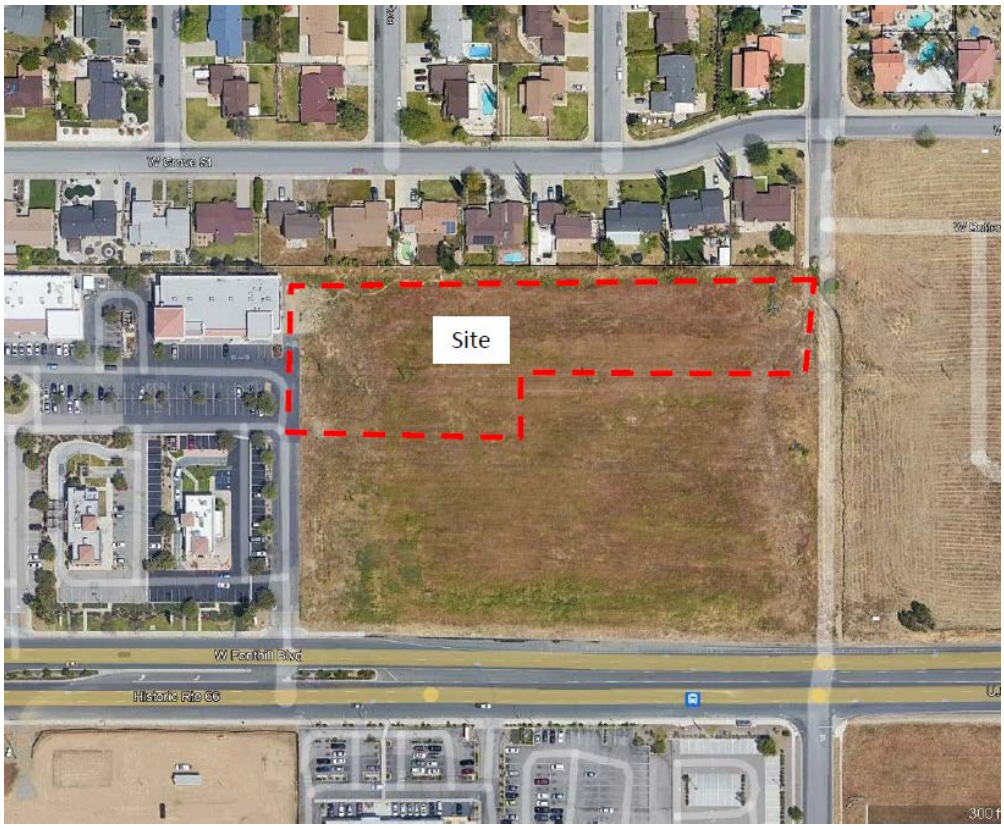
CITY OF RIALTO

INITIAL STUDY FOR 1100 FOOTHILL BOULEVARD SELF STORAGE PROJECT



October 2023; Updated August 2024

Lead Agency
CITY OF RIALTO
150 South Palm Avenue
Rialto, CA 92376

Prepared By
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INITIAL STUDY (IS) FOR 1100 FOOTHILL BOULEVARD SELF STORAGE PROJECT

1. Project Title

1100 Foothill Boulevard Self-Storage Project

2. Lead Agency Name and Address

City of Rialto
150 South Palm Ave.
Rialto, California 92376

3. Contact Person and Phone Number

Mr. David Dawud
Property Plus Mobil, LLC
9051 Van Nuys Boulevard, Suite 2
Panorama City, CA 91402
Mobile: (818) 464-5791

4. Project Location

The project site is located at 1100 Foothill Boulevard at the northwest corner of Foothill Boulevard and Larch Avenue in the city of Rialto in San Bernardino County, California. The site is a generally level, five-acre vacant parcel covered with natural low-lying vegetation. Figure 1 shows the location of the site in the region and Figure 2 shows the project site plan.

5. Project Sponsor's Name and Address

Applicant

Mr. David Dawud
Property Plus Mobil, LLC
9051 Van Nuys Boulevard, Suite 2
Panorama City, CA 91402
Mobile: (818) 464-5791

6. Existing Setting

The project site is a vacant lot covered with native vegetation that comprises two contiguous rectangular shaped parcels located on Foothill Boulevard. The site has been altered from required weed abatement activities to reduce fire risk. Vegetation on-site is limited to scattered common invasive grasses and forbs.

7. General Plan Designation

The City of Rialto General Plan land use designation for the project site is Specific Plan (SP). The site is located in the Foothill Boulevard Specific Plan and designated as a Commercial-Pedestrian (C-P) land use district, which permits intense, multi-story development intended to encourage pedestrian orientation in commercial land uses.

8. Zoning

The project site is zoned Foothill Boulevard Specific Plan designated SP-FH for the Foothill Boulevard Specific Plan by the Rialto Code of Ordinances. The site is in the Commercial-Pedestrian (CP) zone of the Foothill Boulevard Specific Plan, which permits intense, multi-story development intended to encourage pedestrian orientation in commercial land uses.

9. Description of Project

The proposed site is located on the northwest corner of Foothill Boulevard and Larch Avenue in the City of Rialto. The project includes 75,377 square feet of self-storage space. Site access will be provided along Foothill Boulevard and N. Larch Avenue.

Specific project features include:

- Building A – 2-story, 45,910 gross square feet (sf)
- Building B – one story, 10,129 sf
- Building C – one story, 8,482 sf
- Building D – one story, 4,601 sf
- Building E – one story, 6,255 sf
- Two shared access driveways, connecting with both Foothill Blvd. and N. Larch Ave.
- Landscaping

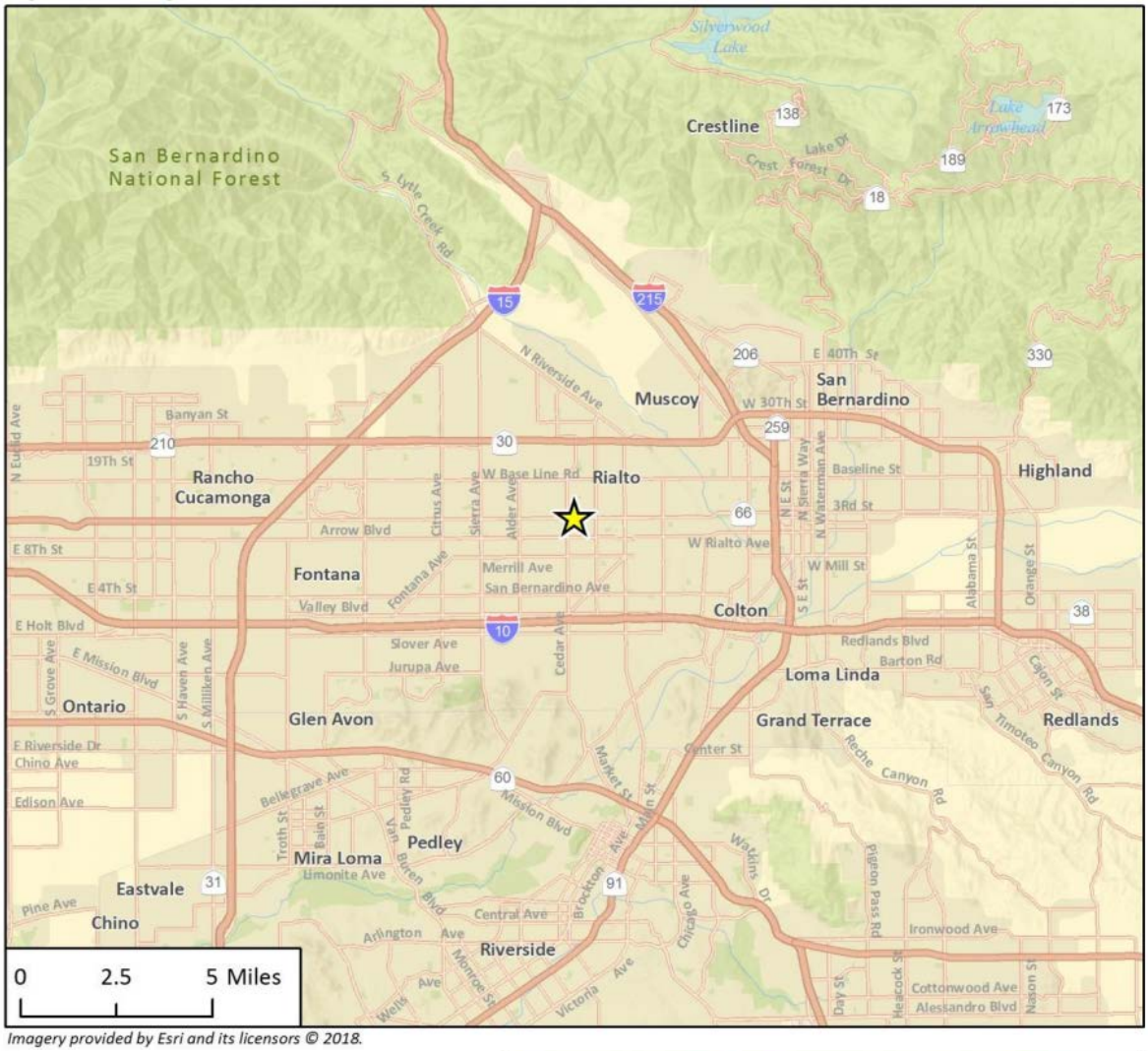
10. Surrounding Land Uses and Setting

The project site is adjacent to an existing fast food and retail development to the west; vacant land to the north; Foothill Boulevard to the south; and undeveloped land to the east. Single-family residences are located approximately 250 feet north of the project site. Parking, commercial, and office development is located across Foothill Boulevard to the south. The project site is approximately two miles south of the Foothill Freeway (210) and 2.6 miles north of Interstate 10 (I 10).

11. Other Public Agencies Whose Approval is Required

The City of Rialto is the lead agency with responsibility for approving the project. Approval from other public agencies is not required.

Figure 1 Regional Location



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Project Location

N

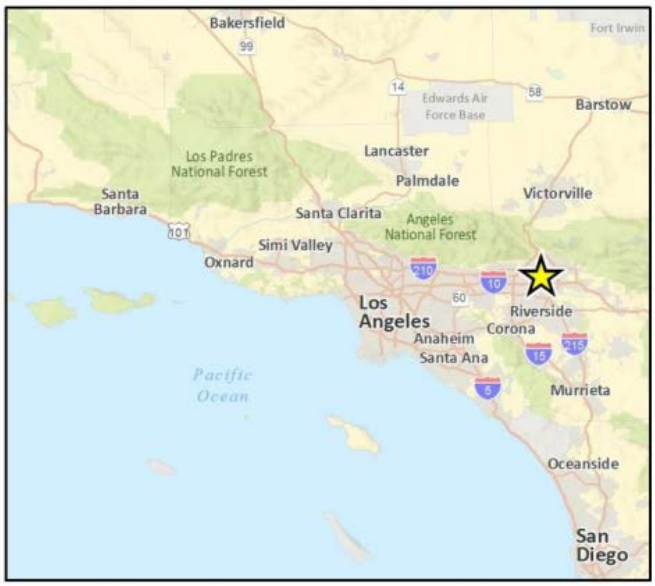
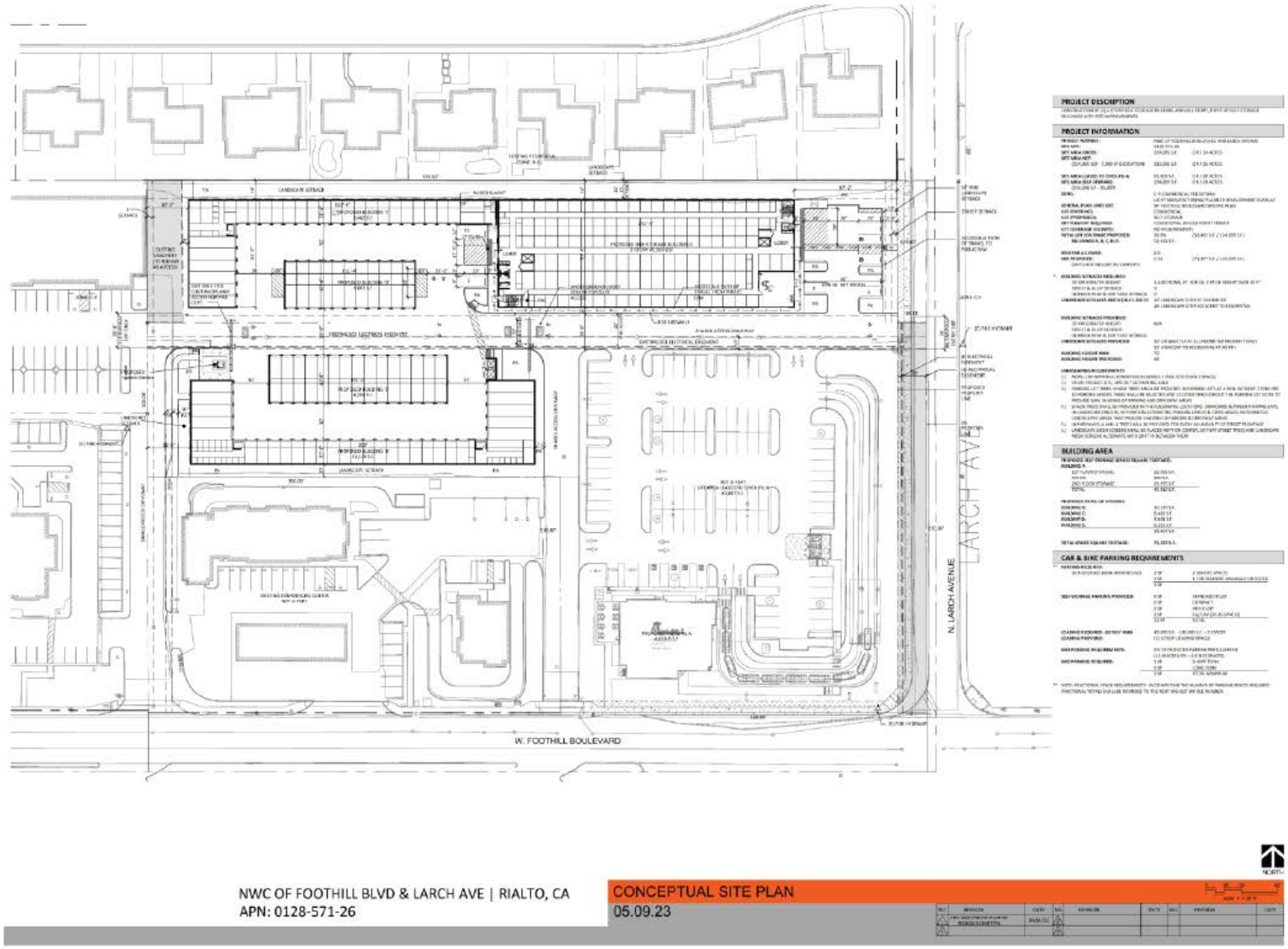


Figure 2 Project Conceptual Site Plan



Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

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

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to 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 "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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 would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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

As stated in the Rialto General Plan, views of the San Gabriel and San Bernardino Mountains, La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside should be protected in the city. Of these views, the San Gabriel Mountains, San Bernardino Mountains, and Box Spring Mountains are the most visible from the project site. The San Gabriel Mountains can be seen north of the project site, the San Bernardino Mountains can be seen northeast of the project site, and the Box Spring Mountains can be seen south of the project site. However, these views are partially obstructed by surrounding development. The San Gabriel and San Bernardino Mountains to the north and northeast have limited visibility due to views blocked by residential development directly north of the site. The Box Spring Mountains to the south have limited visibility due to views blocked by existing commercial development directly south of the site.

The proposed commercial buildings would be one- or two-story, which would be similar in scale to existing commercial buildings to the south and adjacent retail buildings to the west.

The existing views are limited and although the project site is vacant, the proposed buildings would not substantially exceed existing building heights and block protected views. The project would not have substantial effect on scenic vistas. Therefore, impacts related to scenic vistas would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the project site is not located on or near any state scenic highway corridors (Caltrans 2011). The Rialto General Plan does not designate any local scenic roads (City of Rialto 2010). The project site and surrounding areas are generally developed and lack scenic resources such as trees and rock outcroppings, as shown in Figure 4 through Figure 7. As described in Section 4, *Biological Resources*, the project site is currently a vacant, undeveloped dirt lot with low-lying vegetation comprised primarily of invasive grasses and forbs. There are no trees on site. In addition, the project site is vacant and would not damage any historic buildings. Therefore, the project would have no impact on scenic resources along a state scenic highway.

NO IMPACT

c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project would alter the existing visual character of the site by developing the vacant parcel. Although the project would alter the existing visual character of the site, it would not substantially degrade the site or its surroundings since the adjacent retail and commercial buildings are similar in design and the maximum height of the proposed buildings would be similar to that of surrounding commercial and residential development. In addition, the project would add landscaping on the southern perimeter of the project site along Foothill Boulevard, which would be visible from the road as well as from commercial development across the street. Therefore, the impact on visual character would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would include lighting, which would contribute to existing sources of light and glare in the surrounding residential and commercial area. However, the project would be required to comply with applicable lighting requirements, including Section 18.61.140 of the Rialto Municipal Code (RMC), which outlines site design standards for lighting and glare in the City. In accordance with the RMC, all project lighting will be shielded to avoid spillover onto neighboring parcels and onsite lighting will not exceed one foot-candle along the property line (City of Rialto 2017). Compliance with the City's RMC would ensure that lighting would not create lighting or glare inconsistent with adjacent uses or that would adversely affect day or nighttime views in the area. Therefore, impacts associated with light and glare would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

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

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

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

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

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

The project site is an undeveloped, vacant lot and supports ruderal vegetation and contains no trees. The site is zoned Commercial Pedestrian (C-P), with a Specific Plan (SP) overlay, and is not zoned for agricultural uses or designated by the California Department of Conservation (DOC) as Prime Farmland or Farmland of Statewide Importance (DOC 2016). The project site does not contain any land zoned as forest land. The project would not involve any development that would convert agricultural land to a non-agricultural use, conflict with existing zoning of forest land or timberland, result in the loss or conversion of forest land to non-forest uses, interrupt ongoing agricultural activity, or conflict with a Williamson Act contract. Therefore, the project would not adversely affect agricultural, forest land, or timberland resources. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Salem Engineering Group, Inc. (Salem) prepared an Air Quality and Greenhouse Gas Assessment for the proposed project. The analysis in this section is based on the Air Quality and Greenhouse Gas Assessment, which is included as Appendix A.

Air Quality Standards and Attainment

The project site lies within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The health effects associated with criteria pollutants upon which attainment of state and federal air quality standards is measured are described below.

Health Effects Associated with Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: (1) aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[1]

[1] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may, May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: USEPA 2018a

The Basin is designated nonattainment for the state ozone (O_3), $PM_{2.5}$, and PM_{10} standards, and the federal O_3, $PM_{2.5}$, and lead standards (California Air Resources Board [CARB] 2017a, United States Environmental Protection Agency [USEPA] 2018b). The Los Angeles County portion of the Basin is designated as nonattainment for the federal standard for lead. The Basin is in attainment of all other federal and state standards. Because the Basin currently exceeds several state and federal ambient air quality standards, SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the Basin.

Error! Reference source not found. indicates the number of days that each of the standards has been exceeded at the nearest monitoring station in each of the last three years for which data is available.

Ambient Air Quality Data

Pollutant	2015	2016	2017
8 Hour Ozone (ppm), 8-Hr Maximum	0.102	0.098	0.105
Number of Days of State exceedances (>0.070)	49	55	80
Number of days of Federal exceedances (>0.070)	49	55	80
Ozone (ppm), Worst Hour	0.124	0.131	0.120
Number of days of State exceedances (>0.09 ppm)	25	23	33
Number of days of Federal exceedances (>0.112 ppm)	0	1	0
Nitrogen Dioxide (ppm) - Worst Hour*	0.057	0.073	0.063
Number of days of State exceedances (>0.18 ppm)*	0	0	0
Number of days of Federal exceedances (0.10 ppm)*	0	0	0
Particulate Matter 10 microns, $\mu g/m^3$, Worst 24 Hours	188.0	76.0	75.4
Number of days above Federal standard (>150 $\mu g/m^3$)	1	0	0
Particulate Matter <2.5 microns, $\mu g/m^3$, Worst 24 Hours*	54.7	51.5	50.3
Number of days above Federal standard (>35 $\mu g/m^3$) *	9	5	7

Note: This table summarizes ambient air quality measurements at the nearest monitoring station with available data. The monitoring station located closest to the project site is the Perris monitoring station. Asterisks (*) denote air quality data taken from the Riverside-Rubidoux monitoring station.

Source: CARB 2018

As shown above, the O_3 concentration exceeded state and federal eight-hour and one-hour standards every year from 2015 through 2017. The PM_{10} concentration exceeded federal standards one day in 2015. The $PM_{2.5}$ concentration exceeded federal standards every year from 2015 to 2017. No exceedances of either state or federal standards for NO_2 have occurred at the designated monitoring stations in the last three years.

Air Quality Management

Under State law, SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards. SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015.

The 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient

measurements, and updated meteorological air quality models (SCAQMD 2017). The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and O_3 standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The 2016 AQMP also includes attainment demonstrations of the new federal 8-hour O_3 standard and vehicle miles travelled (VMT) emissions offsets, as per recent USEPA requirements.

Air Pollutant Emission Thresholds

The 2016 AQMP provides a strategy for the attainment of state and federal air quality standards. SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and emissions from project operations. These thresholds are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the Basin's air quality. These thresholds are shown below.

SCAQMD Air Quality Significance Thresholds

	Mass Daily Thresholds (lbs./day)	
Pollutant	**Construction**	**Operation**
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3

Source: SCAQMD 2015

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

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local city general plans and the Southern California Association of Government's (SCAG) Regional Transportation Plans' (RTP) forecasts of regional population, housing, and employment growth in its own projections for managing Basin air quality.

The project would not provide residential units that would cause a direct increase in the city's population. While the project may provide new employment opportunities in the city of Rialto that could contribute to population growth, this contribution would be nominal. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Construction Emissions

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the project were estimated through the use of the CalEEMod Model (ENVIRON 2020). It was assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed that, in accordance with the requirements of the SCAQMD Rule 403, fugitive dust controls would be utilized during construction, including watering of active sites three times daily.

For the purpose of estimating emissions from the application of architectural coatings, it was assumed that water-based coatings that would be compliant with SCAQMD Regulations would be used for both exterior and interior surfaces. Within the CalEEMod Model, this assumption was included by assigning all architectural coating a low VOC content.

The tables below provide summaries of the emission estimates for construction and operation of all proposed site improvements. These projected emissions assume standard measures are implemented to reduce emissions, as calculated with the CalEEMod Model, and are compared to the regional and localized significance thresholds. The localized significance thresholds are applicable only to on-site emissions and do not consider emissions occurring on roadways during travel to and from the site. Refer to Appendix A for detailed model output files.

The construction emissions table includes projected emissions for all steps of construction, averaged over the project's projected construction duration. These steps include: Grading Site, Site Preparation, Building Construction, Paving, and Architectural Coatings. Note that projected emissions for all pollutants during construction are below the SCAQMD's Air Quality Significance Thresholds.

During Construction diesel-fired equipment will be operated and will result in the release of diesel particulate matter which is a listed carcinogen and toxic air contaminant in the State of California. The earthwork phase is the phase of construction in which the majority of diesel-fired equipment will be used. Because this duration is very short it is expected that the release of diesel will not have a negative impact to surrounding receptors.

Construction of the project would be short-term and temporary. Thus, the emissions associated with construction would not result in a significant impact on the ambient air quality. Because emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. Project construction would also not result in emission of any odor compounds that would cause a nuisance or significant

impact to nearby receptors. The impacts associated with Project construction are therefore not considered significant.

Construction of the project would be short-term and temporary, therefore a cumulatively increase in the surrounding emissions associated with the area would not result in a significant impact on the ambient air quality. In addition, because emissions are less than the significance levels they do not expose sensitive receptors to substantial pollutant concentrations.

Based on the above project analyst of the construction phase, the project construction phase will not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP.

Estimated Construction Emissions
Annual LBS/Day (unless otherwise shown)

Emission Source	ROG	NOx	CO	SO_X	PM_{10}	$PM_{2.5}$
Significance Criteria	75	100	550	150	150	55
Localized Significance Thresholds	-	148	1059	-	13	5
Project Construction Emissions						
Retail Development Gas Station, Fast Food & Parking Lot Summer Peak	11.84	11.42	8.2	0.0135	1.029	0.786
Retail Development Gas Station, Fast Food & Parking Lot Winter Peak	11.84	11.42	8.2	0.0133	1.029	0.786
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

Operations

The main operational impacts associated with the Project would be impacts associated with traffic. Minor impacts would be associated with energy use and area sources. To address whether the Project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with Project-generated traffic and area sources were compared with the SCAQMD's quantitative significance criteria. Default trip generation rates in the CalEEMod Model were used to estimate emissions from vehicles traveling to and from the project development. The CalEEMod Model contains emission factors from the EMFAC2016 model, which is the latest version of the Caltrans emission factor model for on-road traffic. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model default outputs for traffic. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries.

The operational emissions table below presents the results of the CalEEMod emission calculations in lbs./day for operations, as an annual average considering the project's design features, along with a comparison with the SCAQMD Air Quality Significance Thresholds for Operations. The calculation assumed that the project would be constructed to current Title 24 buildings standards and would use low flow plumbing fixtures.

Estimated Operational Emissions, LBS/Day (unless otherwise shown)

EMISSION SOURCE	ROG	NOx	CO	SO_X	PM_{10}	$PM_{2.5}$
Significance Criteria, Operations	55	55	550	150	150	55
Localized Significance thresholds	-	148	1059	-	3	2
Project Construction Emissions						
Retail Development Gas Station, Fast Food & Parking Lot Summer Peak	9.46	32.47	41.81	0.072	2.95	0.85
Retail Development Gas Station, Fast Food & Parking Lot Winter Peak	8.96	31.87	47.06	0.068	2.95	0.86
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

Based on the estimates of the emissions associated with project operations, the emissions are below the significance criteria. In addition, because the emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. It should be noted that the emissions from vehicles are projected to decrease with time due to phase-out of older, more polluting vehicles and increasingly stringent emissions standards. Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." It is not anticipated that the project would have a significant impact on traffic in the area, and no intersections would degrade to unacceptable levels. The intersections in the project area would therefore operate at an acceptable LOS and would not experience CO "hot spots" because traffic congestion would not result.

In reviewing the project data, location and area a cumulatively increase in the surrounding emissions associated with the area would not result in a significant impact on the ambient air quality. In addition, because emissions are less than the significance levels, they do not expose sensitive receptors to substantial pollutant concentrations.

Based on the above project analyst of the operational phase, the project will not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP.

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include healthcare facilities, retirement homes, school and playground facilities, and residential areas. The nearest sensitive receptors are residences located directly north of the project site.

As demonstrated above, the project's construction emissions would not exceed SCAQMD thresholds and therefore would not expose local sensitive receptors to substantial levels of criteria pollutant emissions due to on-site construction activities.

Project-generated traffic could contribute to the creation of CO hotspots (i.e., localized concentrations of CO that exceed the state one-hour or eight-hour CO ambient air standards). A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested

intersections (level of service [LOS] E or worse) and where the project may add substantial traffic and associated emissions.

The entire SCAB is in conformance with federal and state CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the project site have monitored CO in the last four years. Furthermore, as discussed above under subpart (b, c) of this section, the proposed project would not exceed SCAQMD thresholds for any pollutant. Therefore, it would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

Diesel equipment operating at the site during construction may generate some nuisance odors. However, due to the distance of the nearest sensitive receptors (70 feet south) and the temporary nature of construction, construction-related odor impacts would be less than significant (Salem 2018a).

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) and SCAQMD's *CEQA Air Quality Handbook* (1993) identify land uses associated with odor complaints. The project None of the proposed commercial uses for the project are identified as land uses associated with odor complaints by CARB or SCAQMD. Therefore, the project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

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

A Habitat Assessment was previously completed for the project site. The report, included as Appendix B, includes general findings about the site's habitat features and biological resources particularly as they relate to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP).

Existing Conditions

The project site is currently a vacant, rectangular-shaped dirt lot with flat topography. Plant species observed on site include foxtail chess (*Bromus madritensis ssp. rubens)*, California brome grass (*Bromus coronatus)*, fescue (*Festuca sp.*), dandelion (*Taraxicum officionale*), Bermuda grass (*Cynodon dactylon*), red-stemmed filaree (*Erodium cicutarium*), rattlesnake weed (*Chamaesyce albomarginata*), tacalote (*Centaurea melitensis*), telegraph weed (*Heterotheca grandiflora*), shortpod mustard (*Hirschfeldia incana*), and a few castor bean (*Rhincus communis).* No trees are located on the project site.

The project site provides suitable habitat for wildlife species that commonly occur in suburban areas of the city. The wildlife species detected on site are common, widely distributed, and adapted to living in proximity to human development. These include the mockingbird (*Mimus polyglottos*), redtailed hawk (*Buteo jamaicensis),* raven (*Corvus corax*), pocket gopher (*Thomoys bottae),* California ground squirrel on the adjacent parcel to the east (*Spermophillus beechyi*), domestic dog (*Canis familiaris*), western fence lizard (*Sceloporus occidentalis*), and side-blotched lizard (*Uta stansburiana*).

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status 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?

Special-status species are plants and animals 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under the federal Endangered Species Act (ESA); 2) listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); 3) recognized as Species of Special Concern (SSC) by the CDFW; 4) afforded protection under Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system per the following definitions:

- List 1A = Plants presumed extinct in California
- List 1B.1 = Rare or endangered in California and elsewhere, seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- List 1B.2 = Rare or endangered in California and elsewhere, fairly endangered in California (20-80 percent occurrences threatened)
- List 1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known)
- List 2 = Rare, threatened, or endangered in California, but more common elsewhere

In addition, special-status species are ranked globally (G) and subnationally (S) 1 through 5 based on NatureServe's (2010) methodologies:

- G1 or S1 – Critically Imperiled globally or subnationally (state)

- G2 or S2 – Imperiled globally or subnationally (state)
- G3 or S3 – Vulnerable to extirpation or extinction globally or subnationally (state)
- G4 or S4 – Apparently secure globally or subnationally (state)
- G5 or S5 – Secure globally or subnationally (state)
- ? – Inexact Numeric Rank
- T – Infraspecific Taxon (subspecies, varieties, and other designations below the level of species)
- Q – Questionable taxonomy that may reduce conservation priority

No special-status plant or wildlife species were observed or detected during the field surveys. A review of the City's General Plan Open Space, Recreation, and Conservation Element did not identify any habitat on site for threatened or rare species (City of Rialto 2010). Based on a California Natural Diversity Data Base (CNDDB) records search (VHBC 2018), fourteen special-status species were identified within a five-mile radius of the site. The potential for special-status plants and wildlife to occur at the project site was assessed based upon various species' life history information and the range and distribution of those special-status species known to occur in the region. Table 8 lists special-status species that occur within a five-mile radius of the project site and their potential to occur on the project site.

The project site contains habitat that can support ground-nesting birds protected under the CFGC 3503 and the MBTA, including burrowing owls. While no nesting birds or owl burrows were observed during the April 2018 field reconnaissance surveys at the project site, they may use the site to forage and may be impacted by the project (VHBC 2018). In addition, project construction could adversely affect nesting birds if construction occurs while they are present on or adjacent to the site, through direct mortality or abandonment of nests. The loss of nests due to construction activities would be a violation of the MBTA and CFGC 3503 et. seq., and impacts would be potentially significant. Implementation of the following mitigation measure would reduce potential impacts to less than significant.

Mitigation Measures

BIO-1 Nesting Birds Avoidance

To avoid disturbance of nesting and special-status birds, including species protected by the MBTA and CFGC, activities related to the project, including but not limited to vegetation removal, ground disturbance, and construction and demolition, shall occur outside of the bird breeding season (February 1 through August 31), if feasible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three (3) days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian

biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting birds by avoiding construction activities during the nesting season and creating an avoidance buffer if construction occurs during the nesting season.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in the CNDDB. Similar to special-status plant and wildlife species, vegetation alliances are ranked 1 through 5 based on NatureServe's (2010) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 considered sensitive.

Plant species observed and detected on the project site are predominantly non-native invasive species. No CNDDB records exist on the project site for special-status species or sensitive natural communities and no special-status species were observed during the site survey (VHBC 2018). In addition, no riparian habitat is present on the project site. As such, the project does not have the potential to result in direct or indirect adverse effects to sensitive habitat types or vegetation communities as identified by the CNDDB. Therefore, no impacts would occur.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Areas potentially subject to United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW jurisdiction, including wetlands and waterways, were assessed during the literature review and site reconnaissance survey conducted by VHBC (see Appendix C). Results of the research and field visit determined that there are no potentially jurisdictional waterways present on the project site. Soil types found on the project site are not classified as hydric and are considered somewhat excessively drained. The project area’s topography is flat, and no evidence of ponding was observed on site. In addition, no obligate or facultative wetland plant species were observed on the project site. Therefore, the project site does not contain drainages or other features potentially subject to the jurisdiction of USACE, RWQCB, or CDFW. Therefore, the project would have no impact on protected wetlands or waterways.

NO IMPACT

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

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Regionally, the project site is not located in an Essential Connectivity Area (ECA) as mapped in the report, California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer 2010). ECAs are mapped based on coarse ecological condition indicators, rather than the needs of particular species and thus serve the majority of species in each region. In addition, much of the land in the city has been converted from open space to commercial, industrial, residential, and recreational uses, resulting in habitat fragmentation. Regional wildlife movement is restricted due to the urbanized nature of the city in which the project site is located.

No native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. Therefore, the project would no impact on wildlife movement or native wildlife nursery sites.

NO IMPACT

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

The project site is subject to the requirements of the Rialto General Plan. The City's General Plan Open Space, Recreation, and Conservation Element (2010) contains the following policies to protect biological resources (City of Rialto 2010).

Goal 2-39: Conserve and enhance Rialto's biological resources.

Policy 2-39.1: Protect endangered, threatened, rare, and other special-status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Policy 2-39.2: Pursue open space, wildlife corridors, or conservation easements to protect sensitive species and their habitats.

Policy 2-39.3: Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands flower-loving fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

The project would not have a significant impact on protected, endangered, threatened, rare, and other special-status habitat and wildlife species. In addition, due to the urbanized nature of the city and project site vicinity, the project would not affect important wildlife corridors. With implementation of Mitigation Measure BIO-1, the project would not conflict with any provisions set forth in the plan. There would be no impact.

NO IMPACT

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

The project site is not in any Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan areas (USFWS 2018). The project would not conflict with the provisions of any such plans and no impact would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

Robert S. Wise Archaeological Associates conducted a Phase 1 Cultural Resources Assessment of the project site to identify potentially significant cultural resources in the project vicinity, see Appendix C. Results are discussed in the impact analysis below.

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

The results of the records search conducted at the South Central Coastal Information Center failed to identify any historic or prehistoric resources within the boundaries of the study area. The results of the field study were also negative. No historic or prehistoric resources of any kind were identified during the course of the investigation. Therefore, there would be no impact on historical resources.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

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

There are no known archaeological resources on the project site. As a previously disturbed site with no structures, it is unlikely archaeological resources are present. However, it is possible that these activities could unearth previously undiscovered archaeological resources, or human remains. Mitigation Measures CUL-1 and CUL-2 would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Mitigation Measures

CUL-1 Unanticipated Discovery of Prehistoric and Archaeological Resources

In the event that archaeological or paleontological resources are unearthed during project construction, all earth-disturbing work near the find must be temporarily suspended or redirected until an archaeologist and/or paleontologist has evaluated the nature and significance of the find. If the discovery proves to be significant under CEQA, additional work such as preservation in place or data recovery, shall occur as required by the archeologist and/or paleontologist in coordination with City staff and descendants and/or stakeholder groups, as warranted. Once the resource has been properly treated or protected, work in the area may resume. A Native American representative shall be retained to monitor any mitigation work associated with Native American cultural material.

CUL-2 Unanticipated Discovery of Human Remains

In the event that human remains are encountered during the course of any future development California State Law (Health and Safety Code Section 7050.5 and Section 5079.98 of the Public Resources Code) states that no further earth disturbance shall occur at the location of the find until the Riverside County Coroner has been notified. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. With the permission of the landowner of his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Implementation of Mitigation Measure CR-1 and Mitigation Measure CR-2 would reduce potential impacts to archaeological resources, paleontological resources, and human remains by ensuring that any cultural resources encountered during project activities are handled in a suitable manner.

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	■	☐

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

Construction of the project would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. The California Green Building Standards Code includes specific requirements related to recycling, construction materials, and energy efficiency standards that would apply to construction of the project to minimize wasteful, inefficient, and unnecessary energy consumption. California Green Building Standards Code mandatory measures for nonresidential buildings that would reduce project energy demand include weather-resistant exterior walls, designated recycling areas for solid waste disposal, and HVAC air filters with a Minimum Efficiency Reporting Value (MERV) of 8. Minimum standards for lighting efficiency are also established.

Operation of the project would generate energy demand for the use of a the proposed fueling station and the other commercial/retail structures, as well as fuel from vehicle trips and electricity for lighting. However, compliance with the California Green Building Standards Code would ensure that modern energy efficiency standards are met for the project's energy-demanding components. Furthermore, siting multiple commercial uses together in proximity to residential areas would result in efficient pooled energy use for lighting, grid connection, and vehicle trips. In addition, Mitigation Measure GHG-1 would require a 10 percent energy reduction on the project site, including features such as designated parking spaces for fuel efficient vehicles and installation of energy efficient lighting. These requirements would prevent wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs. Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per state regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment.

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have (a) 50 percent of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards; and (d) a 20 percent reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

The Project would not conflict with any of the federal, state, or local plans for renewable energy and energy efficiency. Because the Project would comply with Parts 6 and 11 of Title 24, no conflict with existing energy standards and regulations would occur. Therefore, impacts associated with renewable energy or energy efficiency plans would be considered less than significant.

The Project's energy consumption would exceed less than one percent of the corresponding energy sources within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; therefore, the Project would not be wasteful or inefficient. Therefore, the Project would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	☐	■
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	■	☐	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

Based on fault maps from the California Department of Conservation (DOC), the project site is not located on or adjacent to an Alquist-Priolo designated active fault area, nor are there known active or potentially active faults trending toward or through the site (DOC 1997). The nearest potentially active fault is the San Jacinto Fault approximately three miles east of the site (Salem 2018b). There would be no impact.

NO IMPACT

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project site is located in the highly seismic Southern California region within the influence of several fault systems that are considered to be active or potentially active. An active fault is defined by the State of California as a "sufficiently active and well defined fault that has exhibited surface displacement within the Holocene time (the last 11,000 years)." A potentially active fault is defined by the State as a "fault with a history of movement within the Pleistocene time (between 11,000 and 1.6 million years ago)". No faults have been mapped across the project site. However, as with the entire seismically active southern California region, the project site is susceptible to ground shaking during a seismic event.

The City of Rialto regulates development (and reduced geologic and seismic impacts) through the requirements of the California Building Code (CBC). The CBC requires various measures of all construction in California to account for hazards from seismic shaking. These measures include standards for structural design, necessary tests and inspections, provisions addressing building foundations, and standards for the use of certain materials. In addition, all construction is required to be consistent with the RMC as it provides for earthquake resistant design, excavation, and grading (City of Rialto 2010). Conformance with the CBC and RMC would result in less than significant impacts related to seismically induced ground shaking.

LESS THAN SIGNIFICANT IMPACT

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is the process by which soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. Settlement of liquefied sands following a liquefaction event can produce additional hazards.

Soils on the project site predominantly consist of loose to very dense silty sand, sand, clayey sand, and very stiff sandy clay. The total liquefaction-induced settlement risk of this type of soil was found to be negligible. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

A landslide is a movement of surface material down a slope. The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslides. Slope failure can be triggered by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, or shaking of marginally stable slopes during earthquakes.

The project site is relatively flat. The site does not have a history of landslides, nor is it in the path of potential landslide hazards. As such, there is no considerable risk related to landslides. There would be no impact.

NO IMPACT

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

The project site is undeveloped, with its surface consisting of exposed soil and sparse vegetation. The upper soils underlying the project site are identified primarily as silty sand with various amounts of clay.

Construction activities would disturb soil on the project site, resulting in potential for substantial soil erosion and loss of topsoil.

As noted in Section 3, *Air Quality*, the project would be required to comply with SCAQMD Rule 403 regarding incorporation of measures to reduce fugitive dust, which would reduce the potential for construction-related wind erosion. SCAQMD Rule 403 includes requirements for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to the use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover efficiently stabilize slopes, hydroseeding prior to rain, and washing mud and soils from equipment at the conclusion of trenching activities. Because the project site is generally flat (reducing the potential for high-speed stormwater flows during construction) and would comply with SCAQMD Rule 403, project construction would not result in substantial wind erosion or loss of topsoil.

Because the project would disturb more than one acre of land, it would be subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) adopted by the SWRCB. Compliance with the permit requires the project applicant to file a Notice of Intent with the SWRCB. Permit conditions require preparation of a Stormwater Pollution Prevention Plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

In addition, the project would comply with the City's Municipal Code, which requires a grading permit from the city engineer prior to grading. All activities requiring a grading permit also require an approved erosion control plan, which details protective measures against erosion.

Because the project would comply with the regulations described above, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Lateral spreading is a phenomenon associated with liquefaction in which soils move laterally during seismic shaking. As discussed above, there are not substantial liquefaction or landslide risks at the project site. Due to the relatively flat topography of the site, the likelihood of lateral spreading is also low.

Subsidence and collapse refer to the caving in or sinking of land. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. The upper soils at the project site are primarily silty sand with various amounts of clay. The sandy soils are moisture-sensitive and moderately collapsible under saturated conditions. Therefore, there is a moderate risk of post-construction movement of the foundations and floor systems of proposed structures from subsidence. Mitigation Measure GEO-1 would reduce impacts to a less than significant level by requiring application of soil stability measures.

GEO-1 Soil Stability Measures

The project shall adhere to the following recommendations contained in the Geotechnical Engineering Investigation prepared by Salem Engineering Group on June 26, 2018, to reduce the potential for soil collapse:

- The near-surface onsite sandy soils within the proposed building area shall be removed and re-compacted. Over-excavation and re-compaction within the proposed building areas shall be performed to a minimum depth of four feet below existing grade or three feet below proposed footing bottom, whichever is deeper. Within pavement areas, over-excavation and re-compaction shall be performed to a depth of two feet below existing grade or two feet below proposed grade, whichever is deeper. Any fill materials encountered during grading shall be removed and replaced with engineered fill. The actual depth of the over-excavation and re-compaction shall be determined by the geotechnical field representative during construction. The over-excavation and re-compaction shall also extend laterally to a minimum of five feet beyond the outer edges of the proposed footings.
- Prior to placement of fill soils, the upper 8 to 10 inches of native subgrade soils shall be scarified, moisture-conditioned to no less than the optimum moisture content and re-compacted to a minimum of 95 percent of the maximum dry density based on ASTM D1557 Test Method latest edition. All Engineered Fill shall be placed in thin lifts which will allow for adequate bonding and compaction (typically 6 to 8 inches in loose thickness). Engineered Fill soils shall be placed, moisture-conditioned to near optimum moisture content, and compacted to at least 95 percent relative compaction.
- A qualified engineer shall be present at the site during site preparation to observe site clearing, preparation of exposed surfaces after clearing, and placement, treatment and compaction of fill material.

Implementation of Mitigation Measure GEO-1 would reduce potential impacts related to soil stability to a less than significant level by ensuring that the measures are in place to reduce impacts to soil stability.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Expansive soils are soils that have the ability to shrink or swell as its water content changes. Soil borings taken on the project site show that soils are of the silty and sand variety, which do not have properties of expansive soils (Salem 2018b). The project site would not be located on expansive soils and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would be connected to the City's existing sewer system for wastewater disposal and would not require a septic system. Therefore, the project would not result in impacts associated with the use of septic tanks or alternative wastewater disposal systems.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is within an area of Low Potential for paleontological resources. There are no notable geologic features on the site. As a previously disturbed site with no structures, it is unlikely that paleontological resources would be unearthed during excavation or grading. However, it is possible that these activities could unearth previously undiscovered paleontological resources. Therefore, impacts would be potentially significant, and Mitigation Measure GEO-3 is required to ensure proper handling of potentially unanticipated paleontological resources.

GEO-2 Unanticipated Discovery of Paleontological Resources

In the event that paleontological resources are unearthed during project construction, all earth-disturbing work near the find must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. If the discovery proves to be significant under CEQA, additional work such as preservation in place or data recovery, shall occur as required by the paleontologist in coordination with City staff and descendants and/or stakeholder groups, as warranted. Once the resource has been properly treated or protected, work in the area may resume.

Implementation of Mitigation Measure GEO-3 would reduce potential impacts related to the discovery of unanticipated paleontological resources a less than significant level by ensuring proper handling and preservation of any discovered paleontological resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

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

Salem prepared an Air Quality and Greenhouse Gas Assessment for the project in 2018. The analysis in this section is based on the Air Quality and Greenhouse Gas Assessment, which is included as Appendix A.

Background

Project implementation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels and other sources, thus potentially contributing to cumulative impacts related to climate change. In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which extends AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030.

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target established by SB 32. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) carbon dioxide equivalent (CO_2e) by 2030 and two MT CO_2e by 2050 (CARB 2017b). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

SCAQMD Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where the SCAQMD is the lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project. Further, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions such as electricity and water use.

Significance Thresholds

The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. SCAQMD considers emissions of over 10,000 MT of CO_2e per year to be significant.

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

Although construction activity is addressed in this analysis, the California Air Pollution Control Officers Association (CAPCOA) does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. The *CEQA and Climate Change* white paper states that additional study is needed to make such an assessment or to develop separate thresholds for construction activity (CAPCOA 2008). Nevertheless, SCAQMD has recommended amortizing construction-related emissions over a 30-year period in conjunction with the project's operational emissions. Similar to the modeling performed for the air quality analysis in Section 3, *Air Quality*, GHG emissions modelling was performed using CalEEMod. Construction of the project would generate approximately 71 MT of CO_2e during construction and 910 71 MT of CO_2e annually during operations. Amortized over 30 years, emissions would be 912.36 metric tons, below SCAQMD thresholds. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

City of Rialto Climate Adaptation Plan

The City has adopted the Rialto Climate Adaptation Plan, which outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The Project would be required to comply with the applicable building codes which include energy conservation measures mandated by the Title 24 of the California Building Standards Code and the California Green Building Standards. because Title 24 standards require energy conservation features in new construction, these standards indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards
are updated on an approximately three-year cycle. The more recent 2022 standards went into effect January 1, 2023.

Further, the Project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulation during construction and operation and would not interfere with the State's AB 32 goals.

CARB Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce human GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation. Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

While these measures are not directly applicable to the Project, any commercial activity associated with good movement would be required to comply with these measures as adopted. The Project would not obstruct of interfere with efforts to increase ZEVs of State effort to improve system efficiency. As such, the Project would not interfere with their implementation. Furthermore, the Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the SCAG Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy [RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement

bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. The Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

San Bernardino County Regional Greenhouse Gas Reduction Plan

The Project's GHG emissions would not conflict with the County GHG Reduction Plan. The Project would be consistent with the applicable Rialto General Plan policies that form the foundation for the City's GHG emissions reduction measures outlined in the County GHG Reduction Plan. Therefore, the proposed Project would be consistent with the County GHG Reduction Plan and supports the goals of the County GHG Reduction Plan.

The Project would be consistent with the SCAG's RTP/SCS and the CARB Scoping Plan, and would be required to comply with existing regulations, including applicable measures from the City's General Plan. The Project would be directly affected by the outcomes. As such, the Project would not conflict with any other State-level regulations pertaining to GHGs.

The proposed Project does not conflict with the applicable plans that are discussed above. Therefore, impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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 in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

Salem conducted a Phase I Environmental Site Assessment (ESA) for the project site. The Phase I ESA is included as Appendix D. Salem identified no evidence of a Recognized Environmental Condition (REC) on the site. An REC is defined by the American Society for Testing and Materials (ASTM) as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment" (ASTM 2013).

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

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

The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. There would be no operational use of hazardous materials as the proposed project is a self-storage site and such materials would not be permitted to be stored at the site.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There are no schools within a 0.25 mile radius of the project site that would be exposed to hazardous emissions associated with the project. The school nearest to the project site is Rialto Middle School, which is located approximately 0.43 mile southwest. The transport, use, and storage of hazardous materials would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Impacts associated with hazardous emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site included on a list of hazardous material 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?

In order to evaluate hazardous materials records located on or adjacent to the project site, the following databases were reviewed: California State Water Resources Control Board (SWRCB) Geotracker, United States Environmental Protection Agency (USEPA) Resource and Recovery Act, Enviro Facts, USEPA Permit Compliance System, the California Department of Toxic Substances EnviroStar Database, and the USEPA CERCLS Public Access Database. Review of these databases indicates that the project site is not located on a site that is considered to contain hazardous materials pursuant to Government Code Section 65962.5. The closest known hazardous site is the Charlotte N. Werner Elementary School located at 625 West Rialto Avenue, approximately 0.45 miles southeast of the project site. The LUST site cleanup was completed for the school and the case was closed as of November 9, 1999 (Geotracker 2018). The next closest hazardous site is the Circle K station located at 518 West Foothill Boulevard, approximately 0.7 miles east of the project site. The

LUST site cleanup was completed and the case was closed as of April 9, 2000 (Geotracker 2018). Thrifty Oil station located at 18083 Foothill Blvd, approximately one mile west of the project site was also designated as a LUST site. The LUST site cleanup was completed and closed as of August 14, 2000 (Geotracker 2018). Based on the results of the database searches, there would be no impact related to hazardous material sites.

NO IMPACT

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

The public airport closest to the project site is Ontario International Airport, located approximately 12 miles southwest of the project site. The site is not located within an airport land use plan area, is not located within two miles of a public airport and is not located near a private airstrip. Therefore, there would be no impact regarding airport safety hazards.

NO IMPACT

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

No roads would be permanently closed as a result of the construction or operation of the project. In addition, the project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Access to the project site would be provided via Foothill Blvd. and would not require lane closures. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Neither the project site nor adjacent lands are identified as having a high wildland fire hazard safety risk on the City's General Plan Exhibit 5.3, Fire Hazards (City of Rialto 2010). The project site and surrounding properties receive adequate service from the local fire station, as discussed in Section 14, *Public Services*. The project site is not in an area with high wildland fire hazard risks and is not expected to expose people or structures to significant loss or injury. Therefore, the proposed project would have less than significant impacts related to wildland fire risks.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or 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?	☐	☐	■	☐

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

The project site is currently a vacant, undeveloped lot with ruderal vegetation surrounded by a mix of residential and commercial uses. The project would result in an increase of hardscape surfaces over the project site as a result of construction of the commercial development. The project would be required to comply with NPDES General Permit Requirements, which would limit peak post project runoff levels to pre-project levels. The NPDES program controls water pollution by regulating point sources that discharge pollutants into waters of the United States, including construction activity. In addition, per Chapter 12.60.250 of the RMC, all construction projects which could potentially have an adverse impact on the city's storm sewer system or waters of the state shall implement appropriate construction and post-construction BMPs, as listed in their SWPPP, SWQMP or the *California Storm Water Best Management Practice Handbook*, to reduce pollutants to the maximum extent practicable. In addition, the applicant would be responsible for implementing BMPs to reduce water quality impacts during project operation per RMC 12.60.210.

RMC Section 12.60.170 states that runoff of water used for irrigation purposes, lawn watering, and pavement washing shall be minimized to the maximum extent practicable. Compliance with these requirements would ensure that the project would not violate any water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

As discussed in Section 18, *Utilities and Service Systems*, the City's water supply is provided by West Valley Water District (WVWD). WVWD is one out of nine retail water purveyors in the San Bernardino Valley Municipal Water District (SBVMWD). WVWD obtains its water supply from local surface water, groundwater, and the State Water Project (SWP). However, groundwater is the dominant source of water supply. The project would be served by available water supplies and would be consistent with the Regional Urban Water Management Plan (RUWMP), based on City projected water demands. The RUWMP states that with existing and planned supplies, the agencies in the SBVMWD can provide reliable water supplies for an average year, single dry year, and multiple dry years. Therefore, the project would not substantially deplete groundwater supplies.

The project site is undeveloped with permeable surfaces. Development of the project would result in a more intense use of the project site, as compared to currently vacant conditions, and would increase impermeable surface on site. Consequently, the project may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, the proposed landscaped area along the southern boundary of the project site and adjacent to Foothill Boulevard, would allow movement of stormwater through the surface and add to groundwater recharge. In addition, the project would be required to comply with Section 12.60.210 of the RMC, which enforces the use of operational and structural BMPs designed to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the

Municipal Separate Storm Sewer System (MS4) to the maximum extent practicable. Impacts related to groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

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

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows?

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

The topography of the project site is generally flat with a slope of less than five percent and a low expansion potential. Water quality standards and requirements for the project are maintained by the Regional Water Quality Control Board (RWQCB). There are no streams or drainages on the site. Therefore, the project would not alter the course of any stream or other drainage and would not increase the potential for flooding. The project would require connections to the city's storm drain system to provide adequate drainage. Adherence to the City's urban runoff programs (RMC Sections 12.60.170 and 12.60.210) would reduce the quantity and level of pollutants in runoff leaving the site. In addition, the project would maintain consistency with CHMC Section 12.60. Therefore, impacts related to erosion, siltation, and flooding would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The Project would increase impervious surfaces on the site, which would alter the existing drainage pattern of the project site. Flood Insurance Rate Maps (FIRMs) 06071C8686H and 06071C8667H indicates the project site is within Zone X, which defines areas determined outside the 0.2 percent chance floodplain. Because the project site is not subject to flooding and would not impede or redirect flood flows, no impact associated with the alteration of the existing drainage pattern of the site would occur. No mitigation is required.

As previously noted, the project site is not located within the 100-year hazard flood zone area. Therefore, the Project does not have the potential to release pollutants due to inundation. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes.

When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The project site is approximately 47 miles east of the Pacific Ocean and there are no nearby bodies of standing water. Therefore, due to location, the Project would not be subject to seiche or tsunami related inundation that would risk the release of pollutants. No impact would occur and no mitigation is required.

NO IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

a. Would the project physically divide an established community?

The project would be infill development located along Foothill Boulevard in an existing urbanized area of the city of Rialto. The project would include the construction of sidewalks that would connect the project site to adjacent commercial development. The project does not include any roadways or infrastructure that would physically divide an established community. No impact would occur.

NO IMPACT

b. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project site is currently designated Specific Plan (SP) by the City's General Plan and is designated Commercial-Pedestrian by the Foothill Boulevard Specific Plan (City of Rialto 2010a and 2010b). The project site is zoned Commercial-Pedestrian (C-P) by the Foothill Boulevard Specific Plan, which is intended to encourage intense, multi-story development with pedestrian orientation in commercial land uses. The project involves the construction of a convenience store, gas station, and drive through restaurant/coffee shop, and would thus be consistent with the site's land use designation and zoning. General Plan amendments or zone changes would not be required for the approval of the project. The project's consistency with applicable General Plan goals and policies is discussed in Table 12. The project's consistency with General Plan goals and policies related to the reduction of GHG emissions (i.e., Goals 2-1, 2-22, 2-29, 2-30, 2-31, 2-34, 2-35, 2-38, 3-10 and 4-9, and Goals 2-9, 5-10, and 5-11) are evaluated in the GHG and Noise sections of this document respectively.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

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

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

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

The project site does not contain any known valuable mineral resources or mineral resource recovery sites. According to the DOC, the project site is located within a Surface Mining and Reclamation Act (SMARA) study area for concrete aggregate in the San Bernardino Production Consumption Region. The project site is designated as MRZ-3 under SMARA. This designation means that the area may contain mineral deposits. However, the significant of these deposits has not been evaluated from available data. According to Exhibit 2.6, Aggregate Resources, of the Rialto General Plan the project site is not considered a state-designated mineral resource extraction zone (City of Rialto 2010). Therefore, the development of the project site would not result in the loss of a known mineral resource. Impacts would be less than significant.

NO IMPACT

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	■	☐	■

The analysis of the project's noise impacts is based on the Noise and Vibration Study prepared by MD Acoustics in May 2023 and attached as Appendix E.

Standard Unit of Noise Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period. Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's noise energy is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. Noise level increases of less than 3 dBA typically are not noticeable.

Vibration refers to groundborne noise and perceptible motion and is typically measured in decibels (i.e., VdB). The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB (FTA 2018). A vibration velocity level of 75 VdB is the approximate

dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage typical buildings.

Regulatory Setting

City of Rialto General Plan

The City of Rialto General Plan identifies sources of noise and provides objectives and policies designed to incorporate noise control in the planning process. The General Plan Land Use and Safety and Noise Chapters establish policies to minimize any new noise/land use conflicts and the impact of existing noise sources on the community (City of Rialto 2010a).

According to Exhibits 5.6 and 5.7 of the General Plan's Safety and Noise Chapter, the project site is (as of 2008) located primarily in the 60 dBA CNEL noise contour for Foothill Boulevard and is projected to remain in the 60 dBA CNEL noise contour through 2040. The Safety and Noise Chapter also states that Title 24 of the California Health and Safety Code should be coupled with these regulations. Title 24 stipulates a maximum of 45 dBA CNEL for interior residential noise levels.

Rialto Municipal Code

The Rialto Municipal Code (RMC) sets forth the City's standards, guidelines, and procedures concerning the regulation of noise. Specifically, Chapter 9.50, Noise Control, of the RMC regulates noise levels in the City. These regulations are intended to implement the goals and objectives of the Safety and Noise Chapter of the City's General Plan, to establish community-wide noise standards, and to restrict excessive noise within the City in order to promote the health, safety, welfare, and quality of life of the citizens of Rialto (City of Rialto 2017). The following provisions of the RMC would apply to the project.

Section 9.50.030 prohibits any person from the engaging in the following activities:

> Making or knowingly and unreasonably permitting to be made any unreasonably loud, unnecessary or unusual noise that disturbs the comfort, repose, health, peace and quiet or which causes discomfort or annoyance to any reasonable person of normal sensitivity.

Section 9.50.050 prohibits any person from engaging in the following activities between the hours of 8:00 p.m. and 7:00 a.m. in all zones:

> Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence;
>
> Operate or permit the use of privately operated street/parking lot sweepers or vacuums, except that emergency work and/or work necessitated by unusual conditions may be performed with the written consent of the city manager.
>
> Operate or permit the use of pile driver, steam or gasoline shovel, pneumatic hammer, steam or electric hose, or other similar devices; Operate or permit the use of electrically operated compressor, fan, and other similar devices.

> Operate or permit the use of any motor vehicle with a gross vehicle weight rating in excess of ten thousand pounds, or of any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than fifteen minutes in any hour while the vehicle is stationary and on a public right-of-way or public space except when movement of the vehicle is restricted by other traffic.

RMC Section 9.50.060(K) exempts essential public services, including trash collection, from the provisions of Section 9.50. Section 9.50.060(L) exempts construction, repair, or excavation work from the provisions of Section 9.50 provided such activities are performed pursuant to a valid written agreement with the city or any of its political subdivisions which agreement provides for noise mitigation measures. Section 9.50.060(O) exempts sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein.

RMC Section 9.50.070 regulates the hours of construction work, which are shown in Table 14. Construction is not permitted on Sundays or state holidays. Exceptions may apply if construction work complies with the terms and conditions of a written early work permit issued by the city manager or his or her designee upon a showing of a sufficient need and justification for the permit due to hot or inclement weather, the use of an unusually long process material, or other circumstances of an unusual and compelling nature.

Ambient Noise Levels

Three (3) 15-minute ambient noise measurements were conducted at the property site. The noise measurement was taken to determine the existing ambient noise levels. Noise data indicates that traffic along US Route 66 is the primary source of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

Date	Time	1-Hour dB(A)							
		L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
12/28/22	3:49PM-4:04PM	56.3	73.6	46.8	60.7	58	55.2	53.1	49.8
12/28/22	3:29PM-3:44PM	52.8	64.1	43.5	58.3	55.9	53.7	51.6	47.1
12/28/22	3:06PM-3:21PM	56.8	68.8	44.0	64.8	61.1	56.2	53.6	48.1

Notes:
[1] Short-term noise monitoring location (ST1) is illustrated in Exhibit E.

Noise data indicates the ambient noise level ranged from 58 dBA Leq to 66 dBA Leq at the project site.

Maximum levels reached up to 74 dBA as a result of traffic along US Route 66.

a. *Would the project result 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?*

Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project operational noise include existing residences to the east, and south. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes that all the mechanical

equipment and parking noise are always operational when in reality the noise will be intermittent and cycle on/off depending on the customer usage. Project operations are assumed to occur 24 hours continuously.

A total of five (5) receptors R1 – R5 were modeled to evaluate the proposed project's operational noise impact. R1 – R5 represent the residential land uses. A receptor is denoted by a yellow dot. All yellow dots represent either a property line or a sensitive receptor such as an outdoor sensitive area (e.g., courtyard, patio, backyard, etc). This study compares the Project's operational noise levels to two (2) different noise assessment scenarios: 1) Project Only operational noise level projections, 2) Project plus ambient noise level projections.


10842201_Storage Comp Noise
Noise Level Contours
Levels in dB(A)
< 45
45 - 50
50 - 55
55 - 60
60 - 65
>= 65
Signs and symbols
Level table, dBA
Buildings
Parking
Point Receivers
Existing Wall
Length scale 1:150
0 50 100 200 300
feet
26
29
45
41
43
1
2
3
4
5
MD ACOUSTICS
Sound Solutions for Planning and Design

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Nighttime (10PM – 7AM) Noise Limit (dBA, Leq)[4]	Change in Noise Level as Result of Project
1	56	26	56	45	0
2	53	29	53		0
3	57	45	57		0
4		41	57		0
5		43	57		0

Notes:
[1] Receptors 1 - 5 represents residential receptors
[2] See Appendix A for the ambient noise measurements
[3] See Exhibit F for the operational noise level projections at said receptors.
[4] Per section 83.01.080(c)(1) of the County of San Bernardino municipal code.

The project does not exceed the County's exterior noise limit. The predicted exterior noise level at the residential properties ranged from 26 to 45 dBA, Leq which does not exceed County's residential nighttime exterior limit of 45 dBA.

The project generates less than 500 daily trips and less than 50 peak hour trips during any peak hour; therefore, the project is presumed to have a less than significant impact on VMT and a traffic impact study for LOS evaluation is not required. Per the memo provided by TJW Engineering, 2/3/2023 (*Self Storage Trip Generation Analysis Generation & VMT Screening Analysis*).

Traffic along the subject roadways would need to double in average daily traffic volumes to see a 3 dBA increase in noise level.

Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable 6AM to 7PM Monday through Friday and 8AM to 5PM on Saturday from May through September. From October through April, construction is restricted to 7AM to 5:30PM Monday through Friday and 8AM to 5PM on Saturday as described in the City of Rialto Municipal Code Section 9.50.070. Construction is anticipated to occur during the permissible hours according to the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to further reduce construction noise. The impact is considered less than significant however construction noise level projections are provided. All construction noise calculation sheets are provided in Appendix C of the noise study.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during the grading phase. A likely worst-case construction noise scenario during grading assumes the use of 1 grader, 1 dozer, 1 excavator, and 3 tractors operating at 170 feet from the nearest sensitive receptor (residential uses to the north). The distance is considered from the project
site center.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 170 feet have the potential to reach 73 dBA Leq at the nearest sensitive receptors during

grading. Noise levels for the other construction phases would be lower, approximately from 60 to 72 dBA Leq.

Construction operations must follow the City's General Plan and the Noise Ordinance, which states that construction, repair, or excavation work performed must occur within the permissible hours and apply practical techniques to minimize noise. To further ensure that construction activities do not disrupt the adjacent land uses, the following measures should be taken:

1. Construction should occur during the permissible hours as defined in Section 9.50.070.
2. During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices, such as mufflers, silencers, and original equipment devices.
3. The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
4. Idling equipment should be turned off when not in use.
5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

LESS THAN SIGNIFICANT IMPACT

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

Vibration refers to groundborne noise and perceptible motion and is typically measured in decibels (i.e., VdB). The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB (FTA 2018). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The City of Rialto has not adopted any thresholds for construction or operational groundborne vibration impacts; therefore, vibration thresholds established by the FTA were applied to the project. Vibration during project construction would be significant if it exceeds 72 VdB for residences and buildings where people normally sleep, including hotels, during normal sleep hours or 75 VdB for institutional land uses with primary daytime use (such as churches and schools) (FTA 2018). None of the proposed uses would generate high levels of vibration; therefore, impacts related to operational vibration would be less than significant. Based on the FTA guidelines, the following thresholds are used for the analysis of construction vibration impacts:

- 72 VdB for residences during normal sleep hours
- 100 VdB for typical buildings

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the project would potentially utilize a large bulldozer during site preparation and/or grading and would likely utilize loaded trucks during most construction phases and a vibratory roller during the paving phase. As shown in Table 20, at a distance of 250 feet (i.e.,

distance to the nearest sensitive receptor), vibration would range from 56 to 64 VdB (Rincon 2018; Appendix G). Such vibration levels would not exceed FTA's recommended threshold of 72 dBA for residences and buildings where people normally sleep or thresholds of 100 VdB for typical buildings. Construction vibration levels would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within two miles of either a public or private use airport. No impacts would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

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

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

The DOF estimates the current population of Rialto at 107,041 (DOF 2018). SCAG estimates a population increase to 112,000 by 2040, or an increase of 4,959 residents (SCAG 2017). The project involves the construction of a fast food restaurant with drive-thru, a convenience store with car wash, and a twelve-pump fueling station on a vacant lot. The project would not provide residential units that would cause a direct increase in the City's population. As discussed in Section 3, *Air Quality,* the project is expected to employ 27 persons, which would constitute less than one percent of the projected City growth. No extension of roads or other infrastructure would be required. Therefore, the project would not induce substantial population growth in an area or displace housing or residents. There would be no impact.

LESS THAN SIGNIFICANT IMPACT

15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1	Fire protection?	☐	☐	■	☐
2	Police protection?	☐	☐	■	☐
3	Schools?	☐	☐	☐	■
4	Parks?	☐	☐	☐	■
5	Other public facilities?	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Efficient response times are critical in addressing fire and medical emergencies. Fire-fighting resources in Rialto include four fire stations, emergency response personnel, firefighters/ paramedics, and a Hazardous Materials Response Team. According to the Rialto General Plan, the Rialto Fire Department response standards allow one minute alarm time, one minute turnout time (time it takes personnel to put on their turnout gear), a maximum of four minutes for first units to respond to a fire or medical emergency, and a maximum of eight minutes for the remaining equipment team to respond to an emergency (City of Rialto 2010). The station nearest to the project site is the fire Station 201, which is located at 131 South Willow Avenue approximately 1.5 miles southeast of the project site.

The project would incrementally increase demand for fire protection required in the city but would not cause Station 201 to have unacceptable response time due to its close proximity to the station. As with all new development in the city, the project would be required to pay development impact fees (DIFs) to the City according to standards under Chapter 3.33 of the RMC (City of Rialto 2018).

The development fees are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities. Such fees would be used to fund capital costs associated with land acquisition, construction, purchasing equipment, and providing for additional staff.

The project would be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. Such requirements include, but are not limited to, provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. With these provisions, the project would not require the construction of new firefighting facilities. The design, construction, and operation of the project would be in accordance with City standards and payment of DIFs would offset any increase in demand for fire services and facilities. Therefore, the project's potential impacts to fire services and facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project site is served by the Rialto Police Department, which is located at 128 North Willow Avenue, approximately 1.5 miles southeast of the project site. The development and operation of the proposed project would incrementally increase demand for police protection services. According to the Rialto General Plan, police response time in the city is estimated between three and four minutes (City of Rialto 2010). The project site is surrounded by existing development served by police protection services, and the project would not decrease police service ratios or increase response times for the Rialto Police Department, due to the site's close proximity to the nearest police station. While the jobs created by the project would nominally increase the population of the service area, no new or physically altered law enforcement facilities are required.

The project would comply with City standards for its design, construction, and operation and payment of DIFs would offset any increase in demand for police services. Therefore, the proposed project's potential impacts to law enforcement facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project would not directly increase the population of school-aged children or directly result in an increase in school enrollment because the project does not include residential development. Therefore, the project would not result in new physical impacts associated with school facility expansion or new school facility construction. There would be no impact.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City currently owns and operated nine parks and four recreational facilities. Flores Park is the closest City-operated park facility to the project site, located approximately 0.65 mile north of the project site. Amenities at Flores Park include playground equipment, picnic areas, and open turf areas (City of Rialto 2010).

The project involves the development of commercial facilities and would not directly lead to an increase in population. The project would not create the need for new or expanded park facilities. There would be no impact.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

As described in Section 13, *Population and Housing*, the project would not result in new residents to the City and would not result in an increase in the use of other public facilities. Therefore, the project would not lead to the substantial physical deterioration of facilities or require additional facilities.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

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

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

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

The City of Rialto currently has 278 acres of park space (City of Rialto 2010). The City manages numerous parks including Anderson Park, Birdsall Park, Bud Bender Park, Fergusson Park, Flores Park, Frisbie Park, Jackson Street Park, Jerry Eaves Park, Margaret Todd Park and Rialto City Park. In addition, there the Rialto Unified School District provides open spaces as well as other recreational facilities such as the Rialto Community Center and the Rialto Racquet and Fitness Center (City of Rialto 2010).

The project does not include any new recreational facilities, and the project site is located in close proximity to community recreational and park facilities, including Fernandez Park, Flores Park, and Bud Bender Park. In addition, the project is not expected to cause substantial growth in population or result in increased usage in nearby recreational facilities. Therefore, the project would not result in the need for new or altered recreational facilities. Impacts would be less than significant.

NO IMPACT

17 Transportation/Traffic

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

The following analysis is based on a Traffic Impact Analysis (TIA) prepared for the project by TJW Engineering in May 2023. The TIA is included in full as Appendix F.

a. Would the project 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)?

Trip Generation Analysis

Projected trip generation for the proposed project was developed based on the City of Rialto Traffic Impact Analysis Guidelines (October 2021). The guidelines state land uses that generate less than 50 peak hour trips will not require a Traffic Impact Analysis (TIA) that includes LOS analysis.

The trip generation for the proposed project was determined using the Institute of Transportation Engineers Trip Generation Manual (11th Edition). Based on the proposed project's intended use the projected trip generation was determined using the Mini-Warehouse Land Use Code 151. The proposed project is projected to generate 7 total AM peak hour trips, 11 total PM peak hour trips, and 109 total daily trips.

Fair Share Contribution

In compliance with Section 3.33 (Development Impact Fees) of the City of Rialto Municipal Ordinance, the project developer will contribute the project's "fair share" contribution towards future improvements to the Larch Avenue/Foothill Boulevard intersection. A Fair Share Memorandum was prepared to determine the project's fair share percentage (TJW Engineering, Inc.) To determine the project's fair share percentage, existing traffic volumes were utilized from the approved Foothill and Larch Chick-Fil-A Project Traffic Impact Analysis Report (Linscott, Law, and Greenspan 2023), which included the proposed project as a cumulative project. Utilizing the same existing traffic counts and the project's expected trip volumes (7 during the AM peak hour and 11 during the PM peak hour), the project's fair share contribution for the Larch Avenue/Foothill Boulevard intersection was determined to be 3.15%. By making a fair share contribution, the project will be in consistent with Ordinance 3.33 regarding development impact fees. This impact would not be significant.

Vehicle Miles Traveled (VMT) Screening

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018, with an implementation date of July 1st, 2020, as the new metric.

The City of Rialto updated their Traffic Impact Analysis Guidelines in October 2021. The document outlines guidelines for CEQA analysis including screening criteria and requirements for VMT assessment of land use projects. The VMT guidelines provide several screening criteria for projects including Transit Priority Area (TPA) Screening, Low VMT Area Screening, and Project Type Screening. The City of Rialto Traffic Impact Analysis Guidelines indicates that low VMT-generating areas may be presumed to have a less than significant impact. To identify if the project is in a low VMT-generating area, the San Bernardino County Transportation Authority (SBCTA) screening tool has been utilized. The parcel which makes up the project area generates lower VMT than the County of San Bernardino. As such, the project satisfies low VMT area screening criteria and the project is presumed to have a less than significant impact. The screening tool results are attached for reference.

Based on the City of Rialto Traffic Impact Analysis Guidelines (October 2021), the proposed project generates less than 50 peak hour trips and does not require a TIA that includes LOS analysis. In addition, the City guidelines outline low-generating VMT areas may be presumed to have a less than significant impact on VMT and be screened from VMT analysis. Consistent with the City guidelines, the proposed project does not require additional traffic or VMT analysis.

Fair Share Contribution

In compliance with Section 3.33 (Development Impact Fees) of the City of Rialto Municipal Ordinance, the project developer will contribute the project's "fair share" contribution towards future improvements to the Larch Avenue/Foothill Boulevard intersection. A Fair Share Memorandum was prepared to determine the project's fair share percentage (TJW Engineering, Inc.) To determine the project's fair share percentage, existing traffic volumes were utilized from the approved Foothill and Larch Chick-Fil-A Project Traffic Impact Analysis

Report (Linscott, Law, and Greenspan 2023), which included the proposed project as a cumulative project. Utilizing the same existing traffic counts and the project's expected trip volumes (7 during the AM peak hour and 11 during the PM peak hour), the project's fair share contribution for the Larch Avenue/Foothill Boulevard intersection was determined to be 3.15%. By making a fair share contribution, the project will be in consistent with Ordinance 3.33 regarding development impact fees. This impact would not be significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would not include sharp curves, dangerous intersections, or incompatible uses that would increase hazards. Furthermore, implementation of Mitigation Measures T-1 and T-2 would ensure that the project applicant pays its fair share toward transportation system improvements. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

Access to the project site would be provided via two driveways from both the southern and eastern sides of the project site. The project would not result in inadequate emergency access because it would be subject to plan review and inspection by the Rialto Fire Prevention Division of the Fire Department prior to construction and occupancy, respectively, to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	■	☐	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. 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
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 2024.1?*

As discussed in Section 3, *Cultural Resources*, there are no known cultural resources at the project site and no resources listed in the California Register of Historical Resources (California State Parks 2019).

Although excavation and grading is not expected to uncover tribal cultural resources, the possibility for such resources to be encountered cannot be completely ruled out. Implementation of Mitigation Measure TCR-1 would reduce potential impacts to tribal cultural resources to a less-than-significant level by ensuring that any discovery of archaeological resources of Native American origin are appropriately identified and processed, as applicable.

Mitigation Measure

The following mitigation measure would reduce potential impacts to tribal cultural resources to a less-than-significant level.

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

A qualified archaeologist shall be present during ground-disturbing activities associated with project construction, in order to identify any unanticipated discovery of tribal cultural resources. In the event that archaeological resources of Native American origin are identified during project construction, the qualified archaeologist will consult with the City to conduct appropriate Native American consultation procedures. As part of this process, it may be determined that archaeological monitoring may be required by a Native American monitor. This determination shall be made at the discretion of the construction period archaeological monitor, and in coordination with the City.

Implementation of Mitigation Measure TCR-1 reduce potential impacts to tribal cultural resources by ensuring that any tribal cultural resources encountered during project activities are handled in a suitable manner.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or 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 statutes and regulations related to solid waste?	☐	☐	■	☐

a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

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

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

The City uses local groundwater, surface water, imported water, and recycled water to meet its water needs. According to the General Plan, the City is served by three water agencies: the City of Rialto Department of Public Works Water Division, the West Valley Water District (WVWD), and the Fontana Water Company (FWC). As concluded by the 2020 San Bernadino Valley Regional Urban Water Management Plan (UWMP), the City's projected demand for 2040 is 11,613-acre feet per year (AFY).

Project implementation would result in an increase in water demand at the project site. The Project would connect to existing water utilities located within Willow Avenue. The increase in water demand at the project site is anticipated with the Light Industrial land use designation. Impacts would be less than significant and no mitigation is required.

The City's Utilities Division is responsible for maintenance of the City's sewer system. The nearest sewer pipeline to the project site, located within Willow Avenue, is inactive and is not available for connection. As such, the Project will include an on-site septic system. Impacts would be less than significant.

Southern California Edison (SCE), provides electrical power to the City and SoCal Gas provides natural gas to the City. Various companies including AT&T, Spectrum, and Cox provide telecommunications services. The Project would connect to existing an existing water pipeline located within Willow Avenue, and an existing natural gas line within Jurupa Avenue. The Project would include the undergrounding of overhead power lines along the project site frontage on Jurupa Avenue.

The Project's electricity demand would be approximately 983,500 kWh/year, and natural gas demand would be approximately 23,217 therms/year; see Section 4.6, *Energy*, for further discussion concerning the Project's electrical and natural gas demands. The Project would be located in an urbanized area and connect to existing electric, natural gas, and telecommunication infrastructure.

The Project would not substantially increase service demand for utility providers through substantial unplanned population growth and existing capacity would be sufficient to support Project operation. Therefore, impacts would be less than significant.

The 2020 San Bernadino Valley Regional Urban Water Management Plan (RUWMP) was prepared in compliance with Urban Water Management Planning Act requirements. The 2020 RUWMP provides a summary of anticipated supplies and demands from 2020 to 2045 for a normal year, a single dry year, and multiple dry years.

As previously discussed, the City's water is supplied by imported water, local groundwater, surface water, and recycled water. The City categorizes its customers into three categories: Residential, Commercial, and Government. Because the project site is designated Light Industrial, the UWMP's forecast water demands would assume a Commercial land use for the project site. The Project's water demand would be approximately 12,497 AFY. The Project's water demand would be nominal, and it is anticipated sufficient water supplies would be available to serve the Project. Therefore, impacts would be less than significant.

As previously discussed, the Project would include an on-site septic system to serve the Project. As such, the Project would not result in inadequate capacity to serve the Project's wastewater demand.

LESS THAN SIGNIFICANT IMPACT

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

The Project would be served by the Mid-Valley Sanitary Landfill (2390 N. Alder Avenue), located approximately 6.6 miles north of the project site. The landfill has a daily throughput of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards.[28] Waste generation may vary greatly depending upon individual tenants; however, the Project does not propose a land use or zone change. Therefore, the uses allowed to operate on the project site would be consistent with the assumptions for solid waste use in the City's General Plan EIR. Further, the Project tenants will pay standard collection and processing fees established by the City's franchise agreement with Burrtec.

Further, compliance with all applicable regulations and laws regarding solid waste would further reduce The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. AB 341 increased the diversion goal to 75 percent by 2020. Chapter 8.08 of the City's Municipal Code stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the Integrated Waste Management Act.

The 2022 CalGreen Code Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris. During the construction phase, the Project would be required to comply with the CalGreen Code through the recycling and reuse of at least 65 percent of the nonhazardous construction and demolition debris from the project site.

As previously discussed, the Project would be consistent with the assumptions for solid waste use in the City's General Plan EIR. Disposal of solid waste would comply with all federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant. impacts. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	■	☐
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the CalFire *Fire Hazard Severity Zone Viewer,* the project site is located within a non- very high fire hazard severity zones (VHFHSZ) within a Local Responsibility Area (LRA). The Project would adhere to the City's regulations regarding fire prevention. Further, Project construction would not require the partial or complete closure of any public or private streets or roadways. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the Project would not result in inadequate emergency access, and no impact would occur. No mitigation is required.

NO IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors,

exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

As discussed above, the project site is not within a VHFHSZ. The project site consists of previously disturbed and uneven land which ranges in elevation from 950 feet to 989 feet amsl and does not feature factors that would exacerbate wildfire risks. Additionally, the Project would reduce potential wildfire risks by undergrounding of existing above-ground powerlines located along Jurupa Avenue. No impact would occur.

The project site is located within a non-VHFHSZ within an LRA. The project site would include the construction of one warehouse building and associated on-site improvements. Any utilities would be located underground. As such, Project implementation would not result in the new construction, installation, or maintenance of new infrastructure that would exacerbate fire risk. No impact would occur.

LESS THAN SIGNIFICANT IMPACT

d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project site is located within a non-VHFHSZ within an LRA. The project site consist of vacant, previously disturbed, and uneven land with elevation ranging from 950 feet to 989 feet amsl. As discussed in Section 4.7, *Geology and Soils*, the project site is not located within a landslide zone or flood hazard zone. No impact would occur.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. 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. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in Section 4, *Biological Resources*, the project site does not include any mapped essential habitat connectivity areas in its immediate vicinity. Regional wildlife movement is restricted due to the urbanized nature of the City. As such, no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. The only suitable habitat for special-status species on the site is nesting bird habitat and potential SKR habitat. Compliance with regulations related

to habitat conservation plans and implementation of Mitigation Measure BIO-1 would reduce impacts to a less–than-significant level by requiring biological surveys and fees. Mitigation Measure BIO-2 would require a jurisdictional delineation by a qualified biologist to identify state and federally protected wetlands on the site and to determine appropriate avoidance and protection measures. As noted under Section 5, *Cultural Resources*, there are no structures on the site. Therefore, there would be no impacts related to the elimination of important examples of California history.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

As described in the discussion of environmental checklist Sections 1 through 18, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Noise, and Transportation/Traffic (see CEQA Guidelines Section 15064(h)(3)). CalEEMod was utilized to assess the air quality and GHG impacts resulting from the project, concluding that the impacts associated with these two issues were less than significant. As discussed in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable, and air quality thresholds are designed by local air districts to ensure that projects in each air basin do not result in exceedance of state and national standards and lead to a cumulative impact. As air quality and GHG impacts would not exceed applicable thresholds cumulative impacts would be less than significant.

As discussed in Section 16, project-related traffic would not make a cumulatively considerable contribution to the cumulative traffic impacts. Other resource areas (e.g., agricultural resources, mineral resources) were determined to have no impact. Therefore, the project would not contribute to cumulative impacts related to these issues. Some resource areas (e.g., geology, hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Impacts to human beings are generally associated with air quality, hazards and hazardous materials, and noise impacts. As detailed above, none of these areas would require mitigation measures ensure impacts on human being are less than significant.

LESS THAN SIGNIFICANT IMPACT

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