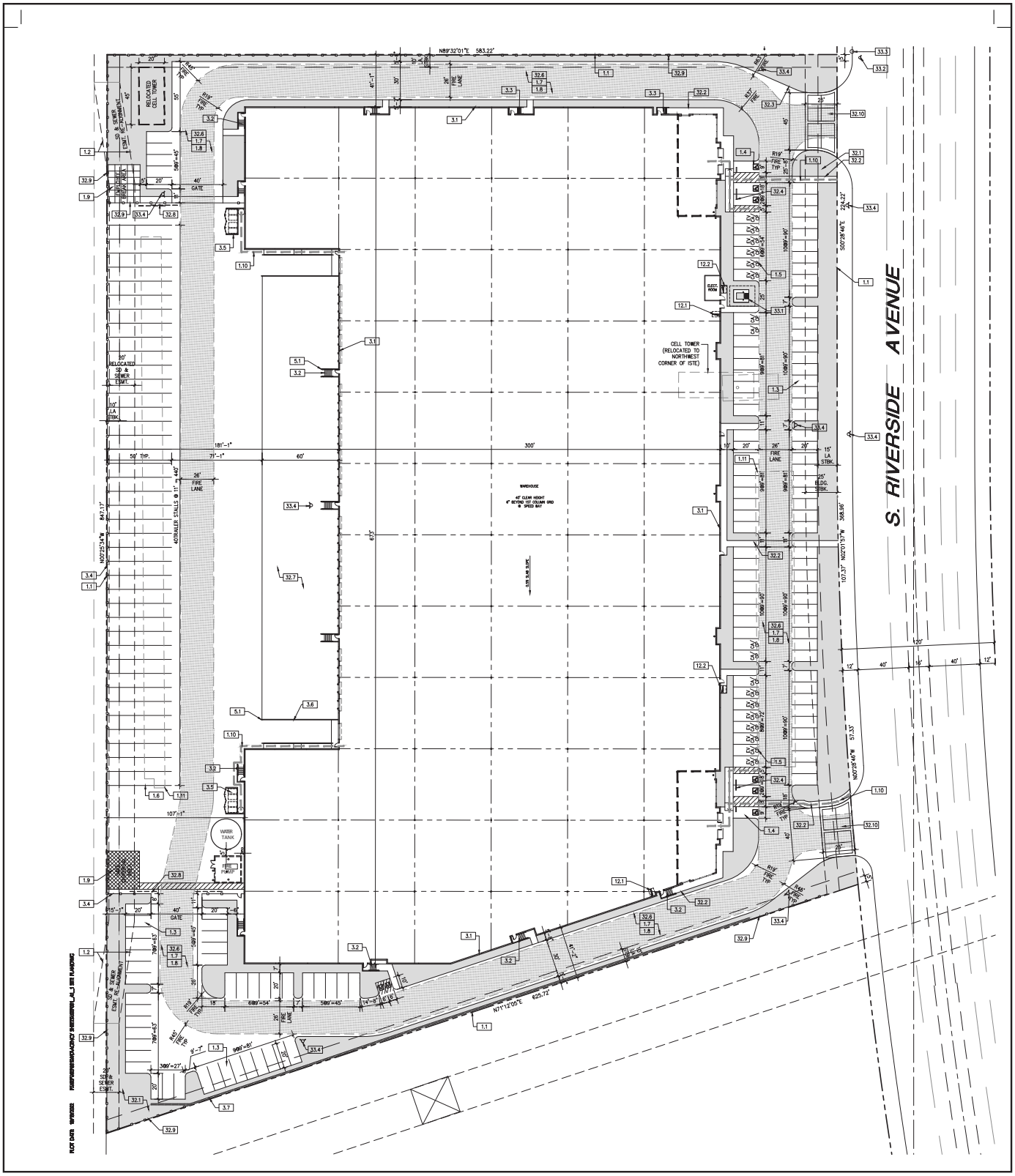
10. **Other Public Agencies Whose Approval is Required:** The discretionary project approvals required from the City of Rialto include the following:

- Conditional Development Permit No. 2022-0055.
- Precise Plan of Design No. 2022-0077.
- Lot Line Adjustment No. 2022-0011
- Environmental Assessment Review No. 2022-0077.

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 December 6, 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: GAA Architects

FIGURE 7
Site Plan

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

B. *Looking at existing building at 2830 S Riverside Avenue from Riverside Avenue*

C. *Looking at the vacant parcel at the south end of the site from Riverside Avenue*

D. *Looking at the vacant parcel at the south end of the site from Riverside Avenue*

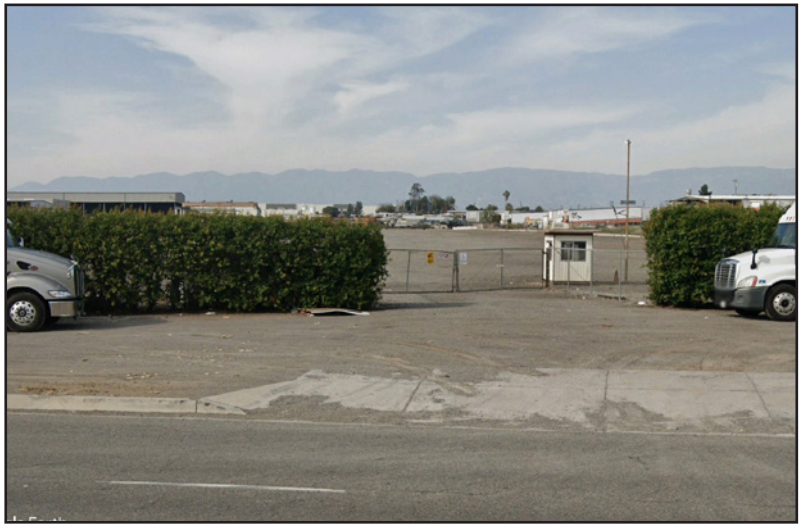
Figure 8

On-Site Land Uses

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

F. *Looking at the industrial use and vacant land east of the site, east of Riverside Avenue*

G. *Looking at the Edison easement south of the site from Riverside Avenue*



H. *Looking at the industrial site west of the site from Jurupa Avenue*

Figure 9
Surrounding Land Uses

Source: Google Maps

Figure 10

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, or 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?*** **No Impact.** The project site and the surrounding city properties 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 north of the

site and 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 San Gabriel Mountain range is the closest mountain range to the project site and is approximately 13 miles to the north. None of the industrial development adjacent to and east and west of the project site would not have their views of the San Gabriel Mountains interrupted or blocked by the project. All existing adjacent businesses would continue to have views of the mountain to the north with the project.

There are no existing residences adjacent to or in proximity of the project that look across the project site to view the San Gabriel or San Bernardino mountains and have their existing views blocked or interrupted by the project. The closest residents that look northeast across the site to the mountains are approximately 750 feet southwest of the project. The next closest residence is approximately 900 feet southwest of the site. The proposed 51' tall building would not block or impact the scenic vistas of any residents southwest of the site. The residents would continue to have their existing northeasterly views of the mountains across the site without being interrupted or impacted by the project. Therefore, the project would not block or interrupted any existing views of the San Gabriel or San Bernardino mountains by area residents.

The Aqua Mansa Industrial Corridor Specific Plan states, "The study area cannot, for the most part, be considered aesthetically pleasing. A large portion of the land in the study area is heavily scarred from mining activities or is developed in a piecemeal fashion with marginal residential structures, the railroad yard, and industry with unsightly outdoor storage. There are, however, several natural features which warrant description and subsequently special treatment in the development program."[2]

The two natural features within the Aqua Mansa Industrial Corridor Specific Plan that are referenced include Slover Mountain and the Santa Ana River Floodplain/Bluffs. Slover Mountain is on the site of the California Portland Cement Company and located approximately two miles northeast of the project site. Slover Mountain has been mined and is no longer a natural feature as described in the Aqua Mansa Industrial Corridor Specific Plan. The floodplain of the Santa Ana River and the bluffs which define these lowlands constitute the single most significant visual resource within the Aqua Mansa Corridor. A rugged bluff exists along Aqua Mansa Rosa Road roughly between the California Portland Cement property and the Aqua Mansa Cemetery, acting as a physical barrier between the Santa Ana River flood plain and lands at a higher elevation which have been mined or use for a landfill. This bluff continues southwesterly of Riverside Avenue as a barrier between equestrian uses and the floodplain, and agricultural lands and the Butler Industrial Park on higher ground to the west.[3] The Santa Ana River Floodplain/Bluffs are approximately 1.5 miles south of the project site and are not visible from the site.

Neither of the two natural features described in the Aqua Mansa Industrial Corridor Specific Plan are visible from the project site, especially Slover Mountain, which no longer exists. The project would not interrupt and impact the views of the Santa Ana River Floodplain/bluffs south of the project that is not visible from the project site. The project would not have a 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[4] 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

[1] Rialto General Plan, Chapter 2, Page 2-53, Goal 2-14, Policy 2-14.1 and Policy 2-14.2.
[2] Agua Mansa Industrial Corridor Specific Plan, July 1986, Resolution No. 2886, p. 3-47.
[3] Ibid.
[4] State of California Officially Designated State Scenic Highways, http://www.dot.ca.gov/hq/LandArch/scenichighways/

Canada Flintridge and approximately 48 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** **Less Than Significant Impact.** The project is located within an urbanized area.[5] The property at 2830 S. Riverside Avenue is used for auto-body repair and automotive repair/maintenance. The other two parcels are vacant and undeveloped and used to park trucks and semi-trailers. The existing buildings on the property at 2830 S. Riverside Avenue would be demolished to allow construction of the proposed project. The architecture of the proposed building is Contemporary Southwest Industrial. New landscaping would be installed within the 15-foot street set-back along the project frontage of Riverside Avenue and the 10-foot set-back along the north and south project boundary.

The architectural design and character of the proposed building includes building elevations that are detailed and articulated with projections, steps, and recesses to avoid long and plain surfaces. Building massing would be further minimized with using differentiated building materials, and colors and the incorporation of architectural features. A rendering of the proposed building from S. Riverside Avenue is shown in Figure 11. The design and Contemporary Southwest Industrial architecture of the proposed building along with landscaped building setbacks would improve the aesthetics of the site from surrounding properties compared to the existing condition. The project would also improve the street views of the site for motorists and pedestrians on S. Riverside Avenue by replacing the auto-body repair and automotive repair/maintenance building at 2830 S. Riverside, the vacant site at 11190 S. Riverside and the property at 11258 S. Riverside that is used for semi-truck parking and storage with a new Contemporary Southwest Industrial architectural building and landscaping.

The Aqua Mansa Industrial Corridor Specific Plan provides Urban Design Concepts for development within the boundary of the specific plan and includes architecture and design, entry treatments, signing, and landscaping. The applicable policy guidelines for each are listed below:

<u>Architecture and Design</u>

- The design of buildings and surrounding environment should be compatible with surrounding land use and architecture, and should recognize the climate, the physical setting, and the architectural traditions of Southern California.
- All exterior wall elevations of buildings and screen walls should be architecturally compatible with the surrounding land use and architecture.
- Colors, materials, and finishes should be coordinated in all exterior elevations of the buildings to achieve a continuity of design.
- At ground level, expanses of blank building walls shall be minimized with encouragement of architectural embellishment within the structures.
- The landscaping design of open spaces shall be harmonious with the design of the buildings on the site and shall enhance their appearance.

<u>Entry Treatments</u>

A uniform entryway treatment should be developed for placement at the entries to the project area. Such treatment could include a monument sign for identification with landscaping or stone treatments depicting the logo of the Aqua Mansa Industrial Corridor.

[5] CEQA Guidelines §15387.

Source: GAA Architects

Figure 11
Project Rendering

Signing

The following guidelines should be considered in the development of signate programs for specific industrial sites:

- A maximum of two freestanding signs shall be permitted for industrial sites, one of which shall be a monument sign.
- Signs should be architecturally integrated into the design of new industrial structures where possible.

Landscaping

The following landscape treatments shall be incorporated into the site design of the required landscape areas. The proposed landscape plan for the project was shown previously in Figure 6.

- Bermed landscaping should be incorporated wherever possible within the landscape setback and landscape areas surrounding parking and loading areas.
- The design of the berms should be undulating to provide interest and visual access to buildings.
- All landscaped areas shall be served by an automatic irrigation system.
- Property owners will be responsible for the development and maintenance of landscaping on-site and for the contiguous planted right-of-way, unless a maintenance district is established for right-of-way areas.
- The use or combination of berming, landscape materials, low level walls, and building mass should be used to screen parking and loading areas and refuse collection areas from public view.
- To increase the chances of survival of various landscape materials, the use of indigenous, low-water requiring species should be encouraged.
- A landscape maintenance district could be formed to ensure the continued maintenance for roadway medians and other landscaped areas in public rights-of-way.[6]

Table 11 of the Aqua Mansa Industrial Corridor Specific Plan provides the development standards for Heavy Industrial use. The project meets and complies with all applicable development and landscape standards required for the development of a project in compliance with the Aqua Mansa Industrial Corridor Specific Plan, H-IND Heavy Industrial Zone. Based on the proposed site plan, building elevations and landscape plan, the project meets the intent of all applicable design goals of the Aqua Mansa Industrial Corridor 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 existing uses on the site including the auto-body repair and automotive repair/maintenance buildings and parked trucks on the two vacant parcels of the site generate both light and glare. Existing development adjacent to the project site and traffic on s. Riverside Avenue adjacent to the site also generate light and glare to the area. Therefore, light and glare is not new or unique to the project site or the adjacent surrounding areas.

Light

The project would generate light and glare similar to the industrial development in the immediate project vicinity. The sources of light generated by the project include city required streetlights, interior and exterior lighting of the proposed industrial building, landscape lighting, parking lot lighting, lights from employees and trucks entering and leaving the site after dark, etc. All private lighting associated with the

[6] Agua Mansa Industrial Corridor Specific Plan, July 1986, p. 4-36.

project would be required to meet and comply with all applicable lighting provisions in Rialto Municipal Code Chapter 18.61, Section 140 - Lighting.

Due to the 51' height of the building, the light generated by the building would be visible from areas surrounding the project compared to the existing site conditions that includes two one-story buildings and vacant land. The light generated by the proposed building would be visible and noticeable to the existing industrial uses adjacent to the site and traffic on S. Riverside Avenue adjacent to the site. While the adjacent surrounding industrial uses would see increased light from the site compared to the existing condition, there are industrial buildings in the project area that generate similar nighttime lighting conditions as the proposed project. Therefore, the project lighting would not be out of character with and generate more lighting than other existing industrial development in the project area.

The proposed project lighting plan would not significantly impact other existing industrial development in the immediate project vicinity because the lighting required for the project by Rialto Municipal Code Chapter 18.61, Section 140 – Lighting is designed to be compatible with other similar uses in the project area. The light in the immediate project vicinity of the existing industrial development would minimize and incrementally reduce the increased lighting of the project compared to the existing condition.

There would be an incremental increase in the amount of light on area roadways from the headlights of the traffic generated by the project. All the roadways that would serve the traffic generated by the project have nighttime lighting with existing traffic the nighttime light generated by the project would not be new or unique to those roadways. While the project would incrementally increase the amount of nighttime traffic on area roadways, the increase in traffic lighting would not significantly impact the existing land uses adjacent to those roadways.

Because light currently exists on the project site and in the project area the lights generated by the project would not be new or unique to the project vicinity or significantly impact any existing land uses.

Glare

Glare from the windows and metal surfaces of the proposed building could impact adjacent land uses that are glare-sensitive. However, the proposed project building design and materials would prevent and/or reduce some glare by the project from extending onto existing surrounding land uses.

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 S. Riverside 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 property at 2830 S. Riverside is developed with industrial use and the other two parcels are vacant and used to park semi-trucks and trailers. There are no agricultural uses either on or adjacent to the project site. The site is designated "Urban and Built-Up Land" by the State of California Department of Conservation as of 2016[7], which means the site is used for residential, industrial, commercial, construction, institutional, and public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes.[8] The project would not

[7] https://maps.conservation.ca.gov/DLRP/CIFF/.
[8]https://www.conservation.ca.gov/dlrp/fmmp/Documents/soil_criteria.pdf.

convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland. Therefore, the project would not have any impacts to prime, unique, or farmland of statewide importance.

b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?*** **No Impact.** The project site is not under a Williamson Act contract. The Aqua Mansa Industrial Corridor Specific Plan does not allow agricultural use on the project site. The project would not conflict with any existing agricultural use or an existing Williamson Act contract since there is no agricultural use on 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 timberland or forests in the City of Rialto. The Aqua Mansa Industrial Corridor Specific Plan does not allow timber or forest production on the site. The project would not impact any forest or timber production since there is no forest or timber production on the site and the Aqua Mansa Industrial Corridor 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.

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?*** **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 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 the 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.

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 by the project. 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's 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 of this MND, 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[9] 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[10]

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 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.

[9] Air Quality and GHG Impact Analysis, Xebec Riverside Avenue Industrial Project, City of Rialto, Ca, Giroux & Associates, December 22, 2022.

10 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.

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 above:

- 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

- Pounds/day

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

Construction Emission Impacts

Dust is typically the primary concern during the 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) 5,740 sq. ft.	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	21.7	21.4	<0.1	3.7	2.1
2024	69.1	15.3	21.0	<0.1	2.2	1.0
SCAQMD Thresholds	75	100	550	150	150	55

As shown in Table 6, 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 approximately 970 feet from the closest site perimeter such that thresholds for this distance were interpolated from the 200- and 500 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/300-meters Central San Bernardino Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	10,812	440	115	48
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	5.0	<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	9.2	8.3	0.1	3.7	1.1
Total	**5.5**	**9.3**	**8.4**	**0.1**	**3.7**	**1.1**
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 970 feet southwest of the site. 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 8 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 closest residents southwest 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 southwest of the site, the project construction emissions are not anticipated to significantly impact any residents. 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?*** **Potentially Significant Unless Mitigation Incorporated.** The property at 2830 S. Riverside Avenue is developed with industrial use and the other two parcels are vacant and used for parking semi-trucks and trailers. The on-site vegetation is sparse and consists of introduced urban landscaping including five trees, turf and a few shrubs. The existing on-site non-native landscaping is minimal and does not support any 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.

All three parcels that comprise the project site were surveyed for the potential of suitable habitat for the Delhi Sands flower-loving fly. All three reports are provided in Appendix B of this MND.

The project site is mapped by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey as supporting Delhi fine sand soils that could support the Delhi Sands flower-loving fly (Rhaphiomidas terminatus abdominalis; DSF), which is a federally endangered species. Because all three parcels are mapped to have Delhi fine sand soils a habitat suitability assessment was conducted for each of the three parcels. The purpose of the assessments was to examine the existing conditions on the project site and determine if the site supports clean Delhi Sand soils capable to support the DSF.

11258 S. Riverside Avenue[11]

The majority of the parcel has been paved or covered with gravel for several decades and is used as a trucking storage and maintenance yard. There are no building or facilities on the property. The paved or covered areas are highly compacted and do not provide suitable habitat for DSF. The open Delhi Sand soils found along the western and southern boundaries was assessed on November 7, 2022, using the referenced DSF habitat suitability scale (Ballmer, Osborne, McGill 2003) to determine if any of these areas of open Delhi Sand soils are capable to support a population of DSF. The open habitat along the southern boundary is contiguous with the open Delhi Sands habitat in the SCE corridor. However, this open Delhi Sands habitat has been subjected to grading and stockpiling of soils mixed with gravel. Similarly, the open Delhi Sands habitat along the southern boundary has been subject to grading and contaminated with gravel. Although not clean, there is sufficient Delhi sand soils in these two on-site areas to prevent soil compaction. The quality of the Delhi Sands along the southern and western boundaries is considered low quality and assigned a suitability rating of 3. Focused surveys for DSF in 2022 were negative. Given the negative results from the focused survey in 2022 and negative surveys on the surrounding properties (11190 Riverside Avenue and 2830 S. Riverside Avenue) since 2017, it is reasonable to assume the open area along the southern and western boundaries would remain unoccupied by DSF.

2830 S. Riverside Avenue[12]

The parcel has been paved for several decades and is used as a trucking depot that includes storage of trucks, maintenance, and repair. Open Delhi Sand soils found along the north, west, and south boundaries were assessed on November 7, 2022, using the referenced DSF habitat suitability scale

[11] 11258 S. Riverside Avenue, City of Rialto, San Bernardino County, California, Delhi Sands Flower-Loving Fly Habitat Suitability Assessment, ELMT Consulting, January 2023.
[12] 2830 S. Riverside Avenue, City of Rialto, San Bernardino County, California, Delhi Sands Flower-Loving Fly Habitat Suitability Assessment, ELMT Consulting, January 2023.

(Ballmer, Osborne, McGill 2003) to determine if any of the areas of open Delhi Sands are capable to support DSF. The project site no longer provides open Delhi Sands with the exception of narrow bands of Delhi Sands found along the base of the fence line at the north, west, and south boundaries. Although the areas of Delhi Sand along the fence lines are open habitat, they subjected to grading and stockpiling of soils mixed with gravel, as well as compaction from the storage of trucks along the fence line. Due to this level of disturbance, the open Delhi Sands along the fence lines were rated as very low or low quality and were assigned a suitability rating of 2 and 3. Focused surveys for DSF in 2022 were negative. Given the negative results from focused surveys, the ongoing disturbance and the overall very low and low quality of habitat, it is reasonable to assume the area open areas on the project site do not support DSF and that they would not be expected to be occupied in the future, without significant restoration and management of the site

11190 S. Riverside Avenue[13]

The parcel has been used as a trucking depot that includes storage of trucks, maintenance, and repair. Delhi Sand soils are found only along the perimeter of the site and were assessed on November 7, 2022, using the referenced DSF habitat suitability scale (Ballmer, Osborne, McGill 2003) to determine if any of the areas of open Delhi Sand soils are capable to support a population of DSF. The interior of the site has been graded and paved and/or treated with a soil-based slurry for several decades in the past and no longer provides open Delhi Sands with the exception of the Delhi Sands found along the base of the fence line along the perimeter of the site, which has been repeatedly disturbed by the storage of trucks and maintenance of the project site. The areas of Delhi Sand along the southwest corner of the site and the west fence line on the site are open habitat and total approximately ,23,750 square feet (0.54 acres) of moderate quality habitat. These Delhi Sands are very low or low in quality and were assigned a suitability ratings of 2. These areas are not expected to support DSF. Four focused surveys for DSF have been conducted on the property since 2018 with all surveys being negative. Given the negative results from focused surveys, the ongoing disturbance and the overall very low and low quality of habitat, it is reasonable to assume the area open areas on the project site do not support DSF and that they would not be expected to be occupied in the future, without significant restoration and management of the site.

Although four focused DSF surveys have been conducted on the property since 2018, U.S. Fish & Wildlife Service requires two consecutive years of focused surveys with negative results to ensure that low quality Delhi Sand habitat does not support DSF. The project applicant's biologist is scheduled to conduct DSF protocol surveys this summer for the second consecutive year focused survey that will verify that the on-site very low and low quality Delhi Sand habitats do not support DSF. The following mitigation measure is recommended to ensure these areas of low and very low quality DSF habitat are surveyed per U.S. Fish & Wildlife Service protocols and if DSF are observed in 2023 during the second consecutive survey, that appropriate mitigation measures be implemented to mitigate impacts to DSF to less than significant.

Mitigation Measure No. 3 Prior to the issuance of a grading permit the project developer shall complete a second consecutive U.S. Fish & Wildlife Service protocol survey for DSF on the entire project site. If, based on the survey results, DSF are not observed, DSF are presumed absent from the project site and development can proceed. If DSF are observed during the 2023 protocol surveys, the project developer shall consult with USFWS and provide proof to the City that the impacts to DSF have been addressed under the Federal Endangered Species Act to the satisfaction of USFWS.

[13] 11190 S. Riverside Avenue, City of Rialto, San Bernardino County, California, Delhi Sands Flower-Loving Fly Habitat Suitability Assessment, ELMT Consulting, January 2023.

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 industrial use on the property at 2830 S. Riverside Avenue. The other two properties are vacant and used for parking semi-trucks and trailers. There is no riparian habitat or other natural communities either on the site or any of the adjacent surrounding properties. The existing land uses adjacent to the site includes industrial development to the west, north, and east and an SCE easement with electrical transmission towers and overhead power lines to the south. 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?*** **Less Than Significant Impact.** The project site is in an urbanized area surrounded by industrial development. Although there is DSF habitat on the project site, based on the results of the focused DSF surveys the existing habitat would not support the Delhi Sands flower-loving fly. In addition, there is no habitat on the project 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, including trees, on the project site that are protected by the Rialto Municipal Code. 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?*** **Less Than Significant Impact.** As discussed in Section "IV.a)" above of this MND, the project site is mapped by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey as supporting Delhi fine sand soils that could support the Delhi Sands flower-loving fly (Rhaphiomidas terminatus abdominalis. However, based on focused DSF surveys, the existing on-site habitat would not support the DSF. The project site is not located within any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not significantly 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 on the site at 2830 S. Riverside Avenue was constructed in the 1980's. All other former buildings on the site that were constructed in the 1950's have been demolished. 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 a residential home in the northeast corner of the site in the 1950's that has been demolished. The existing buildings on the property at 2830 S. Riverside Avenue were constructed in the 1980's.

The project site is in an urbanized area that has been disturbed associated with development on the project site and the adjacent properties. Because the project site has been disturbed in the past with grading and construction of the existing buildings and the residential unit in the 1950's and since demolished, 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 area 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. 4 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. 5 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. 6 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 Coastal 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 excavation, the excavation 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 in this MND, 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 219,500 square foot 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. The majority 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.[14] 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 maximum 25 workers on-site during each phase of project construction is estimated to 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.[15]

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., West Valley Water District).

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 generally 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 in order 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.

Burrtec is the contract solid waste hauler for the City of Rialto and would serve the project. The solid waste from the project would be hauled to the Puente Hills Materials Recovery Facility (MRF) in the City of Whittier and operated by the Sanitation Districts of Los Angeles County. 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.

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.

[14] 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).
[15] California 2017 Transportation gasoline consumption – 366,820 barrels; https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

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."[16] 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.[17] 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.[18] The project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

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 all applicable city ordinances.

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 residential 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 residents that commute to and from their place of employment. Transportation fuels, primarily gasoline, would be provided by local or regional suppliers and 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.[19] 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.[20]

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by some of the project residents, commercial space employees and customers. The use of these types 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

[16] California Building Standards Commission, 2016 California Green Building Standards Code, (2016).
[17] Ibid.
[18] Ibid.
[19] 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.
[20] California Department of Transportation, 2008 California Motor Vehicle Stock, Travel and Fuel Forecast (June 2009).

the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.[21] 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[22] was prepared for the project and a copy is included in Appendix C of this MND.

ii.

The project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone.[23] 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 faults to the project site include the Rialto-Colton fault that is approximately 2.4 miles northeast, the San Jacinto fault that is approximately 4.2 miles northeast, the Loma Linda fault that is approximately 5.8 miles northeast, and the Lytle Creek fault that is approximately 6.8 miles north, the Live Oak Canyon fault mapped approximately 7.7 miles southeast, and the Redlands fault mapped approximately 10.5 miles to the southeast of the site.[24]

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 2022 California Building Code (CBC) and all other local building codes would reduce potential fault impacts to less than significant.

iii. ***Strong seismic ground shaking?*** **Less Than Significant Impact.** Because the project site is located in Southern California and a seismically active area, there is the potential for strong ground motion at the site. As stated above, the Rialto-Carlton fault is the closest known active fault to the site and approximately 2.4 miles to the northeast. As with all projects in the City of Rialto the design and construction of the project and all site improvement must comply with the current 2022 CBC and

[21] 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.
[22] Geotechnical Investigation Report, 2830 S. Riverside Avenue, 11190 S. Riverside Avenue and 11258 S. Riverside Avenue, Bloomington, California, TGR, February 23, 2022.
[23] Ibid, page 3.
[24] Ibid.

all applicable local building codes. Project compliance with the 2022 CBC and applicable 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 subsequent to 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 980 feet above mean sea level at the northwest corner to a low of 969 feet above sea level at the southwest corner, a difference of approximately 11 feet. The project site is generally flat and the properties that are adjacent to and surrounding the site are developed and generally flat with no significant changes in on-site elevations. 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 short-term 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.[25] All grading and construction would have to comply with all applicable requirements of the 2022 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.**

[25] Geotechnical Investigation Report, 2830 S. Riverside Avenue, 11190 S. Riverside Avenue and 11258 S. Riverside Avenue, Bloomington, California, TGR, February 23, 2022.

Based on the geotechnical report the granular soils on the site have a very low expansion potential.[26] 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 applicant does not propose the use of an on-site septic tank. The project applicant proposes an alternative wastewater disposal system that includes the construction of an on-site sewer pump station in the proposed landscape area in the southeast corner of the site, south of the southern project driveway. A 6-inch force main would be constructed from the on-site sewer pump station to an existing underground sewer main in S. Riverside Avenue. The proposed on-site sewer pump station and force main would adequately dispose of the on-site wastewater without any wastewater impacts to the existing sewer collection and disposal system.

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 uses and other 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 construction. The geotechnical report did not identify any unique geologic features on the site that would potentially contain paleontological resource 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[27] 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:

- 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.

[26] Ibid, page 15.
[27] Air Quality and GHG Impact Analysis, Xebec Riverside Avenue Industrial Project, City of Rialto, Ca, Giroux & Associates, December 22, 2022.

- 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	276.8
Year 2024	292.9

Total	560.7
Amortized	**19.0**

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	118.9
Mobile Source	1,098.0
Solid Waste Generation	104.5
Water Consumption	188.2
Construction	19.0
Total	**1,528.6**
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.

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?*** **Less Than Significant Impact.** A Phase I[28] Environmental Site Assessment (ESA) and a Phase II[29] ESA were prepared for the project site. Both the Phase I and Phase II ESAs are included in Appendix D 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 be operated 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. Once operational, the project would use standard cleaning materials to clean and maintain the industrial building during the operational life of the project. Herbicides and pesticides may 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?*** **Less Than Significant Impact.** The project site has historically been vacant and used for agricultural purposes. A residential unit was developed in the northeast portion of the property in the 1950's and has been demolished. Parcels 2830 and 11258 S. Riverside Drive were developed in the 1980s with vehicle storage and scrap vehicle/material storage, respectively. Dark areas were observed around the areas of on-site storage of equipment on unpaved areas. A review of available public records and observations of the project site during the on-site reconnaissance indicate the existing uses including transport equipment, construction and material recycling. Based on the observations of the existing dark stains on the site, the types of past uses, and the history of past industrial use on the site the project site is considered a Recognized Environmental Concern (REC).

During the on-site reconnaissance the automotive repair/maintenance use, automotive paint booth, poor housekeeping, minor to moderate stains, and groundwater wells belonging to an upgradient investigation overseen by the Regional Water Quality Control Board (RWQCB) were observed. Based on the review of the available regulatory information there are facilities in the vicinity of the project site that were noted to use and store chemicals and generate associated wastes. Several upgradient facilities were noted with releases such as Leaking Underground Storage Tank (LUST) cases that were subsequently cleaned and closed with the relative oversight agency, with the exception of the Colton Terminal whose releases have affected groundwater. A groundwater monitoring well is located on the project site as part of that investigation. Potential contaminants of concern include petroleum – automotive gasolines, petroleum –

[28] Phase I Environmental Assessment Report, 2830, 11190 and 11258 South Riverside Avenue, Bloomington, CA, Hazard Management Consulting, Inc., February 16, 2022.
[29] Phase II Environmental Assessment Report, 2830, 11190 and 11258 South Riverside Avenue, Bloomington, CA, Hazard Management Consulting, Inc., April 25, 2022.

diesel fuels, and petroleum – jet fuel/aviation. However, given the deep depth of the groundwater in the region, it is unlikely that these releases threaten the project site.[30]

A historic release occurred at the Van Dyke Oil Co., Inc. facility adjacent to the site had a diesel release from a LUST and closed in 1999. The facility was reported with other USTs containing gasoline as well as tank bottom waste containing halogenated liquids. Given the potential for additional releases and the immediately adjacent location of the facility, the site facilities are considered to be RECs.

Based on the findings of the Phase I ESA there is a moderate potential for a vapor intrusion condition from adjacent properties and given the age of the structures on the project site asbestos containing materials (ACMs) are likely present. Damaged paving fabric, a suspected ACM, was observed in the crushed asphalt on the parcel at 11190 S. Riverside Avenue. Based on the results of the Phase I ESA the preparation of a site-wide Phase II Site Investigation including the collection of soil and soil gas samples was recommended.

The scope of work for the Phase II ESA included 14 soil borings for soil and soil vapor sampling at the locations shown in Figure 12. Sample collection were generally collected at approximately 1 and 5 feet below ground surface (bgs) from each boring. Seven soil samples were collected from an existing stockpile at the site. All soil and stockpile samples were analyzed at a State-certified laboratory for total petroleum hydrocarbons as gasoline (TPHg), diesel (TPHd), and motor oil (TPHmo).

Temporary 5-foot-deep soil vapor probes were installed at nine boring locations shown in Figure 12. Soil vapor samples from the nine probes were analyzed a State-certified laboratory for volatile organic compounds (VOCs). All nine temporary soil vapor probes were removed after sampling. The results of the Phase II ESA findings and observations were as follows:

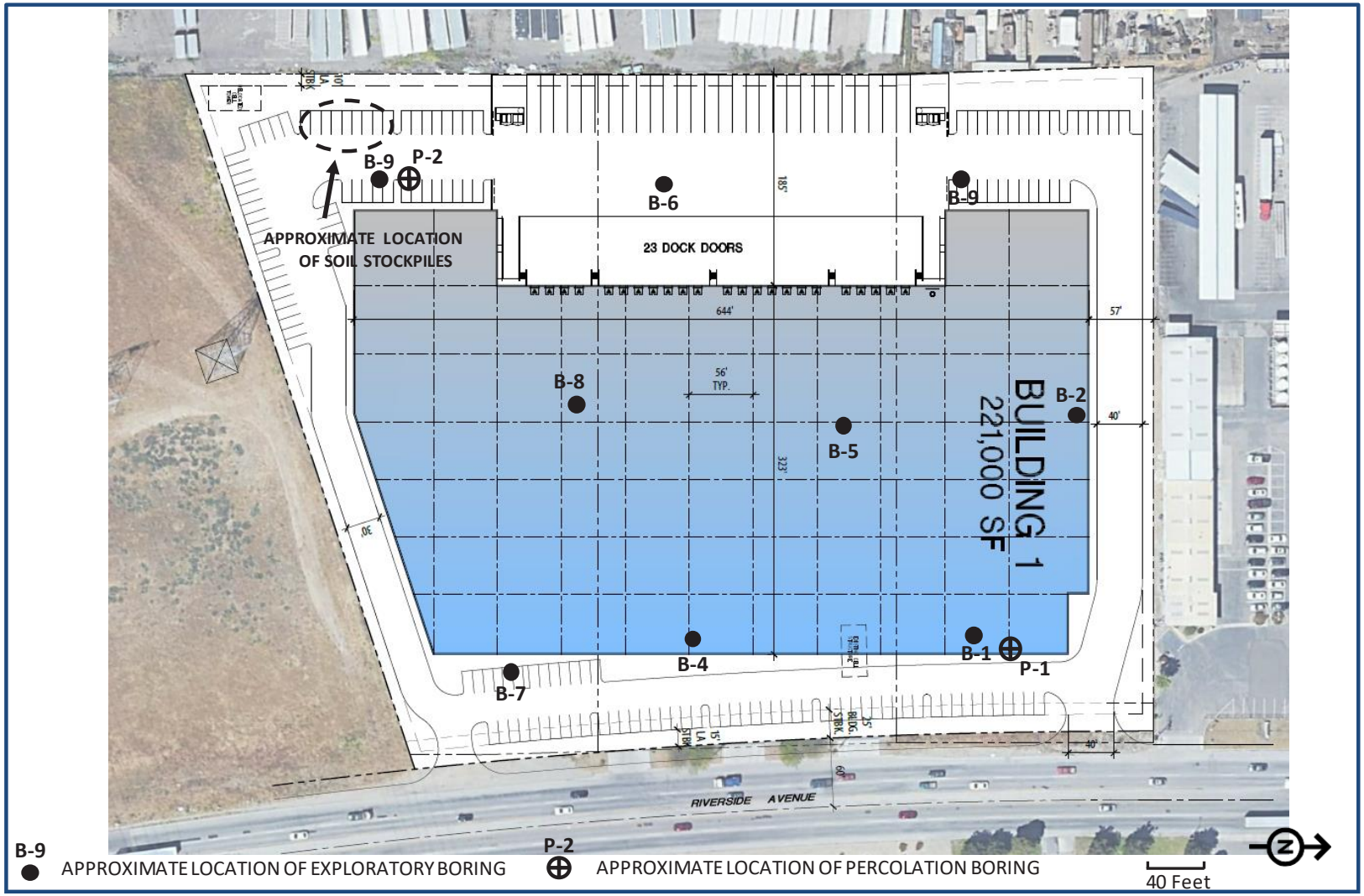
- Soil metals results were either below regulatory screening levels or background levels in California soils, which are representative of naturally occurring concentrations.
- Soil and soil vapor VOC results were generally low and below regulatory screening levels, which indicates that evidence of a residual source or a significant release was not identified during the investigation.

Based on the Phase I and II ESAs that were conducted for the project site, the results of Phase II ESA did not identify the need for further actions at the site. The RECs that were identified in the Phase I ESA are no longer considered to be RECs.[31] The project does not propose any on-site use that would create or release hazardous materials into the environment. The project would not have any significant hazardous material impacts.

c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*** **No Impact.** The closest school to the project is Crestmore Elementary School that is in the Colton Joint Unified School District and located at 18870 Jurupa Avenue and approximately 1.15 miles west of the 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 school within one-quarter mile of the project or Crestmore Elementary 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 environment?*** **No Impact.** Based on the Phase I ESA the project site is not listed as a

[30] Phase I Environmental Assessment Report, 2830, 11190 and 11258 South Riverside Avenue, Bloomington, CA, Hazard Management Consulting, Inc., February 16, 2022, page 19.
[31] Phase II Environmental Assessment Report, 2830, 11190 and 11258 South Riverside Avenue, Bloomington, CA, Hazard Management Consulting, Inc., April 25, 2022, page 6.



Source: TGR Geotechnical Inc.

Figure 12

Soil Borings

hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5.[32] 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 for people working or residing in the project area?*** **No Impact.** The closest public airport to the project is the SBD International Airport that is approximately 8.5 miles to the northeast. Due to the distance of the SBD International Airport from the site, the project would not have any safety or noise impacts to the 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 S. Riverside Avenue that is adjacent to and east of the project. The project proposes two driveways at S. Riverside Avenue and designed to allow adequate emergency access to the site. 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 Local Responsibility Area (LRA) or State Responsibility Area (SRA) fire hazard zones on or near the project site. The closest SRA to the project is located at Lytle Creek and approximately 6 miles north of the site. See Section "XX Wildfire" below in this MND for further wildland fire analysis. The project would not be exposed to or be 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 Drainage Report[33] and a Preliminary Water Quality Management Plan[34] were prepared for the project and a copy of each report is included in Appendix E 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.

[32] Phase I Environmental Assessment Report, 2830, 11190 and 11258 South Riverside Avenue, Bloomington, CA, Hazard Management Consulting, Inc., February 16, 2022.
[33] Drainage Report, 2830 S. Riverside Avenue, APN 0258-121-23,33,&34, Cannon, December 21, 2002.
[34] Preliminary Water Quality Management Plan, 2830 S. Riverside Avenue, Cannon, October 26, 2022.

The project proposes to install an underground infiltration system in the drive aisle along the east project boundary to capture all on-site developed stormwater. All 100-year or less on-site stormwater would be captured and discharged into three proposed underground infiltration chambers that measure approximately 433' x 16'. The inlets of the chambers would have filters to remove trash and debris prior to discharge into the chambers. Stormwater in the chambers would infiltrate into the local groundwater. Excess surface water greater than a 100-year storm event would sheet flow into S. Riverside Avenue that same as the existing condition. The installation of and the 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 also be required to have a Water Quality Management Plan (WQMP) approved by city staff prior to the issuance of a grading permit. The purpose of the WQMP is to identify the BMPs that would be used on-site to control project generated pollutants from entering the storm water runoff generated from the site. The 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 amount of water that would be required to control dust during grading and construction would be minimal and would not significantly impact existing groundwater supplies due to the relatively small size of the project, which is approximately 10.11 acres. Due to the small size of the project site, the loss of approximately 10.11 acres of pervious area for stormwater percolation and groundwater recharge would not significantly interfere and substantially impact or impede sustainable groundwater management of the San Gabriel Valley Groundwater Basin.

Approximately 65 percent of the project site is currently pervious and allows water percolation. The remaining 35 percent of the site is developed and paved and generates approximately 15.25 cubic feet per second (cfs) of surface water runoff during a 100-year frequency storm event.[35] The developed flow from the project site is calculated to be approximately 30.50 cfs. As discussed in Section "X. a)" above of this MND, all 100-year or less on-site stormwater would be captured and discharged into three proposed underground infiltration chambers that measure approximately 433' x 16'. The inlets of the chambers would have filters to remove trash and debris prior to discharge into the chambers. Stormwater in the chambers would infiltrate into the local groundwater. The project is estimated to generate approximately 7.80 cfs of runoff during a 100-year frequency storm event based on the installation of the proposed underground on-site infiltration basins and less runoff than the existing condition. The project would generate approximately 7.45 cfs less runoff than the existing condition of 15.25 cfs.

The City of Rialto is in the jurisdiction of 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

[35] Drainage Report, 2830 S. Riverside Avenue, APN 0258-121-23,33,&34, Cannon, December 21, 2002, Table DA1-3.

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. 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. 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 its demands in single dry years.

As discussed above, project surface water runoff would be collected and discharged into three on-site infiltration chambers for percolation into the local groundwater. The use of the proposed underground infiltration basins would increase the amount of water that percolates into the local groundwater unlike the current condition when must of the surface water sheet flows off the site to S. Riverside Avenue. Therefore, the project could increase groundwater supplies with the percolation of surface water on the site into the local groundwater. 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 bio-filtration system in the driveway along the north project boundary to capture the stormwater that would be generated on the site. All 100-year or less on-site stormwater would be captured and discharged into three proposed underground infiltration chambers. The inlets of the chambers would have filters to remove trash and debris prior to discharge into the chambers. Stormwater in the chambers would infiltrate into the local groundwater.

The installation of and the regular maintenance of all construction BMPs and the proposed on-site underground infiltration system in the drive aisle along the east side of the building in compliance with required SWPPP and NPDES permits would reduce and minimize both on and off-site siltation from the project site during both 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 decrease the amount of runoff that is currently generated from the site by approximately 7.45 cfs and not increase surface water runoff greater than the existing condition. Therefore, the project would not have any significant on- or off-site flooding 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 decrease the amount of storm water runoff that is currently generated from the site. The existing storm drain system in S. Riverside Avenue that would serve the project and the downstream storm water collection system has adequate capacity to serve the volume of stormwater from the project without significantly impacting the capacity of the existing storm water drainage system since the

project would decrease the amount of stormwater generated from site compared to the existing condition. The proposed underground infiltration system 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 storm drain 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 S. Riverside Avenue adjacent to and east of the site at the same location as currently discharged, which is upstream of an existing catch basin in S. Riverside Avenue. The existing catch basin and storm drain system in S. Riverside Avenue has capacity to handle the stormwater flows from the project since the project would generate approximately 7.45 cfs or runoff less than the current condition. 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.** According to the Federal Emergency Management Agency (FEMA), the project site is in Federal Emergency Management Agency (FEMA) Zone X[36], which is an area of moderate or minimal hazard from flooding. In addition, Exhibit 5.2 of the Safety and Noise Chapter of the Rialto General Plan shows that the project is in a FEMA flood zone outside the 500-year floodplain.

The project is more than forty miles northeast from the Pacific Ocean and approximately 675 feet above mean sea level. Due to the distance and the elevation of the project 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 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 Drainage Report and a Preliminary Water Quality Management Plan for the project and a copy of each report is included in Appendix E 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 listed in the report, including a bio-filtration system in a proposed drive aisle along the east project boundary. 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) with a primary objective to describe and evaluate sources of supply, reasonable and practical efficient uses, reclamation, and

[36] National Flood Hazard Layer FIRMette.

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. 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 east. The land use south of the project is a Southern California Edison easement with transmission towers and overhead power lines. The project proposes to demolish the existing buildings on the site to construct the proposed industrial building. The project does not propose to physically divide the existing land uses that are adjacent to and surrounding the site. Therefore, the project would not physically divide the existing established community.

b) ***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*** **Less Than Significant Impact.** The project is located in the Aqua Mansa Industrial Corridor Specific Plan. The site is designated Heavy Industrial land use and the zoning is H-IND (Heavy Industrial). The project is consistent with both the Heavy Industrial land use and H-IND zoning.

Aqua Mansa Industrial Corridor Specific Plan

The Aqua Mansa Specific Plan Industrial Corridor Specific Plan study is intended to result in a master economic development plan to improve intergovernmental coordination and to facilitate the logical, planned development of the 4,285 acre study area. Moreover, this planning effort is intended to serve as a precursor to an intensive marketing effort to attract industry to the Aqua Mansa Corridor for the purpose of stimulating employment opportunities in the region. The project's intended emphasis is on the attraction of employee-intensive heavy industrial users which provide employment opportunities for all income levels, but especially for low and moderate income individuals.[37]

Environmental Issues

The following applicable goals and strategies have been utilized as a guide in developing the implementation program for the 4,285 acre Corridor with respect to environmental values:

1. To maximize the productive use of the study area for heavy industrial development while at the same time minimizing adverse impacts on the environment by avoiding the placement of heavy industrial uses at sensitive locations.
2. To maximize the generation of employment opportunities in a region which has a significant imbalance of housing versus employment opportunities. Significant numbers of the residents in the surrounding communities are presently commuting to Los Angeles and Orange Counties for employment, thus having a severe adverse impact on regional air quality due to the numbers of vehicles miles travelled.
3. To respect the scenic quality arid natural beauty of the Santa Ana River floodplain and portions of the Aqua Mansa Road located alongside the bluff which defines the floodplain by maintaining these areas in the present agricultural and equestrian uses.

[37] Aqua Mansa Industrial Corridor Specific Plan, July 1986, Preface.

4. To develop an industrial area which provides a safe and healthy environment for workers including adequate levels of police and fire protection.

Public Facilities Issues

The following applicable objectives and strategies reflect the development philosophy of this planning endeavor:

1. To extend public services in a logical and functional manner to minimize impacts on service purveyors while at the same time maximizing the areas that can be made available for development in the near future.
2. To phase development within the project site to allow for orderly site development while minimizing environmental impacts and economic costs.

Special and Design Issues

Numerous natural physical and man-made features are present in the Aqua Mansa Corridor which merit special consideration in the development of the Specific Plan and ensuring site-specific projects. These considerations and the applicable goals and strategies relating thereto are the following:

1. To promote the maximization of employment generation in the Aqua Mansa Corridor, particularly employment targeted to the low and moderate income individuals.
2. To maximize the utility of the existing vehicular transportation system. Of particular significance is the project's proximity to major freeways. The San Bernardino Freeway (I-10) comprises the project's northerly boundary and four on and off ramps from this freeway serve the project area. State Highway 60 and Interstate 215 are located within minutes of the project area and supplement the regionwide east-west access afforded by I-10.
3. To expand upon the existing industrial character of the Corridor to ultimately create a compatible cohesive enclave where industry can locate and operate without the encroachment of other noncompatible urban uses. The fact that the project is bounded at most peripheries by either the Santa Ana River or major transportation arteries provides tangible boundaries identifying the limits of the project and affords protection for industrial development.
4. To provide identifiable entrance ways to the Aqua Mansa Industrial Corridor. Of particular significance is Riverside Avenue as it enters the project area from the north and south and from the San Bernardino Freeway, and Pepper Avenue from the north and from I-10, and the corner of Market Street and Rubidoux Boulevard.

General Plan Issues

The applicable goals and strategies reflected in this Specific Plan relative to General Plan policies of the four responsible local governments are the following:

1. To resolve any conflicts between the General Plan and Zoning designations of the four local agencies and, further, to resolve and inconsistencies between the proposed Specific Plan land uses and the underlying General Plan and Zoning designations.

Regional Planning Issues

The applicable goals and strategies reflected in the development plan related to the various regional plans in effect include the following:

1. It is the intent of the Plan to facilitate growth in the industrial sector consistent with the SCAG-82 philosophy to balance the provision of jobs and housing in the Inland Empire region and to provide employment for a wide range of individuals and income groups.
2. Consistent with the regional Air Quality Management Plan, it is the intent of this planning effort to aid in basin wide efforts to attain Federal and State Air Quality Attainment standards.[38]

The areas of the Aqua Mansa Industrial Corridor Specific Plan that are designated for Heavy Industrial land use will be utilized for manufacturing, resource extraction, compounding of material, packaging, treatment, processing or assembly of goods. Heavy industrial uses generally are more land extensive than lighter industrial uses and usually employ processes which produce more measurable externalities. Activities in the heavy industrial areas are more likely to have frequent rail and/or truck traffic and the transportation of heavy, large scale products. Activities related to heavy industrial uses may generate noise, odor, vibration, illumination or release of particulates and may generally be incompatible with less intense land uses. Characteristics of the types of uses permitted within this designation may include massive appurtenant structures outside of enclosed buildings such as conveyor systems, cranes, cooling towers and outside storage of large quantities of raw, refined or finished products.[39]

In terms of land use, the project is consistent with and meets all of the applicable goals and strategies of the Aqua Mansa Industrial Corridor Specific Plan for Environmental Issues, Public Facilities Issues, Special and Design Issues, General Plan Issues, and Regional Planning Issues. For instance, the project minimizes potential impacts on the environment by avoiding the development at a sensitive location. The project would provide a variety of jobs for the city that has a housing and employment imbalance. The project also would provide employment opportunities for all income levels. Based on the air quality analysis, the project would not have any significant short- or long-term air quality impacts. The police and fire departments would not be significantly impact by the project and the utilities required by the project are available adjacent to the site and have adequate capacity to serv the project as discussed in this MND. The project is adjacent to S. Riverside Avenue and approximately 1.25 miles south of the I-10 freeway and would maximize the existing transportation system without any significant transportation impacts. The project is consistent with and meets the Heavy Industrial site development standards listed in Table 11 of the Aqua Mansa Industrial Corridor Specific Plan, including minimum lot size, minimum lot width and depth, minimum setbacks, minimum landscaping, etc. The project is consistent with the Aqua Mansa Industrial Corridor Specific Plan and does not conflict with the Rialto General Plan. The project also is consistent with SCAG Connect SoCal that guides regional planning and growth through 2045. Finally, the project is consistent with the Air Quality Management Plan (AQMP) because the project is calculated not to exceed any Federal or State air quality standards.

Based on the above analysis, the project would not have any significant land use or zoning 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?*** **No 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-3.[40] The MRZ-3 classification states these are, "Areas containing known or inferred mineral occurrences of undetermined mineral resource significance."[41] There are no mining activities on the site or any of the

[38] Aqua Mansa Industrial Corridor Specific Plan, July 1986, pages 4-1 – 4-4.
[39] Ibid, page 4-7.
[40] Rialto General Plan, Exhibit 2-7 Mineral Resources Zones.
[41] Ibid.

properties adjacent to and surrounding 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?*** **No Impact.** As discussed in Section "XII.a" above of this MND, the project site is not being mined for any locally important mineral resources or known to have any locally important mineral resources that are identified in the Rialto General Plan. In addition, the geotechnical report that was prepared for the project site did not identify any mineral deposits in any of the five on-site soil borings. The project would not result in the loss of and not impact any locally important mineral 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[42] was prepared for the project and is included in Appendix F of this MND.

The project site is partially developed. The property at 2830 S. Riverside is used for auto-body repair and automotive repair/maintenance. The property at 11190 S. Riverside is vacant and the property at 11258 S. Riverside is used for semi-truck parking and storage. 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 S. Riverside Avenue adjacent to and east of the site and daily activities of the industrial uses west, east 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.

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).

[42] Noise Impact Analysis, Xebec Riverside Avenue Industrial Project, Rialto, California, Giroux & Associates, December 21, 2022.

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 13 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

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 S. Riverside 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
12:30-12:45	67.4	73.2	52.9

Figure 13
Noise Compatibility Guidelines

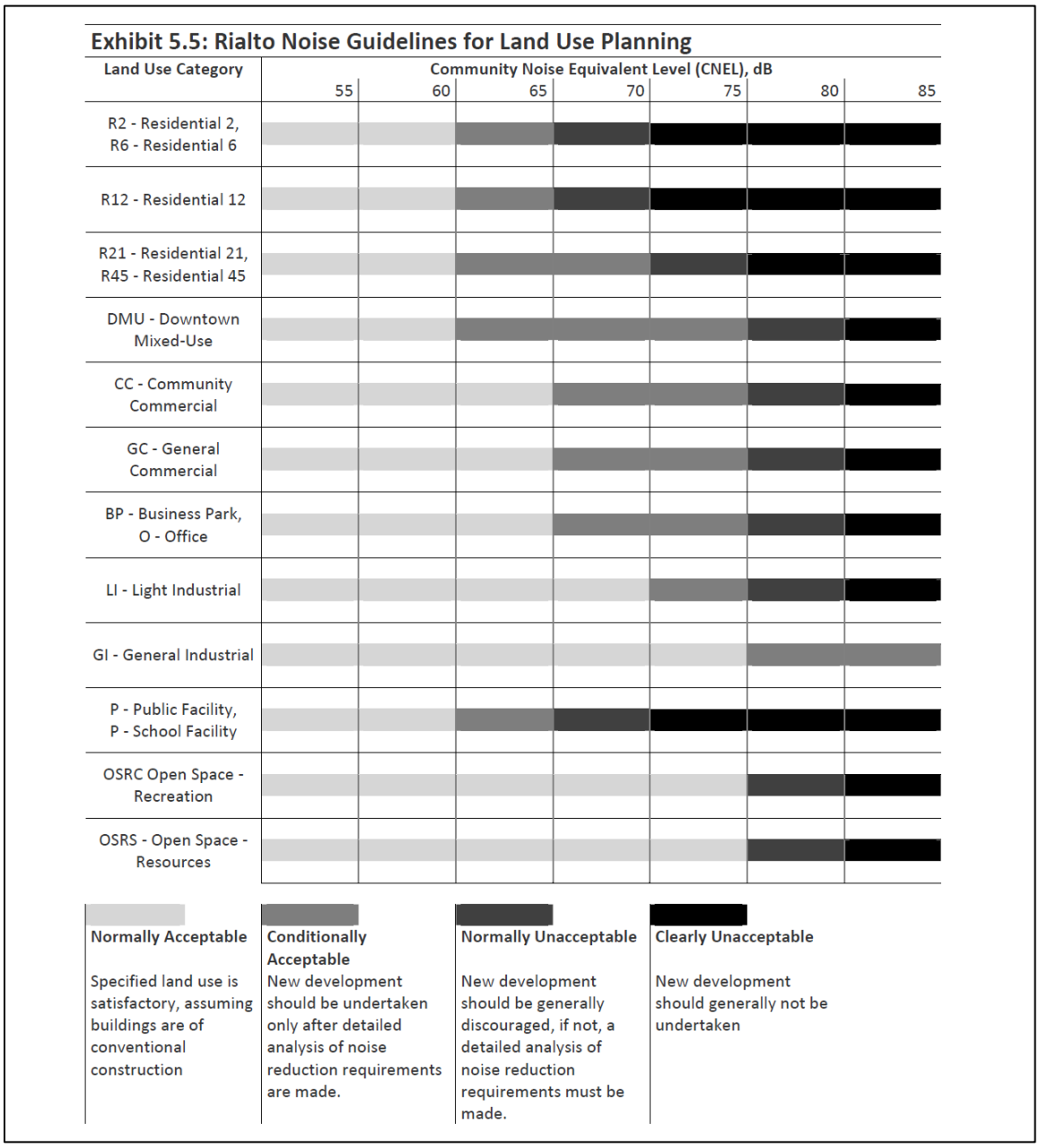


Figure 14
Noise Measurement Location

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 actual distance separation unique to the closest sensitive land use along Jurupa Avenue west of Willow Avenue and approximately 970 feet southwest of the closest site perimeter.

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

Phase Name	Equipment	Closest Residence
Demolition	Concrete Saw	58
	Excavator	51
	Dozer	56
Grading	Grader	55
	Dozer	56
	Excavator	51
	Loader/Backhoe	48
	Crane	47

Construction	Loader/Backhoe	48
	Welder	45
	Generator Set	52
	Forklift	43
Paving	Paver	48
	Paving Equipment	46
	Roller	48

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. 7 Construction vehicles and equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers.

Mitigation Measure No. 8 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 S. Riverside Avenue. Approximately 90% of the project would travel on S. Riverside Avenue north to access the I-10 freeway. The existing land uses along S. Riverside Avenue north of the project site to the I-10 freeway are industrial, therefore project traffic noise would not significantly impact the existing industrial land uses or any noise sensitive land uses north of the project.

Five percent of the project traffic is calculated to travel on Santa Ana Avenue west of Riverside Avenue. There are noise sensitive land uses along Santa Ana Avenue west of Riverside Avenue that could be impacted by motor vehicle noise. The project is calculated to generate 378 warehouse and office trips with a total of 19 daily vehicle trips on Santa Ana Avenue west of S. Riverside Avenue as shown in Table 14.

Table 14
Project Traffic Distribution

Vehicle Type	Daily Trips	Peak Hour Trips	Daily Trips Westbound on Santa Ana Avenue
Passenger Cars	227	24	11
4 Axle Truck	106	33	5
3 Axle Truck	42	8	2
2 Axle Truck	3	0	1
Total Trips	**378**	**65**	**19**

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 west from S. Riverside Avenue onto Santa Ana Avenue is low. The largest traffic noise level increase attributed to the project is on S. Riverside Avenue north of the project site and +0.3 dBA CNEL and below the +3 dBA CNEL significance threshold. The few trucks that would travel west on Santa Ana Avenue west of S. Riverside Avenue is estimated to result in a noise level increase of +0.1 dBA and below the +3 dBA CNEL significance threshold.

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

Segment		2024 No Project	2024 With Project	Difference
Riverside	S. of Jurupa	67.3	67.3	0.0
	N. of Jurupa	67.1	67.1	0.0
	S. of Santa Ana	67.6	67.9	0.3
	N. of Santa Ana	68.1	68.2	0.1
	S. of Slover	68.1	68.3	0.2
	N. of Slover	69.7	69.8	0.1
Jurupa	W. of S. Riverside	59.9	59.9	0.0
Santa Ana	W. of S. Riverside	60.7	60.8	0.1
	E. of S. Riverside	58.3	58.3	0.0
Slover	W. of S. Riverside	66.2	66.2	0.0
	E. of S. Riverside	62.4	62.4	0.0

As shown, 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.

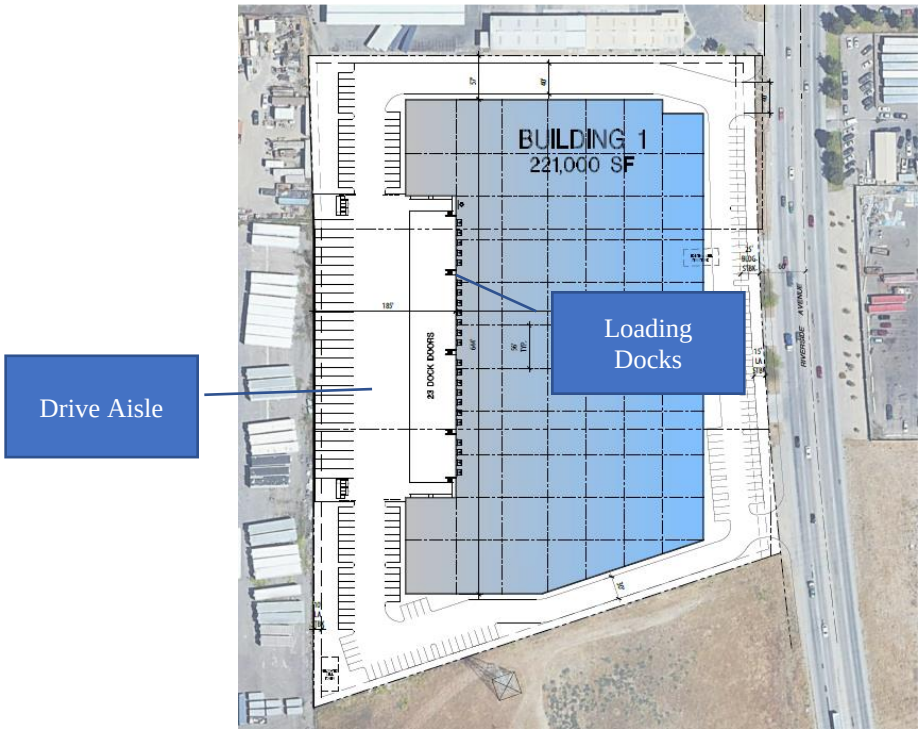
Site Operational Noise

The location of the on-site drive aisles and building loading docks that could impact area sensitive uses are shown in Figure 15. As shown, the loading docks are proposed along the west side of the building.

The loudest operational noise level that would be generated by the project would be very brief interspersed, with extended periods of lesser noise audibility. For example, a diesel delivery truck pass-by noise typically lasts a few seconds as it rises to a peak and then falls off. 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 (3 or more axles) trucks that allow a calculation of the traffic noise exposure as a function of the vehicle type, travel speed and source-receiver distance. Project traffic was calculated with an assumed travel speed of 25 mph.

As shown in Table 14 above of this MND, a peak hour is expected to generate 41 PCE truck trips (33+8=41) entering and leaving the site. The noise level associated with these truck trips is calculated to be approximately 60.0 dBA Leq. Attenuating this calculated noise level to the closest noise sensitive land use that is approximately 970 feet from the project site would result in a residual noise level of less than 41 dBA Leq. This is a peak hour noise level so the noise level during the rest of the day would be lower. As a result, the noise level would not be discernible at the closest noise sensitive land use.

Figure 15
Loading Dock and Drive Aisle Location



The loading docks are proposed along the west side of the building and approximately 1,155 feet from the closest residences approximately 970 feet southwest of the site. The noise level typically associated with loading dock operations is less than 70 dBA Leq for any delivery event. Approximately 34 decibels of noise attenuation is due to the distance of the loading docks from the closest residence that is approximately 970 feet away. As a result, the noise level at the closest residence from the activities at the project loading dock area would be approximately 35 dBA Leq and not discernible by the closest noise sensitive land use.

The project would not generate any substantial temporary or permanent noise level increases in the ambient noise levels in the vicinity of the project that exceed any noise standards in the Rialto General Plan or the Rialto Municipal Code with the implementation of the recommended mitigation measures.

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[43]

[43] Federal Transit Administration 2006.

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.

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 8.5 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*)? Less Than Significant Impact.** The project proposes to demolish the existing auto-body repair and office buildings on the site to construct a 219,500 square foot industrial building. The project is not anticipated to either directly or indirectly induce a substantial unplanned population growth in the area because the employees that would work at the site would likely live either in Rialto or the adjacent surrounding communities and commute to the site. As a result, the project would not encourage or result in a large number of anticipated employees to move to Rialto or the surrounding areas to work at the project site. Thus, the project would not have a significant impact on the area population growth.

It is anticipated that most of the project employees are existing residents and currently live in Rialto or close-by communities and would commute to the project site. As a result, the city's population is not anticipated to significantly increase and induce a substantial unplanned population growth. Therefore, the project is not anticipated to significantly increase the city's population.

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*** **No Impact.** The project site is developed with an auto-body repair building and an office building. There are no residential structures on the site. Therefore, no residential units or existing residents that would have to find replacement housing. The project would not have an impact to any existing residents.

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 Rialto Fire Department. The construction of the proposed industrial building would be required to meet all applicable 2022 California Building and Fire Codes would minimize the need for fire protection service calls at the site by the Rialto Fire Department. The project would not have any significant impacts to the Rialto Fire Department.[44]

ii. ***Police protection?*** **Less Than Significant Impact.** Police protection services are provided by the Rialto Police Department. Compared to the existing vacant site condition, the project would increase calls for police protection. While the project would incrementally increase police service calls, the project is not anticipated to significantly impact the Rialto Police Department.

iii. ***Schools?*** **No Impact.** The project is located 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 and 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 public park to the project site is Rialto City Park that is located at 130 E. San Bernardino Avenue and approximately 2.0 miles north of the project. Rialto City Park includes a football field, pony league field, little league field, picnic areas, playground equipment, basketball court, outside gym, outdoor stage, and restrooms.

It is not anticipated that project employees would significantly increase the use of Rialto City 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.

[44] Specialist Chris Rudiger, Los Angeles County Fire Department, telephone conversation, October 11, 2021.

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?*** **No Impact.** The project would not 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 and the project is not required to construct or expand existing public recreational facilities and 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[45] was prepared for the project and is included in Appendix G.

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 63 AM peak hour PCE trips, 65 PM peak hour PCE trips, and 629 daily PCE trips.

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	219.5 TSF	29	9	38	11	29	40	375
Passenger Vehicle Trips [2]		*17*	*5*	*22*	*7*	*17*	*24*	*225*
Truck Trips [3]		*12*	*4*	*15*	*4*	*12*	*16*	*150*
Passenger Car Equivalent (PCE) Estimates								
Trucks								
4-axle (3.0 PCE)		24	9	33	9	24	33	315
3-axle (2.0 PCE)		6	2	8	2	6	8	84
2-axle (1.5 PCE)		0	0	0	0	0	0	5
Passenger Vehicles		17	5	22	7	17	24	225

[45] Riverside Avenue Industrial Building Transportation Impact Analysis, Stantec, June 20, 2023.

Total Truck PCE + Passenger Vehicle Trips		**47**	**16**	**63**	**18**	**47**	**65**	**629**
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 I-10 north of the project with 45 percent oriented toward the west and 45 percent toward the east. Approximately 5 percent of the truck trips are expected to travel south on S. Riverside Avenue south of Jurupa Avenue and the remaining 5 percent of the project truck trips are estimated to travel to the west on Santa Ana Avenue approximately one-quarter mile north of the project. Project passenger vehicle trips are estimated to travel both city streets as well as on I-10 with approximately half of the passenger vehicle trips traveling on the I-10 freeway. Figure 16 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 16. Figure 17 shows the total peak hour PCE trips at the study intersections.

Existing Plus Background Growth Plus Project

Ambient Growth

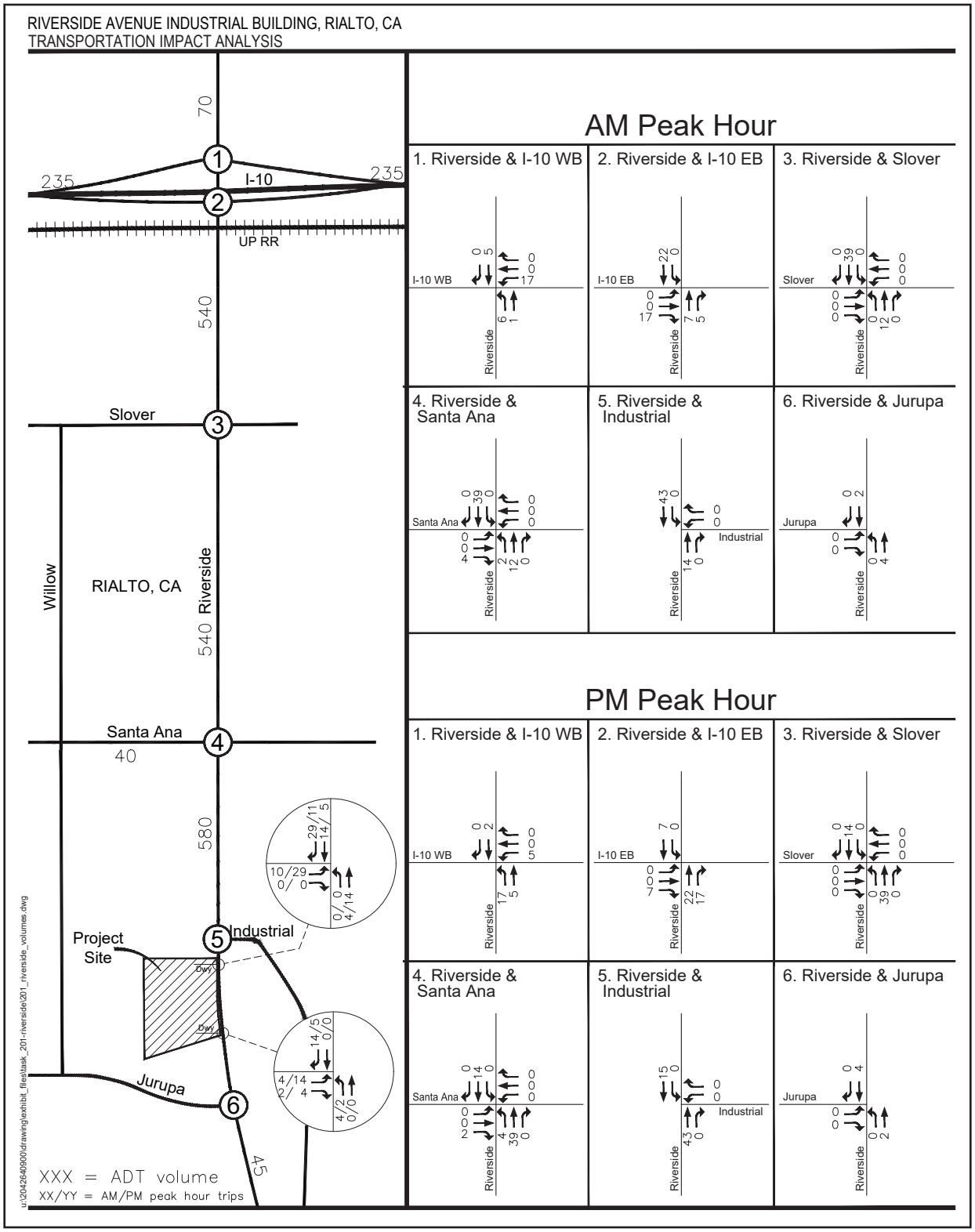
2024 is the estimated opening year for the project. To obtain the background traffic volumes for 2024 an ambient growth rate of one percent per year was approved by city staff. The one percent annual ambient growth rate was added to the counted 2022 peak hour intersection volumes for a total increase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

Source: Stantec Consulting Services, Inc.

FIGURE 16
Project Trip Distribution



Source: Stantec Consulting Services, Inc.

FIGURE 17

Total Project PCE Peak Hour Trips

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 C or better during the AM and PM peak hours. The project increases the delay at the intersections by less than the city's level of service threshold standards.

Project Driveway Operation

The project proposes two driveways at S. Riverside Avenue and controlled by on-site stop signs. Driveway delay and level of service at S. Riverside Avenue were determined based on HCM 6 methodology for unsignalized intersections. Since through traffic on S. Riverside 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 at S. Riverside Avenue. As shown, the project driveways would operate at LOS B 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. Riverside & I-10 WB	Signal	12.4 sec	B	0.4 sec	12.9 sec	B	0.2 sec
2. Riverside & I-10 EB	Signal	16.4 sec	B	0.1 sec	29.8 sec	C	1.3 sec
3. Riverside & Slover	Signal	22.3 sec	C	0.9 sec	19.9 sec	B	0.4 sec
4. Riverside & Santa Ana	Signal	9.5 sec	A	0.1 sec	13.1 sec	B	0.7 sec
5. Riverside & Industrial	SSS	12.4 sec	B	0.2 sec	14.7 sec	B	0.5 sec
6. Riverside & Jurupa	Signal	5.6 sec	A	0.0 sec	6.3 sec	A	0.1 sec

LOS = Level of service
SSS = side street stop (delay value is for highest stop-controlled movement)
sec = seconds of delay

Table 22
Project Driveway Delay and LOS Summary

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
7. Riverside & North Driveway	SSS	13.3 sec	B	14.4 sec	B
8. Riverside & South Driveway	SSS	11.9 sec	B	13.0 sec	B

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 all proposed on-site parking. The north project driveway at S. Riverside

Avenue provides a 45-foot width and the south project driveway at S. Riverside Avenue provides a 40-foot width and adequate truck access to the site. The required sight lines at the project driveways are based on a driver's ability to perceive a 7.5 second gap in oncoming traffic at 55-mph and would be maintained at the project driveways.

I-10 Off-Ramp Queue Analysis

A freeway ramp analysis was performed at the I-10 interchange at S. Riverside Avenue to determine if peak hour off-ramp traffic would back up and potentially affect mainline freeway traffic. The delay analysis from the Synchro software provides the 95th percentile queue lengths.

The I-10 westbound off-ramp is approximately 1,185 feet long and widens to three lanes approximately 360 feet from the I-10 @ S. Riverside Avenue intersection. The eastbound I-10 off-ramp is approximately 1,200 feet and widens to three lanes approximately 325 feet from the I-10 @ S. Riverside Avenue intersection. As shown in Table 23 the off-ramp queues are not expected to exceed the available storage during the AM or PM peak hour under opening year and cumulative conditions.

Table 23
Freeway Ramp Queuing Analysis Summary

	95th Percentile Queue					
	Existing + Ambient		Existing + Ambient + Project		Existing + Ambient + Project + Cumulative	
Off-Ramp	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
1. Riverside & I-10 WB off-ramp	201 ft	171 ft	205 ft	172 ft	211 ft	183 ft
2. Riverside & I-10 EB off-ramp	164 ft	274 ft	168 ft	274 ft	170 ft	274 ft

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)?*** **Potentially Significant Unless 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.[46]

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 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

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

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. 9 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 at S. Riverside Avenue to provide project ingress/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 a 45' wide driveway at S. Riverside Avenue at the north end of the site and a 40' wide driveway at S. Riverside Avenue at the southern end of the site that would provide direct site access for emergency vehicles. Both 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 with the proposed project driveways. The proposed project driveways would be reviewed by the city, including the police and fire departments, to ensure the driveway has 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 the area Native American Indians that are on record with the City that may have cultural resources associated with the site. The city did not receive any tribal requests for consultation.

Although the city did not receive any requests for tribal consultation, the following measures are recommended should any tribal cultural resources are discovered during project grading and/or construction.

Mitigation Measure No. 10 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. 11 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, the project would not significantly impact any known tribal resources with implementation of the recommended mitigation measures. The project would not have any significant tribal resource impacts.

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 are three water mains in S. Riverside Avenue adjacent to the project site including a 6-inch asbestos cement pipe (ACP), a 16-inch steel cement mortar lined and coated (CML&C) pipe, and a 12-inch asbestos-cement pipe (ACP). The 16-inch water main would serve the project. The 16-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. The project applicant proposes an alternative wastewater disposal system that includes the construction of an on-site sewer pump station in the proposed landscape area in the southeast corner of the site, south of the southern project driveway. A 6-inch underground sewer force main would be constructed from the on-site sewer pump station to an existing underground sewer main in S. Riverside Avenue. The proposed on-site sewer pump station and force main would adequately dispose of the on-site wastewater without any wastewater impacts to the existing sewer collection and disposal system. All other utilities required to serve the project, including storm drainage, electricity, natural gas and telecommunications are located in Riverside Avenue and have capacity to serve the project and would not have to be relocated. The project would not have any significant public utility impacts.

The project water and wastewater needs can be accommodated by the existing facilities and construction of new or expanded water or wastewater facilities would not be required. The project would be required to install State mandated low flow water fixtures to minimize water consumption and wastewater generation. The project will not require the construction of any sewer or water lines and have any significantly environmental 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 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.[47] 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. The project is estimated to generate approximately 3,117 pounds of solid waste per day.[48] Approximately 50% of the 3,117 pounds, or 1,558 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 residents and commercial uses would be required to comply would all applicable solid waste statues and regulations and large quantities of solid waste would not be generated.

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 Local Responsibility Area (LRA) or State Responsibility Area (SRA) fire hazard zones to the project.

b) ***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*** **Less Than Significant Impact.** There are no moderate, high or very high fire hazard severity zones in an SRA within the City of Rialto.[49] The closest SRA designated fire hazard zone includes Lytle

[47] Bertha Perez, Senior Engineer, West Valley Water District, Will Serve letter dated March 16, 2022.
[48] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Manufacturing/warehouse, 1.42 lbs./100 sq. ft./day.
[49] https://osfm.fire.ca.gov/media/5950/rialto.pdf

Creek north of the 210 freeway and approximately 6.4 miles north 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 2022 CBC to install fire sprinklers. 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 as a result 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?*** **Potentially Significant Unless Mitigation Incorporated.** The 10.11 acre project site is partially developed. The property at 2830 S. Riverside is used for auto-body repair and automotive repair/maintenance. The property at 11190 S. Riverside is vacant and the property at 11258 S. Riverside is used for semi-truck parking and storage. The site is sparely vegetated and the vegetation that is present includes introduced urban landscape materials. There are areas on the site that contain Delhi Sands that serve as habitat for the Delhi Sands flower-loving fly, which is a federally endangered species. A mitigation measure is recommended to conduct surveys in compliance with U.S. Fish & Wildlife Service protocols to determine if the existing Delhi Sands provide suitable habitat and if the Delhi Sands flower-loving fly is present on the site. 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 or prehistory that would be impacted by the project. The project would not significantly impact biological resources and would have no historical resource impacts.

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 six cumulative projects that, along with the proposed project, could have cumulative impacts. The cumulative projects are listed in Table 24 and shown in Figure 18.

Table 24
Cumulative Projects

Project	Square Footage and Use	Project Status
#1 – Lilac Commerce Center	82,958 square foot warehouse	Under construction
#2 – SC Fuels – 185 W. Santa Ana Avenue	48,103 square foot warehouse	Under construction
#3 – Santa Ana Avenue and Lilac Avenue	301,000 square foot warehouse	Not approved yet
#4 – Alice and Willow Avenue	138,350 square foot warehouse, including 3,000 square feet of ancillary office and 3,000 square feet of mezzanine space	Under construction
#5 – 2321 S. Willow Avenue	97,000 square foot industrial with 3,000 square feet of office.	Not approved yet
#6 - Truck Terminal	172,445 foot industrial with 18,700 square feet maintenance bldg.	Not approved yet

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. 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, noise, 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 24 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. Table 25 summarizes the Existing plus Ambient plus Project plus Cumulative peak hour intersection delay and LOS for the study area intersections assuming existing intersection traffic control and lane geometrics. As shown, the study area intersections would operate at acceptable LOS D or better during the AM and PM peak hours with the development of the proposed project and the cumulative projects. The cumulative traffic analysis shows the project would not have any significant cumulative traffic impacts.

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

Figure 18

Cumulative Project Location Map

Table 25
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. Riverside & I-10 WB	Signal	14.9 sec	B	14.2 sec	B
2. Riverside & I-10 EB	Signal	18.2 sec	B	52.6 sec	D
3. Riverside & Slover	Signal	46.7 sec	D	26.6 sec	C
4. Riverside & Santa Ana	Signal	20.5 sec	C	27.2 sec	C
5. Riverside & Industrial	SSS	12.6 sec	B	14.9 sec	B
6. Riverside & Jurupa	Signal	5.5 sec	A	6.3 sec	A
LOS = Level of service SSS = side street stop (delay value is for highest stop-controlled movement) sec = seconds of delay					

In conclusion, the project would not have any significant cumulative project impacts in conjunction with the development of the projects listed in Table 24.

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.