

# **Cactus Trail Improvements Project**

CITY OF RIALTO  
SAN BERNARDINO COUNTY, CALIFORNIA

## **Draft Initial Study with Proposed Mitigated Negative Declaration**

Prepared by the  
City of Rialto



**May 27, 2020**

## **General Information about this Document**

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to the City of Rialto, Attn: Gene Klatt, Public Works, 335 W. Rialto Ave., Rialto, CA 92376; (909) 421-7247 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711

# **CACTUS TRAIL IMPROVEMENTS**

## **INITIAL STUDY with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

CITY OF RIALTO

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Savat Khamphou  
Public Works Director/City Engineer  
City of Rialto

**Proposed  
Mitigated Negative Declaration**  
Pursuant to: Division 13, Public Resources Code

***Project Description***

The City of Rialto (City) proposes to construct bicycle and pedestrian trail infrastructure improvements along the west side of Cactus Avenue between Rialto Avenue and Baseline Road within the City limits.

***Determination***

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the City's intent to adopt an MND for this project. This does not mean that the City's decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

The City has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- 1) The proposed project would have no impact on Agriculture and Forest Resources, Land Use and Planning, Mineral Resources, Population and Housing, and Wildfire.
- 2) The project would have a less than significant impact on Aesthetics, Biological Resources, Energy, Greenhouse Gas Emissions, Public Services, Recreation, and Utilities and Service Systems.
- 3) The project would have a less than significant impact with mitigation incorporated on Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, Tribal Cultural Resources and Mandatory Findings of Significance.

  
\_\_\_\_\_  
Savat Khamphou  
Public Works Director/City Engineer  
City of Rialto

Date

5/28/2020

# CEQA Environmental Checklist

## PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Cactus Trail improvements along the west side of Cactus Avenue between Rialto Avenue and Baseline Road
Lead agency name and address:	City of Rialto 150 S. Palm Avenue Rialto, CA 92376
Contact person(s), phone number(s), and email(s):	Savat Khamphou, Public Works Director/City Engineer Phone number: (909) 421-7229 Email: <a href="mailto:skhamphou@rialtoca.gov">skhamphou@rialtoca.gov</a>  Daniel Casey, Senior Planner Phone number: (909) 820-2525 ext. 2075 Email: <a href="mailto:dcasey@rialtoca.gov">dcasey@rialtoca.gov</a>
Project Location:	West side of Cactus Avenue between Rialto Avenue and Baseline Road, Rialto, CA;
Project sponsor's name and address:	City of Rialto 335 W. Rialto Ave. Rialto, CA 92376
General plan description:	Cactus Avenue: Major Arterial
Objectives	Objectives: The objective of the project is to construct a pedestrian and bicycle trail infrastructure along the west side of Cactus Avenue between Rialto Avenue and Baseline Road. (see Figures 1 and 2).
Zoning:	Public Facility (P), Light Industrial (GI), Adjacent: Residential 6 (R-6), Residential 21 (R-21), Open Space –Resources (OS-R)
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	The City of Rialto (City) proposes to construct a bicycle and pedestrian trail improvements along the west side of Cactus Avenue between Baseline Road and Rialto Avenue, in general accordance with the City's Circulation Element.  Bicycle and pedestrian trail improvements include a concrete path, signage, landscaping,  Right-of-way is existing for the proposed trail; the right of way exists within street dedicated right of way and Common Use Agreements with San Bernardino County Flood Control and Water Conservation District. Figure 2 shows the proposed project.
Surrounding land uses and setting; briefly describe the	The project trail is surrounded by low-density residential, commercial, industrial, and recreational land uses.

project's surroundings:	
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	<u>State Water Resources Control Board</u> National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ as amended by 2010-0014-DWQ).

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

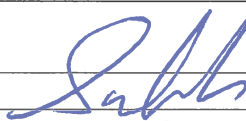
The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 9 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation/Traffic	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

## DETERMINATION

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: 	Date: 5/28/2020
Printed Name: SAVAT KHAMPHOU	For:



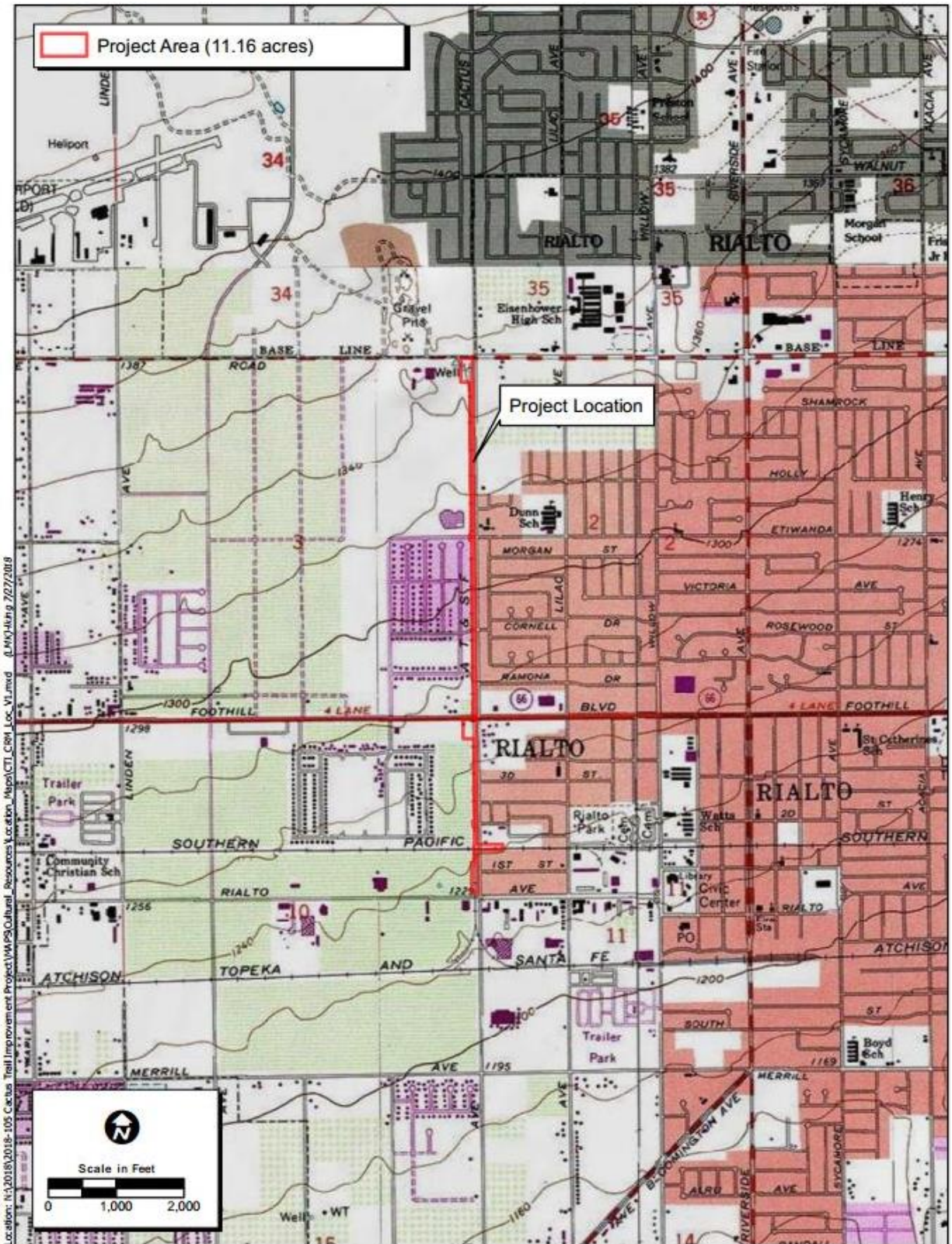


Figure 1

Location Map





Figure 2

Trail Concept Plan

## CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a-b) No Impact. The surrounding streets are not designated as Scenic Highways in the National Scenic Byways Program or State Scenic Highways Program (California Department of Transportation [Caltrans], 2012). The nearest designated or eligible scenic highway is State Route 330, approximately 10 miles to the east. The project site also does not have locally designated scenic vistas.
- c) Less than Significant Impact. The project would not degrade the existing visual character or quality of the site and its surroundings because project features would not be atypical for such a developing area. Proposed bike and pedestrian trail improvements are consistent with the General Plan designations and planned future land uses of this area.
- d) Less than Significant Impact. Day or nighttime views would be minimally affected because the bicycle and pedestrian trail will not be lighted separately.

### **Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>II. AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) No Impact. The project is not located on Prime Farmland, Unique Farmland or Farmland of Statewide Importance. It is located on "Other Land" and Urban and "Built-up Land" as mapped by the California Department of Conservation (2010) Farmland Mapping and Monitoring Program.
- b) No Impact. There is no Williamson Act contract land in the project area. As mapped in the *San Bernardino County Williamson Act FY 2012/2013* map (California Department of Conservation, Division of Land Resource Protection, 2013), land in the project area is "Urban and Built-Up Land" or "Other". There are no Williamson Act lands within 10 miles.
- c & d) No Impact. There are no forest lands or timberlands (or lands zoned as such) in the project study area. The nearest forest land or timberland is the San Bernardino National Forest approximately 8 miles to the northwest and northeast (U.S. Department of Interior, 2013). The project would not result in the loss of forest land or conversion of forest land to non-forest use.
- e) No Impact. The project would not convert Farmland to non-agricultural use or forest to non-forest use since it widens existing streets within a urbanized area and no farmlands or forest lands are in the vicinity.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Less than Significant Impact. The project would bring bicycle and pedestrian trail into conformance with designations in the City of Rialto's *General Plan* (2010). Subsequently, no new impacts or conflicts with the air quality plan or air quality standards would occur.

b, c, d) Less than Significant with Mitigation Incorporated. The project would have less than significant impact on criteria pollutants in which the project region is in non-attainment. As summarized in Table 1, the project is in an area of San Bernardino County that is in non-attainment for Federal ozone (O<sub>3</sub>), particulate matter, 10 micrometers (PM<sub>10</sub>), and particulate matter 2.5 micrometers (PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS). It is also in an area of San Bernardino County that is in non-attainment for State ozone, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> California Ambient Air Quality Standards (CAAQS).

Site preparation and trail construction would involve clearing, cut-and-fill activities, grading, and paving trail surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily



generate PM<sub>10</sub>, PM<sub>2.5</sub>, and small amounts of CO, SO<sub>2</sub>, NO<sub>x</sub>, and ROGs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the U.S. Environmental Protection Agency (EPA) to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Dust minimization through use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction. The proposed construction schedule for all improvements is anticipated to take 4 months.

In addition to dust-related PM<sub>10</sub> emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO<sub>2</sub>, NO<sub>x</sub>, VOCs and some soot particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO<sub>2</sub> is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and Air Resources Board regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO<sub>2</sub>-related issues due to diesel exhaust will be minimal.

Emissions from construction equipment, grading, and paving may result. Construction would be temporary and last 4 months.

Construction activities are not anticipated to cause dust emissions that would exceed SCAQMD CEQA thresholds. Still Mitigation Measure AQ-1 shall be implemented to ensure the use of enhanced dust control measures.

Similarly, ozone precursor emissions (ROG and NO<sub>x</sub>) are anticipated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, Mitigation Measure AQ-2 shall be implemented to ensure the use of reasonably available control measures for diesel exhaust.

With the implementation of AQ-1 and AQ-2, any impacts related to construction emissions are considered less than significant.

- e) No Impact. The trail surface is proposed as portland cement concrete.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following measures will be implemented to minimize potential impacts. Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term conditions. Implementation of the following will reduce any air quality impacts resulting from construction activities:

AQ-1: Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stockpiles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

AQ-2: Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

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

<b>IV. BIOLOGICAL RESOURCES: Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Less Than Significant Impact: No SBKR, SKR, LAPM, and NWSDPM avoidance/minimization measures are required.

- b) Less Than Significant Impact. No riparian habitat occurs within the BSA and the majority of the habitat that will be directly impacted by the proposed project consists sparsely vegetated areas and heavily disturbed areas. Considering the use of BMPs and mitigation provided by the project, impacts to sensitive natural communities are expected to be less than significant.
- c) No Impact: The proposed project is anticipated to have no permanent or temporary impacts on waters of the U.S. or State. While the Rialto Channel is a jurisdictional water of the U.S., no dredge or fill activities would take place with implementing the project. No dredge or fill material would enter waters during construction; therefore, a CWA Section 404 or Section 401 permit would not be required.
- d) Less Than Significant Impact. The project proposes to improve an existing trail and will not create any new barriers to wildlife migrations. The Rialto Flood Control Channel is parallel with the BSA; however no direct impacts to the channel are anticipated and no fish species are known to occur within the BSA. Considering habitats within the BSA are not accommodating for many wildlife species due to its previously disturbed and developed nature, along with having a strong human presence, the project would have less than significant impact on the movement of native resident or wildlife species.
- e) No Impact: No trees are proposed to be removed.
- f) No Impact: The project is not located within the limits of a habitat conservation plan or natural community conservation plan.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>V. CULTURAL RESOURCES:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a & b) Less Than Significant Impact with Mitigation Incorporated. The project site is located on the west side of Cactus Avenue between Rialto Avenue and Base Line Road. The project site is surrounded by single-family residential developments and some industrial developments and is directly adjacent to a County of San Bernardino Flood Control Channel. An asphalt pathway currently exists throughout the entire length of the project site.

In July 2018, ECORP Consulting, Inc. (ECORP) prepared a Cultural Resources Inventory and Evaluation report for the project. To adequately address the site, ECORP conducted a records search at the California State University, Fullerton, South Central Coastal Information Center (SCCIC) and performed an intensive-level field survey of the entire project site. According to the SCCIC, the project site had been previously surveyed on three (3) separate occasions – 1991, 1997, and 2010 – and forty (40) additional surveys had been conducted within a one-mile radius of the project site between 1973 and 2016. The records search resulting from these surveys revealed that no previously recorded cultural/historic resources existed on the site. During the field survey, ECORP discovered two (2) historic-period isolates and a spur of a form Atchison Topeka & Santa Fe (AT&SF) Railroad. The two (2) isolates consisted of shards of sun-colored amethyst (SCA) bottle glass. According to ECORP neither the isolates nor the rail spur meet the eligibility requirements to be placed on the California Register of Historical Resources.

Furthermore, according to Section 4.5 of the General Plan FPEIR, the project site is not designated as an area known to possess archeological and historical cultural resources. Still, some remote potential does exist that subsurface resources may occur at depths of several feet below the existing ground surface. There is the possibility that historic/archaeological cultural resources could be affected by construction of the project. Jessica Mauck, Director of Cultural Resources Management for the San Manuel Band of Mission Indians reiterated this possibility in an email to the City dated May 26, 2020 as a part of the Assembly Bill 52 Tribal Notification process. Ms. Mauck found the project site to be within the Serrano ancestral territory, which led to an interest in the project from SMBMI. However, due

to the nature and location of the project, and given the SMBMI's Cultural Resources Management Department's present state of knowledge, SMBMI stated that it did not have any concerns with the project's implementation, as planned, but did request the implementation of mitigation measures CUL-1, CUL-2, and CUL-3 to mitigate the potential for impact to any historic/archaeological cultural resources to a less than significant level.

- c) Less Than Significant Impact with Mitigation Incorporated. Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during grading and excavation activities associated with project construction. Therefore, possible significant adverse impacts have been identified or anticipated and Mitigation Measure CUL-4 shall be implemented to reduce these impacts to a level below significant.

### **Avoidance, Minimization, and/or Mitigation Measures**

- CUL-1: If historical/archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the City.
- CUL-2: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.
- CUL-3: If significant cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
- CUL-4: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:
- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.



- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the CEQA lead agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (as per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

<b>VI. ENERGY:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a&b) Less Than Significant Impact. As stated in Section III, Air Quality, the construction of the project would require mitigation measures to minimize emissions impacts from construction equipment use. These mitigation measures also apply to energy resources as they require equipment not in use for 5 minutes to be turned off, and for electrical construction equipment to be used where available. These measures would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency. The proposed project would install a bicycle and pedestrian trail along with ancillary landscaping that would require little to no energy to function once installed. As such, the practices during construction—such as turning off equipment during construction when not in use—would prevent a significant impact to energy resources from occurring as a result of project implementation. Given that the proposed project would require little to no energy to operate, the proposed project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

#### **Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>VII. GEOLOGY AND SOILS:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a(i) Less Than Significant Impact. The project is not located within an Alquist-Priolo Earthquake Fault Zone (California Division of Mines and Geology, 1977).

- a(ii-iii) Less Than Significant Impact with Mitigation Incorporated. Construction and design of the proposed project would be in compliance with current construction and seismic codes and standards as discussed in minimization measure GEO-1, which would reduce potential seismic hazard risks to acceptable levels.
- a(iv) No Impact. The project is in a flat area, approximately 9 miles southeast of the nearest mountain range.
- b) Less Than Significant Impact with Mitigation Incorporated. Ground disturbance from the project would be largely at the existing surface. Soil erosion would be minimized through standard erosion control Best Management Practices with the implementation of GEO-2.
- c) Less Than Significant Impact. The construction and design of the project would be consistent with seismic codes and standards. The site has generally flat topography and on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is not anticipated.
- d) No Impact. Expansive soils are not in the project area.
- e) No Impact. The proposed project does not include the use of septic tanks.
- f) Less Than Significant Impact with Mitigation Incorporated. The project area is not identified in the City of Rialto's General Plan as having the potential to yield paleontological resources. As demonstrated by a Paleontological Overview (2017) performed by Samuel A. McLeod, Ph.D. Vertebrate Paleontology for a similar and nearby proposed development in the City of Rialto, the area is known to contain surficial deposits of younger Quaternary Alluvium derived from the San Gabriel Mountains and the Lytle Creek drainage. These deposits are relatively deep and not known to be associated with fossil specimens. Nonetheless, the erosion of the mountains and the excessive debris flows from the creek may carry fossil remains into the general area and, therefore, there is a slight possibility for fossils to be present. The nearest fossils have been identified in the Jurupa Valley area, near Norco and Mira Loma, suggesting the potential in Rialto is very low.

Excavations that exceed the relative depth of the younger alluvium and impact the older Quaternary alluvium may yield evidence of fossil specimens. Mitigation Measure GEO-3 shall be implemented to ensure that the construction and operation of the Proposed Project does not destroy a unique paleontological resource or site or unique geologic feature.

### **Avoidance, Minimization, and/or Mitigation Measures**

- GEO-1: Construction and design of the proposed project shall be in compliance with current construction and seismic codes and standards, which would reduce potential seismic hazard risks to acceptable levels. Specific design and construction measures recommended in subsequent geotechnical studies to reduce geologic or seismic hazards shall be implemented. Subsequent geotechnical studies shall be completed prior to completion of final design for the proposed project.

- GEO-2: BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the trail would minimize impacts from storm water runoff. A Storm Water Pollution Prevention Plan (SWPPP) and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the project.
- GEO-3: In the event fossil specimens are unearthed, the Project Proponent shall have a paleontological consultant assess the specimens and report to the City of Rialto. If the consultant and City concur, a paleontological monitoring program shall be implemented for the remainder of earth moving activities.

<b>VIII. GREENHOUSE GAS EMISSIONS:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Less than Significant Impact. No new long-term greenhouse gas emissions are anticipated, as the project would bring bicycle and pedestrian trail segments in accordance with the City's General Plan Circulation Element and accommodate planned future traffic.
- b) Less than Significant Impact. While greenhouse gas emissions from construction equipment and vehicles would result, CO<sub>2</sub> emissions would be far below the threshold guided by the SCAQMD. Construction would be temporary and last only 4 months. The amount anticipated is considered less than significant.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.



<b>IX. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Less than Significant Impact. The project would not result in significant new routine transport, use, or disposal of hazardous materials.
- b) Less than Significant Impact with Mitigation Incorporated. HAZ-1 and HAZ-2 would be implemented for any previously unknown hazardous waste/material encountered during construction
- c) No Impact. The project is not anticipated to expose the public to any greater risk to hazardous materials since the nature of the project will not emit hazardous emissions or handle hazardous materials, and therefore no impact will occur. Schools within approximately ¼ mi north of the project include Charlotte N. Werner Elementary School, 1050 W. Rialto Avenue, Rialto, CA, Bob Murphy Community School, 149 N. Arrowhead Avenue, Rialto, CA, Dunn Elementary School, 830 N. Lilac Avenue, Rialto, CA, Helen L. Dollahan Elementary School, 1060 W. Etiwanda Avenue, Rialto, CA, and Eisenhower High School, 1321 N. Lilac Avenue, Rialto, CA.
- d) No Impact. The project site is not designated as a hazardous materials site according to General Plan Exhibit 5.4 and General Plan FPEIR Exhibit 4.7.1. Additionally, site inspections did not reveal the presence of hazardous materials placed on-site. Therefore, no impact will occur
- e) No Impact. The project is not within an airport land use plan nor is it within 2 miles of a public airport.
- f) No Impact. The project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip is the Andy Jackson Airpark, approximately 8 mi northeast.
- g) Less Than Significant Impact with Mitigation Incorporated. During construction, temporary impacts to public services such as fire, police, or emergency medical response would be less than significant with mitigation incorporated. HAZ-3 would allow emergency vehicles through the project area through traffic control and a detour plan.
- h) No Impact. The project site is adjacent to commercial and residential land uses. No proposed project components are adjacent to, or within, wild lands.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following measures will be implemented.

HAZ-1: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby sources or potential explosive threat if a gas pipeline is ruptured during construction). For any previously unknown hazardous waste/material encountered during construction, standard procedures for unknown hazardous waste/ material shall be followed. Underground Service Alert will have to be notified if there is any digging involved at least 2 working days prior to excavation by calling 811 to ensure that utility owners mark the locations of underground transmission lines and facilities.

- HAZ-2: There may be instances in which hazardous waste has gone undetected. A note would be placed in the resident engineer's file to alert construction crews to the possibility of undetected hazardous waste and/or soil contamination. If soil discoloration, odor or fumes are encountered during construction, work should be stopped and the resident engineer informed.
- HAZ-3: Emergency vehicle access would be maintained through traffic control, stage construction, and if necessary, a detour plan.

<b>X. HYDROLOGY AND WATER QUALITY:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Less Than Significant Impact with Mitigation Incorporated. The proposed project will not violate any water quality standards or waste discharge requirements. Potential increase

in storm water runoff would be minimal. There is no existing upstream watershed area contributing runoff across the project.

The proposed project would not degrade water quality. As in the existing condition, storm water run-off in the proposed condition will be conveyed through the project site as surface runoff. Surface flow will be contained within the trail section during lower flow events and will drain to Cactus Avenue.

The federal Clean Water Act (CWA) establishes requirements for the discharge of urban runoff from Municipal Separate Storm Sewer Systems (MS4) under the National Pollutant Discharge Elimination System (NPDES) program. On January 29, 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued Permit Order No. R8-2010-0036 to authorize the discharge of urban runoff from MS4 facilities in San Bernardino County within the Santa Ana River watershed.

As a condition of the permit, a Water Quality Management Plan (WQMP) document must be prepared for new development and significant redevelopment projects. Since Cactus Trail Improvements Project is a public transportation project, a functionally equivalent document to the WQMP will be prepared as directed in the San Bernardino County Municipal Stormwater Management Program Transportation Project BMP Guidance. The Guidance applies to public transportation projects in the area covered by the Santa Ana Region MS4 Permit, which involve the construction of new transportation surfaces or the improvement of existing transportation surfaces. See mitigation measure HYD-1 and HYD-2.

A BMP feasibility analysis will be completed for the project to determine to what extent BMP techniques such as drainage swales and permeable pavements will be applicable for the project.

To minimize potential erosion impacts during construction, Best Management Practices would be implemented. See mitigation measure HYD-3.

- b) No Impact. The project does not propose activities requiring permanent increases in groundwater use. No buildings are proposed.
- c) i-iv.

Less Than Significant Impact. The project will not alter the existing drainage patterns of the project site or overall area in a manner which would result in substantial erosion or siltation on- or off-site. As in the existing condition, storm water run-off in the proposed condition will be conveyed through the project site as surface runoff. Surface flow will be discharged to the local street.

The project will not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in increased flooding on- or off-site. In the existing condition, surface flow will be discharged to the adjoining street. In the proposed condition, the flow patterns are the same.

The project will not alter the existing drainage patterns of the project site or overall in a manner.

The federal Clean Water Act (CWA) establishes requirements for the discharge of urban runoff from Municipal Separate Storm Sewer Systems (MS4) under the National Pollutant Discharge Elimination System (NPDES) program. On January 29, 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued Permit Order No. R8-2010-0036 to authorize the discharge of urban runoff from MS4 facilities in San Bernardino County within the Santa Ana River watershed.

As a condition of the permit, a Water Quality Management Plan (WQMP) document must be prepared for new development and significant redevelopment projects. Since Cactus Trail Improvements Project is a public transportation project, a functionally equivalent document to the WQMP will be prepared as directed in the San Bernardino County Municipal Stormwater Management Program Transportation Project BMP Guidance. The Guidance applies to public transportation projects in the area covered by the Santa Ana Region MS4 Permit, which involve the construction of new transportation surfaces or the improvement of existing transportation surfaces. See mitigation measure HYD-1 and HYD-2.

A BMP feasibility analysis will be completed for the project to determine to what extent BMP techniques such as drainage swales and permeable pavements will be applicable for the project.

To minimize potential erosion impacts during construction, Best Management Practices would be implemented. See mitigation measure HYD-3.

Since water quality impacts from the proposed project are limited to storm water flows and the minimal addition of roadway runoff, no adverse impacts to groundwater or surface water is anticipated. The proposed project would have less than significant impact on water quality.

The project is outside the 100-year flood zone. The project vicinity is designated as "Zone X" by the Federal Emergency Management Agency (2016).

- d) Less Than Significant Impact. Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The Project Site is not located in the immediate vicinity of a known large body of water or water storage facility and therefore impacts from potential seiches are not anticipated. Tsunamis are large waves generated in open bodies of water by fault displacement of major ground movement. Due to the inland location of the Project Site, tsunamis are not considered to be a risk. Dams or other water-retaining structures may fail as a result of large earthquakes, resulting in flooding and mudflow production. As described by the General Plan EIR, the Project Site is not located within a 100-year FEMA Flood Zone Area and there are no dams or reservoirs near the Project Site. Therefore, the Proposed Project is not anticipated to risk release of pollutants due to project inundation. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- j) Less Than Significant Impact. Mandatory compliance with the Proposed Project's WQMP, in addition to compliance with NPDES Permit requirements, would ensure that the Proposed Project does not conflict with or obstruct implementation of a water quality control plan. As discussed in item X(b) above, the Proposed Project would not exceed the available supply of water or obstruct with implementation of a substantial

groundwater management plan. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following mitigation measures will be implemented.

- HYD-1: The project will comply with requirements set forth in National Pollutant Discharge Elimination System (NPDES) Permit, Order No. R8-2010-0036, NPDES No. CAS618036, Section XIV "Municipal Construction Projects."
- HYD-2: Prior to the commencement of any construction activities, the project will develop and implement a functionally equivalent document to the Water Quality Management Plan (WQMP) as outlined in the San Bernardino County Municipal Stormwater Management Program Transportation Project BMP Guidance, a Storm Water Pollution Prevention Plan (SWPPP), a monitoring program that is specific for the construction project, and any other reports or plans required under the General Construction Activity Storm Water Permit.
- HYD-3: BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff. The SWPPP and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the Build Alternative.

<b>XI. LAND USE AND PLANNING:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact: The project does not physically divide an established community because no new barriers would be introduced with the project. The project builds a bicycle and pedestrian trail within existing right-of-way.

b) No Impact: The project does not conflict with the City's General Plan (2010), including the Land Use Element and Circulation Element.

The project will also not conflict with the zoning of adjacent parcels. Adjacent parcels are zoned Low Density Residential, Medium Density Residential, Open Space Recreation, Business Park, and General Commercial.

The project is approximately 46 miles inland, outside the coastal zone. Coastal zoning requirements are not applicable.

c) No Impact: Currently, there are no applicable habitat conservation plans or natural community conservation plans.

### **Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.



<b>XII. MINERAL RESOURCES:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a & b) No Impact. While portions of the project are within an area mapped as MRZ-2 (where “significant mineral deposits are present or there is a high likelihood for their presence”), the affected roads have been designated for the transportation circulation system and were addressed in the EIR for the City’s General Plan.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>XIII. NOISE:</b> Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a&b) Less Than Significant with Mitigation Incorporated. The project would not result in significant exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction noise from this project would be take place intermittently, and noise levels would vary depending on the type of construction activity. The loudest construction activities may include engine noise from construction vehicles and jack hammering. Construction is anticipated to take 8 months. Considering the inclusion of measure NOI-1, the impacts are considered less than significant.

Also, as discussed in answer “c,” estimated future year long-term noise levels would be normally acceptable or conditionally acceptable.

- c) **Less Than Significant Impact:** In the long-term, the project would not impact noise levels in excess of standards. The proposed project does not result in new substantial impacts.
- d) **Less Than Significant with Mitigation Incorporated:** During construction, use of various equipment may result in elevated noise levels at the project site. Noise is anticipated from equipment such as excavators, dozers, and concrete mixer trucks. For this project, lowest construction equipment-related noise levels would be 55 Decibel A filter (dBA) at a distance of 50 feet for sound from a pick-up truck. Highest noise levels would be up to 90 dBA (at a distance of 50 feet) for a concrete saw for pavement removal. For reference, Noise Levels of Common Activities are shown on Figure 7. Construction is anticipated to take 8 months. Construction activities will be short-term and intermittent. This is considered a less than significant impact with the inclusion of mitigation measure NOI-1 because construction would be temporary and scheduled in accordance with the City's Noise Ordinance, Ordinance 1417.

**Figure 1: Noise Levels of Common Activities**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

- e) No Impact: The project is not within an airport land use plan nor is it within 2 miles of a public airport.
- f) No Impact: The project is not within the vicinity of a privately-owned airport or airstrip.

**Avoidance, Minimization, and/or Abatement Measures**

The following measures will minimize potential construction noise impacts.

NOI-1: Construction shall be scheduled in accordance with the City's Noise Ordinance, Ordinance Number 1417 of the Rialto Municipal Code. Subsequently, the following permitted hours outlined under the ordinance shall be followed as feasible:

October 1st through April 30th:

Monday—Friday: 7:00 a.m. to 5:30 p.m.

Saturday: 8:00 a.m. to 5:00 p.m.

Sunday: No permissible hours

State holidays: No permissible hours

May 1st through September 30th:

Monday—Friday: 6:00 a.m. to 7:00 p.m.

Saturday: 8:00 a.m. to 5:00 p.m.

Sunday: No permissible hours

State holidays: No permissible hours.

<b>XIV. POPULATION AND HOUSING:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The project brings bicycle and pedestrian trails consistent with their designations in the City's General Plan. The project would not induce unanticipated population growth.

b & c) No Impact. The proposed project would not displace substantial numbers of existing housing, nor would it displace substantial numbers of people. No housing is within the project footprint.

#### **Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>XV. PUBLIC SERVICES:</b>	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, 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
V) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Less Than Significant Impact. Adverse physical impacts associated with governmental facilities or public services would be less than significant. Fire, police protection, schools, and other public facilities would not be impacted; potential increase in park use would be less than significant. Further details follow:
- i,ii) Less Than Significant Impact. The nearest fire station is on 131 South Willow Avenue and the nearest police department is on 128 North Willow Avenue, both approximately 1.5 mi away. No direct physical affect to these facilities would result. No substantial delay to fire and police services is anticipated because construction would be staged to allow for traffic to continue using the project streets. At this distance, police and fire services may also access alternate streets to reach the majority of their destinations.
- iii) Less Than Significant Impact. The nearest schools are Werner Elementary School, 1050 West Rialto Avenue, approximately ¼ mi west of the project, and Dunn Elementary School, 830 North Lilac Avenue, approximately ¼ mi east of the project. No direct physical affect to the school would result. No substantial delay in access to the school is anticipated since construction would be staged to allow for traffic to continue using the project streets.
- iv) Less Than Significant Impact. The nearest park is Bud Bender City Park, 235 N. Lilac Avenue, which is easterly of the project.
- V) Less Than Significant Impact. The Proposed Project is not expected to result in a demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelter. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified

facilities. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>XVI. RECREATION:</b>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) Less Than Significant Impact. Use of Bud Bender Park, the nearest recreational facility, is not expected to increase such that substantial physical deterioration of the facility would occur or be accelerated.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.



<b>XVII. TRANSPORTATION/TRAFFIC:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a&b) Less Than Significant Impact. The trail improvements would make the subject trails consistent with the City's standards and General Plan Circulation Element.

c) No Impact. The trail improvements would not result in new air traffic facilities. A change in air traffic patterns would not result.

d) No Impact. The street improvements stay along the existing alignments and intersections and do not include sharp curves or dangerous intersections or incompatible uses.

e) Less Than Significant Impact with Mitigation Incorporated. During construction, temporary impacts to public services such as fire, police, or emergency medical

response would be less than significant with mitigation incorporated. TRA-1 (also HAZ-3) would allow emergency vehicles through the project area through traffic control, stage construction, and a detour plan.

- f) No Impact. The trail improvements are consistent with the City's General Plan Circulation Element regarding bicycle facilities and pedestrian facilities.

**Avoidance, Minimization, and/or Mitigation Measures**

TRA-1: Emergency vehicle access would be maintained through traffic control, stage construction, and if necessary, a detour plan.

<b>XVIII. TRIBAL CULTURAL RESOURCES:</b>  Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of historical resources as defined in Public Resources Code section 5020.1(k), or?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a & b) Less Than Significant Impact with Mitigation Incorporated. Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

As discussed in Section V, *Cultural Resources*, two (2) historic-period isolates and a spur of a former Atchison Topeka & Santa Fe (AT&SF) Railroad exist on the project site. The two (2) isolates consisted of shards of sun-colored amethyst (SCA) bottle glass. However, according to ECORP neither the isolates nor the rail spur meet the eligibility requirements to be placed on the California Register of Historical Resources. Due to previous ground-disturbance, there is a low probability of encountering onsite tribal cultural resources throughout project construction. In addition, the City prepared and mailed notice letters to potentially interested Native American stakeholders on April 22, 2020 for a 30-day consultation request period. During the 30-day consultation request period, the City received one (1) response from Jessica Mauck, Cultural Resources Analyst for the San Manuel Band of Mission Indians (SMBMI).

Ms. Mauck found the project site to be within the Serrano ancestral territory, which led to an interest in the project from SMBMI. However, due to the nature and location of the project, and given the SMBMI's Cultural Resources Management Department's present state of knowledge, SMBMI stated that it did not have any concerns with the project's implementation, as planned, but did request the incorporation of mitigation measures TCR-1 and TCR-2 as means to reduce any potential impacts on tribal cultural resources to a level of insignificance.

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 measures CUL-1, CUL-2, CUL-3, and CUL-4 will 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.

### **Avoidance, Minimization, and/or Mitigation Measures**

- TCR-1: San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CUL-2, of any cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.
- TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project

- CUL-1: If historical/archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the City.
- CUL-2: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:
- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
  - If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the CEQA lead agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.

<b>XIX. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a,b,c,d) Less Than Significant Impact. New or expansion of storm water drainage facilities are not proposed. Since the project is not a housing or commercial/retail development, exceedance of wastewater treatment requirements would not result, and construction of new water or wastewater treatment facilities would not be needed. Water supplies for construction of the project are also adequate and new or expanded entitlements are not needed. No substantial long-term additional water supplies are needed for the widened streets.
- e) Less Than Significant Impact. During construction, solid waste may be generated from removal of existing pavement, contractor will be required to take material to a recycler for reprocessing.
- f) No Impact. The proposed project will comply with federal, state, and local statutes and regulations related to solid waste.

### **Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) No Impact. The proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone, therefore the proposed project can have no impacts to any wildfire issues. As stated in previous sections, according to the City of Rialto Fire Hazard Map for the project area, the proposed project is not located within the fire safety severity zone (Figure IX-12). The proposed project area is located in an urban area removed from the high fire hazard areas that are located



adjacent to the San Gabriel Mountains and Lytle Creek Wash to the north. As such, no impacts under these issues are anticipated.

**Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Less Than Significant Impact with Mitigation Incorporated. The proposed project can be implemented without causing any adverse environmental effects. Adequate mitigation has been provided to reduce potential impacts to a level of insignificance. The issues for which mitigation have been provided for are Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Transportation/Traffic, and Tribal Cultural Resources.
- b) Less Than Significant Impact with Mitigation Incorporated. Cumulative impacts associated with development of the proposed project will be mitigated to a level of insignificance through the imposition of the mitigation measures listed in this document.
- c) Less Than Significant Impact with Mitigation Incorporated. This project will not result in any substantial adverse effects on humans either directly or indirectly. There are no known environmental effects associated with the project that will cause direct or indirect substantial adverse impacts on human beings. Adequate mitigation has been provided to reduce any potential impacts to a level of insignificance. The issues for which mitigation have been provided for are Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Transportation/Traffic, and Tribal Cultural Resources.

# List of Preparers

---

The following is a list of persons who prepared or participated in the Initial Study.

## **City of Rialto**

Lonny Young, Project Manager