

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

**CITY OF RIALTO
MADRONA RIALTO PHASE II DEVELOPMENT
185 W. SANTA ANA AVENUE
RIALTO, CALIFORNIA 92316**



LEAD AGENCY:

**CITY OF RIALTO
PLANNING DIVISION
150 SOUTH PALM AVENUE
RIALTO, CALIFORNIA 92376**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

OCTOBER 17, 2022

RILT 005

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Madrona Rialto Phase II.

PROJECT ADDRESS: 185 W. Santa Ana Avenue, Rialto, California 92316.

APPLICANT: Ms. Brandi Smith, Xebec, Inc. 3010 Old Ranch Parkway, Suite 480. Seal Beach, California.

CITY AND COUNTY: Rialto, San Bernardino County.

DESCRIPTION: The City of Rialto Community Development Department, in its capacity as the Lead Agency, is reviewing a request by Madrona to construct a 43,208 square foot industrial building within a 4.77-acre (207,612 square feet) site located along the south side of Santa Ana Avenue as part of Phase II. Phase I involved the construction of a 54,848 square foot building in the northern portion of the project site. The current proposed project will include a warehouse, consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area. The total floor area of the new Phase II building will be 43,208 square feet. A total of 80 surface parking spaces will be provided onsite including 63 standard stalls, 4 ADA standard stalls, 8 Clean air vehicle stalls, 3 Electric Vehicle (EV) stalls, and 2 EV ADA stalls. In addition, 6 loading dock doors will also be provided along the western elevation of the Phase II building. Access to the site will be facilitated by two, 30-foot-wide driveways located along the south side of Santa Ana Avenue.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant unmitigable environmental impacts. For this reason, the City of Rialto determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may also be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1. INTRODUCTION	7
1.1 Purpose of the Initial Study	7
1.2 Initial Study's Organization	8
2. PROJECT DESCRIPTION	9
2.1 Project Overview	9
2.2 Project Location	9
2.3 Environmental Setting.....	13
2.4 Project Description	13
2.5 Discretionary Actions.....	17
3. ENVIRONMENTAL ANALYSIS.....	19
3.1 Aesthetics.....	20
3.2 Agriculture & Forestry Resources	24
3.3 Air Quality	27
3.4 Biological Resources	35
3.5 Cultural Resources	39
3.6 Energy.....	43
3.7 Geology & Soils.....	46
3.8 Greenhouse Gas Emissions	51
3.9 Hazards & Hazardous Materials	53
3.10 Hydrology & Water Quality	56
3.11 Land Use & Planning	60
3.12 Mineral Resources.....	63
3.13 Noise	66
3.14 Population & Housing.....	73
3.15 Public Services.....	75
3.16 Recreation.....	78
3.17 Transportation	79
3.18 Tribal Cultural Resources	87
3.19 Utilities and Service Systems.....	95
3.20 Wildfire	99
3.21 Mandatory Findings of Significance	102
4. CONCLUSIONS.....	104
4.1 Findings	104
5. REFERENCES	106
5.1 Preparers	106
5.2 References	106
AIR QUALITY WORKSHEETS	108
UTILITY WORKSHEETS	130
TRAFFIC MEMO	138

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The City of Rialto Community Development Department, in its capacity as the Lead Agency, is reviewing a request by Madrona to construct a 43,208 square foot industrial building within a 4.77-acre (207,612 square feet net) site located along the south side of Santa Ana Avenue as part of Phase II. Phase I involved the construction of a 54,848 square foot building in the northern portion of the project site. The current Phase II project will include a warehouse, consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area in the southern portion of the site. The total floor area of the new Phase II building will be 43,208 square feet. A total of 80 surface parking spaces will be provided onsite including 63 standard stalls, 4 standard ADA stalls, 8 Clean air vehicle stalls, 3 Electric Vehicle (EV) stalls, and 2 EV ADA stalls. In addition, 6 loading dock doors will also be provided along the western elevation of the new Phase II building. Access to the site will be facilitated by two, 30-foot-wide driveways located along the south side of Santa Ana Avenue.¹

The City of Rialto is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.² The proposed development is considered to be a project pursuant to the California Environmental Quality Act (CEQA).³ As part of the proposed project's environmental review, the City of Rialto authorized the preparation of this Initial Study. Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and analysis of the City of Rialto, in its capacity as the Lead Agency. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of the proposed project and that decision-makers have considered such impacts before considering approval of the project. Pursuant to the CEQA Guidelines, purposes of this Initial Study include the following:

- To provide the City of Rialto with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration;
- To facilitate the project's environmental assessment early in the design and development of the project;
- To eliminate unnecessary EIRs;
- To determine the nature and extent of any impacts associated with the proposed project; and,
- To enable modification of the project to mitigate significant impacts of the project.⁴

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is

¹ Architects Orange. *Architectural Drawings and Site Plans Prepared for Madrona Manufacturing Project. Rialto, California.* July 1, 2020.

² California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

³ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15060 (b).

⁴ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California*

the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these agencies and other interested parties to comment on the proposed project and the findings of this Initial Study.⁵ Questions and/or comments should be submitted to the following individual:

Daniel Casey
City of Rialto Development Services Department
150 South Palm Avenue
Rialto California 92376
dcasey@rialtoca.gov

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the proposed project's construction and the subsequent operation.
- *Section 4 Findings*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance.
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

The Appendix includes the air quality impact analysis worksheets, the traffic analysis, and the utility consumption/generation worksheets.

⁵ California, State of. *California Public Resources Code. Section 21091 (b)*.

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Rialto Community Development Department, in its capacity as the Lead Agency, is reviewing a request by Madrona to construct a 43,208 square foot industrial building within a 4.77-acre (207,612 square feet net) site located along the south side of Santa Ana Avenue as part of Phase II. Phase I involved the construction of a 54,848 square foot building in the northern portion of the project site. The current proposed project will include a warehouse, consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area in the southern portion of the site. The total floor area of the new Phase II building will be 43,208 square feet. A total of 80 surface parking spaces will be provided onsite including 63 standard stalls, 4 standard ADA stalls, 8 Clean air vehicle stalls, 3 Electric Vehicle (EV) stalls, and 2 EV ADA stalls. In addition, 6 loading dock doors will also be provided along the western elevation of the Phase II building. Access to the site will be facilitated by two, 30-foot-wide driveways located along the south side of Santa Ana Avenue.⁶

2.2 PROJECT LOCATION

The project site is located within the corporate boundaries of the City of Rialto. The City is located in the southwest portion of San Bernardino County. The southwestern portion of San Bernardino is generally urban and contains the majority of the County's population. Rialto is bounded on the west by Fontana; on the south by Colton and unincorporated County areas; on the east by the cities of Colton and San Bernardino; and on the north by unincorporated County areas.

Major physiographic features in the area include the San Gabriel Mountains, located 9.8 miles to the northwest of the project site; the San Bernardino Mountains, located 10.0 miles to the northeast of the project site; the Jurupa Hills, located 3.0 miles to the southwest of the City; and, the Box Springs Mountains, located 5.7 miles to the southeast of the project site. Regional access to Rialto is provided by the San Bernardino (I-10) Freeway and the Foothill (I-210) Freeway. The regional location of the City of Rialto is shown in Exhibit 2-1. The project site's location within the City of Rialto is shown in Exhibit 2-2.

The project site's legal address is 185 West Santa Ana Avenue. The Assessor's Parcel Number (APN) that is 0258-121-08. Major roadways in the vicinity of the project site include San Bernardino Avenue, located 1.50 miles north of the project site; Jurupa Avenue, located 0.42 miles south of the project site; Cedar Avenue, located 1.37 miles west of the project site; and, S. Riverside Avenue, located 300 feet east of the project site. In addition, the I-10 Freeway is located approximately 0.87 miles to the north of the project site, while the I-210 is located 5.50 miles north of the project site. A vicinity map is provided in Exhibit 2-3. The larger 4.77-acre site occupies frontage along the south side of Santa Ana Avenue. The proposed Phase II development will occupy the southern portion of this larger site.

⁶ Architects Orange. *Architectural Drawings and Site Plans Prepared for Madrona Manufacturing Project. Rialto, California.* July 1, 2020.

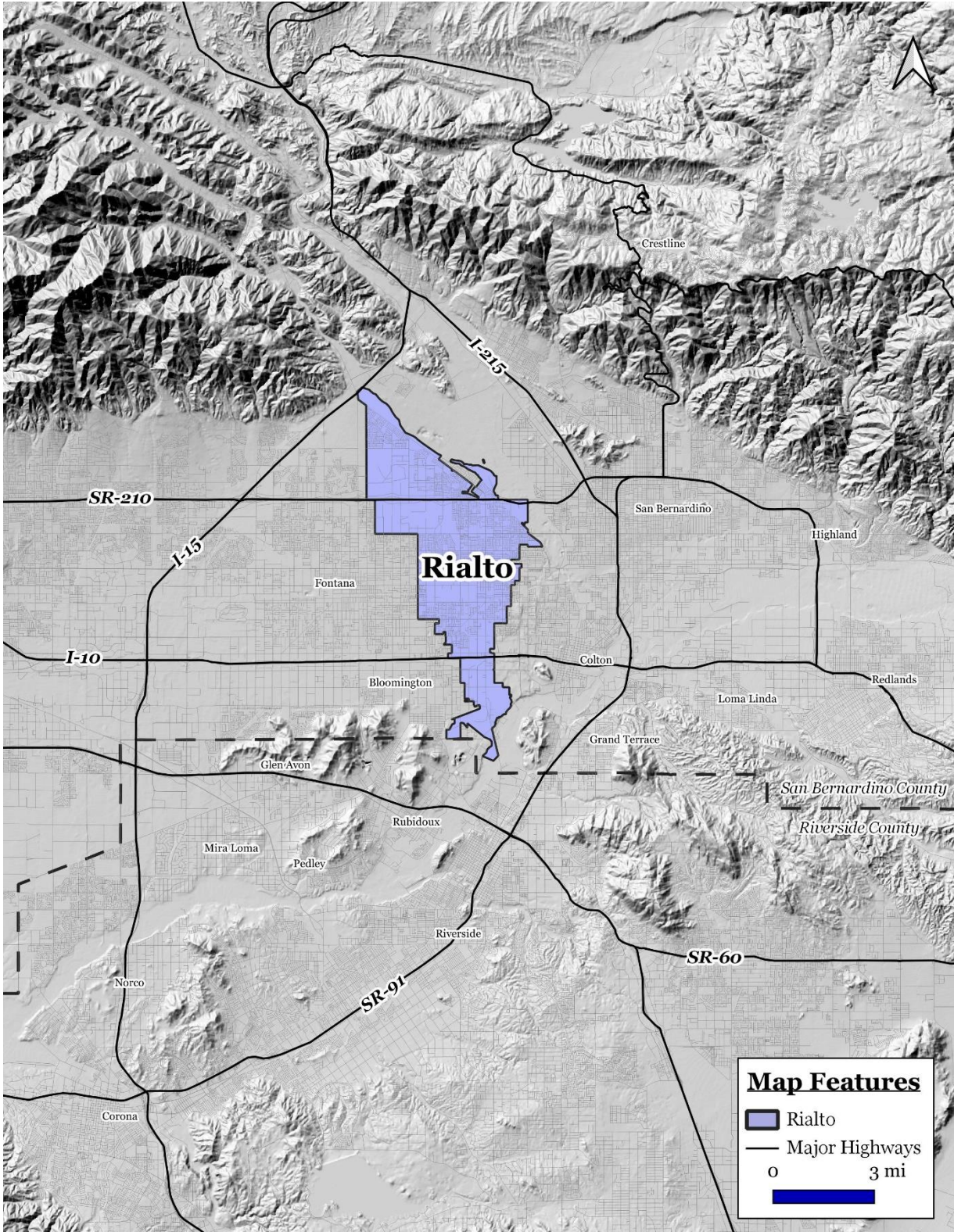


EXHIBIT 2-1
REGIONAL MAP
SOURCE: QUANTUM GIS

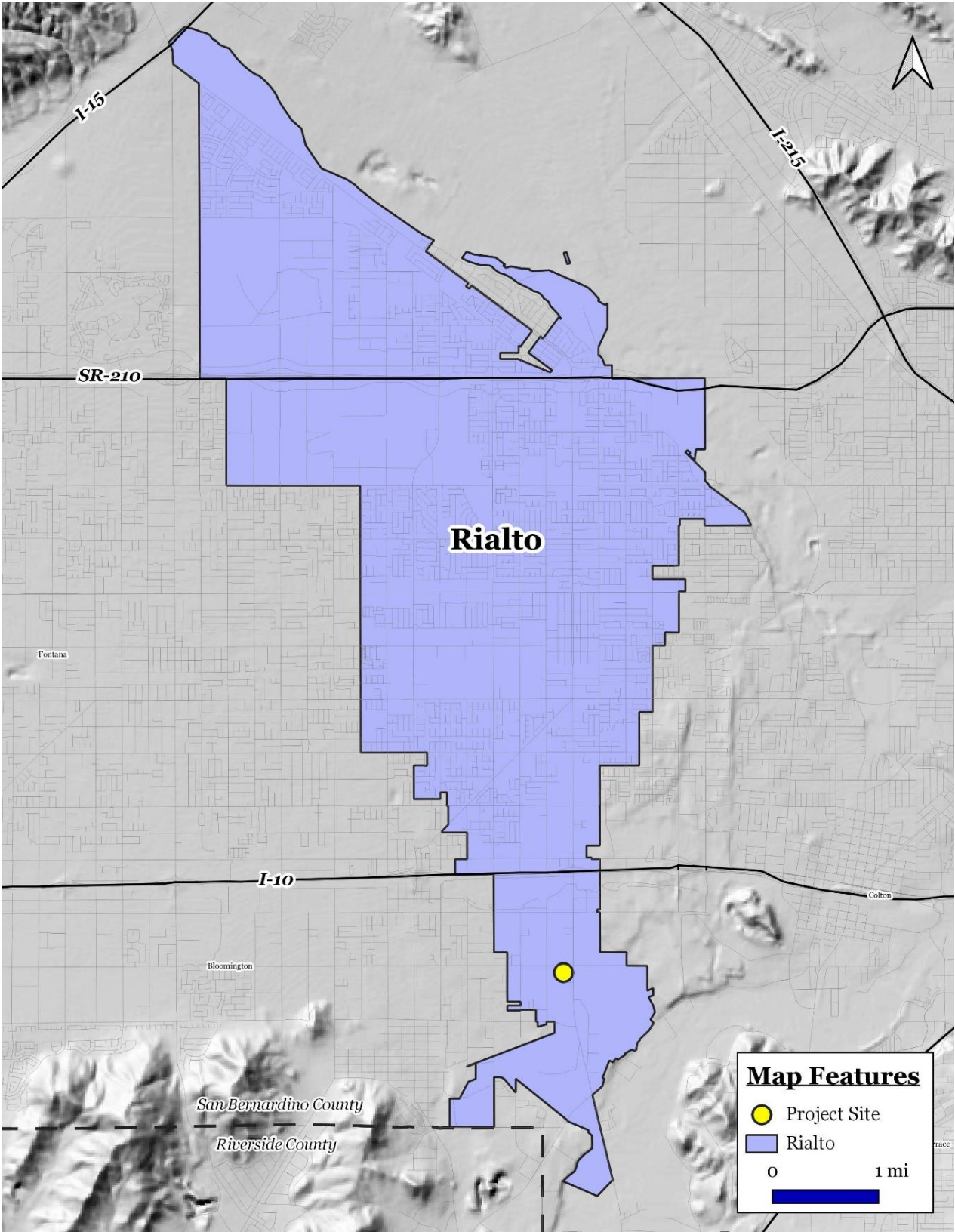


EXHIBIT 2-2
CITY WIDE MAP
SOURCE: QUANTUM GIS

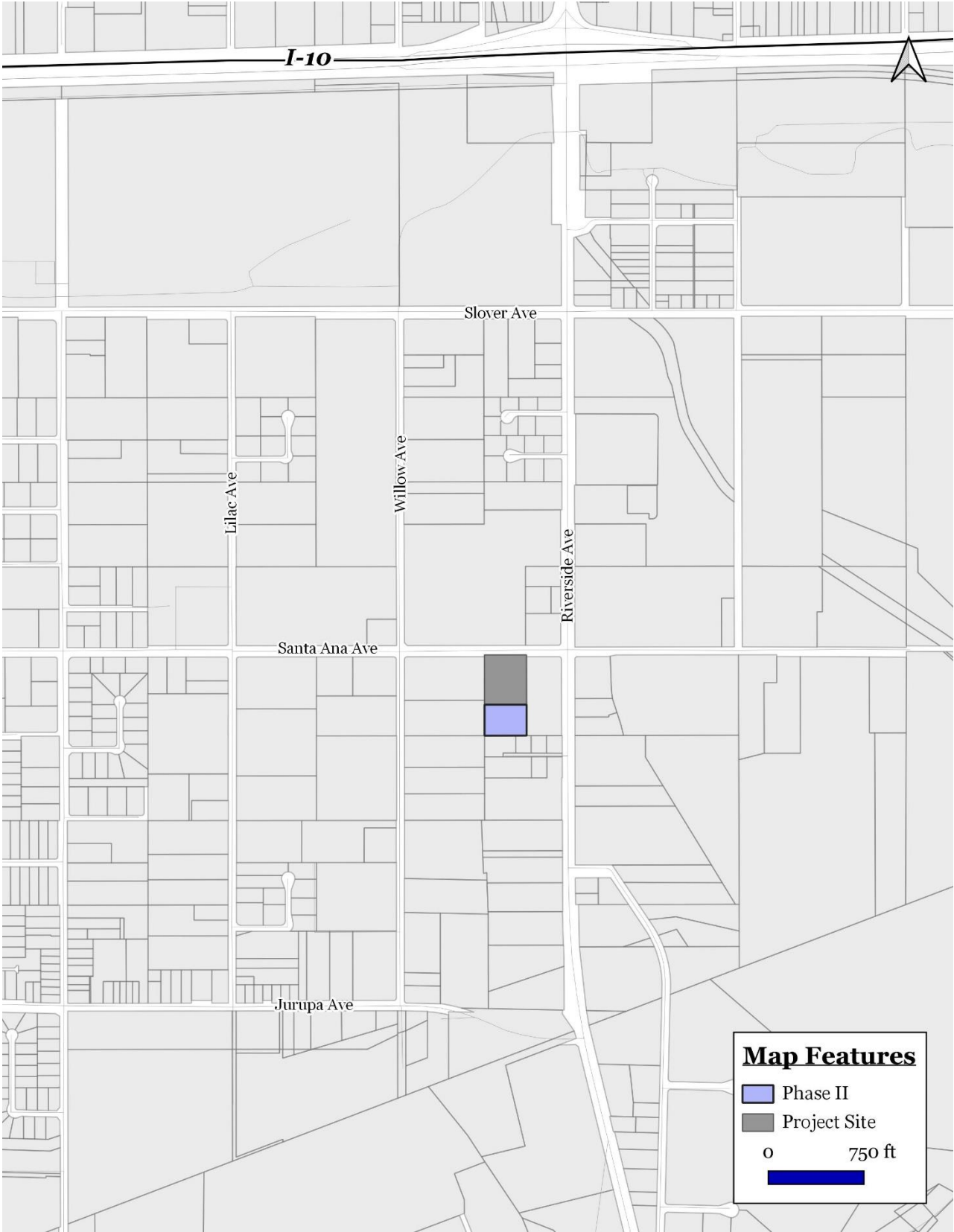


EXHIBIT 2-3
VICINITY MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The project site is located in the southern portion of the City of Rialto. The larger 4.77-acre site occupies frontage along the south side of Santa Ana Avenue and is located within the Agua Mansa Industrial Corridor. The proposed Phase II development will occupy the southern portion of this larger site. Key land uses located in the vicinity are described below⁷:

- *North of the project site.* Santa Ana Avenue extends along the north side of the project site. Industrial uses, including a new warehouse building, are located further north on the north side of Santa Ana Avenue.
- *South of the project site.* Jp's Collision Center abuts the project site to the south. The aforementioned use occupies frontage along the north side of Bryant Street, which is located approximately 150 feet to the south of the project site.
- *East of the project site.* A single-family dwelling unit abuts the project site to the east. This dwelling unit occupies frontage along the west side of S. Riverside Avenue.
- *West of the project site.* A warehouse occupied by Traditional Baking abuts the project site to the west. This warehouse is located along the east side of Willow Avenue. Willow Avenue is located 635 feet to the west of the project site.

The larger project site was formerly occupied by a horse boarding facility. Numerous structures totaling 2,814 square feet were located within the project site, including a 1,367 square foot, single family residence that was formerly occupied by a caretaker and a vacant 2,464 square foot home.⁸ The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building.⁹ The Phase II development will occupy the southern portion of the site.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

As indicated previously, the proposed Phase II project involves the construction of a 43,208 square feet industrial building within a 4.77-acre (207,612 square feet net) site located along the south side of Santa Ana Avenue. Phase I would involve the construction of a 54,848 square foot building within the northern portion of the project site. The project elements are described below:¹⁰

- *Project Site.* The larger project site encompasses 4.77 acres (207,612 square feet net). The project site has a maximum lot depth (north to south) of 632 feet and a maximum lot width (east to west) of 329 feet. The proposed Phase II development will have a floor area ratio (FAR) of 0.47 to 1.0.

⁷ Google Earth and Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on January 10, 2019.

⁸ San Bernardino County Assessor and Email communication with Mr. Vincent Ciccone. Email dated August 24, 2019.

⁹ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

¹⁰ Architects Orange. *Architectural Drawings and Site Plans Prepared for Madrona Manufacturing Project, Rialto, California*. July 1, 2020.



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

- *Building Utilization.* The entire Phase II building will consist of 43,208 square feet of floor area. Of this total floor area, 39,434 square feet will be included in the warehouse. The remaining 3,774 square feet will be included in the office area.
- *Warehouse.* A total of 39,434 square feet of floor area will be devoted to the warehouse. The receiving area, consisting of 6 dock high doors will be located along the building's west-facing elevation.
- *Office.* A total of 3,774 square feet of floor area will be devoted to the office area. The office area will be located in the building's southwest corner and will provide the main public entry to the facility. In addition to smaller office spaces, this area will include rest rooms and a large meeting room.
- *Design.* The new building will consist of tilt-up concrete construction. The building will be a single-level building with a maximum height of 40-feet.
- *Parking.* A total of 80 surface parking spaces will be provided onsite including 63 standard stalls, 4 standard ADA stalls, 8 Clean air vehicle stalls, 3 Electric Vehicle (EV) stalls, and 2 EV ADA stalls. In addition, 6 loading dock doors will also be provided on the western elevation of the new Phase II building.
- *Access and Circulation.* Primary vehicular access (both ingress and egress) to the project site will be provided by two, 30-foot-wide driveways located along the south side of Santa Ana Avenue. These driveways will also provide access for trucks and trailers loading and distributing materials and products. Access to the new building will be provided by a 30-foot-wide internal roadway.
- *Landscaping.* A total of 15,641 square feet of landscaping will be provided. Approximately 10 percent of the project site will be covered over in landscaping. Landscaping will be provided along the northern, southern, and eastern sides of the project site.

The proposed project is summarized in Table 2-1. The proposed site plan is provided in Exhibit 2-5.

Table 2-1
Project Summary Table

Project Element	Description
Site Area (total site)	4.77 acres (207,612 square feet net)
Total Building Floor Area	43,208 sq. ft.
FAR	47.18%
Maximum Building Height	40 ft max to the parapet.
Landscaping	15,641 sq. ft (10% of site)
Parking	80 stalls

Source: Architects Orange.

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

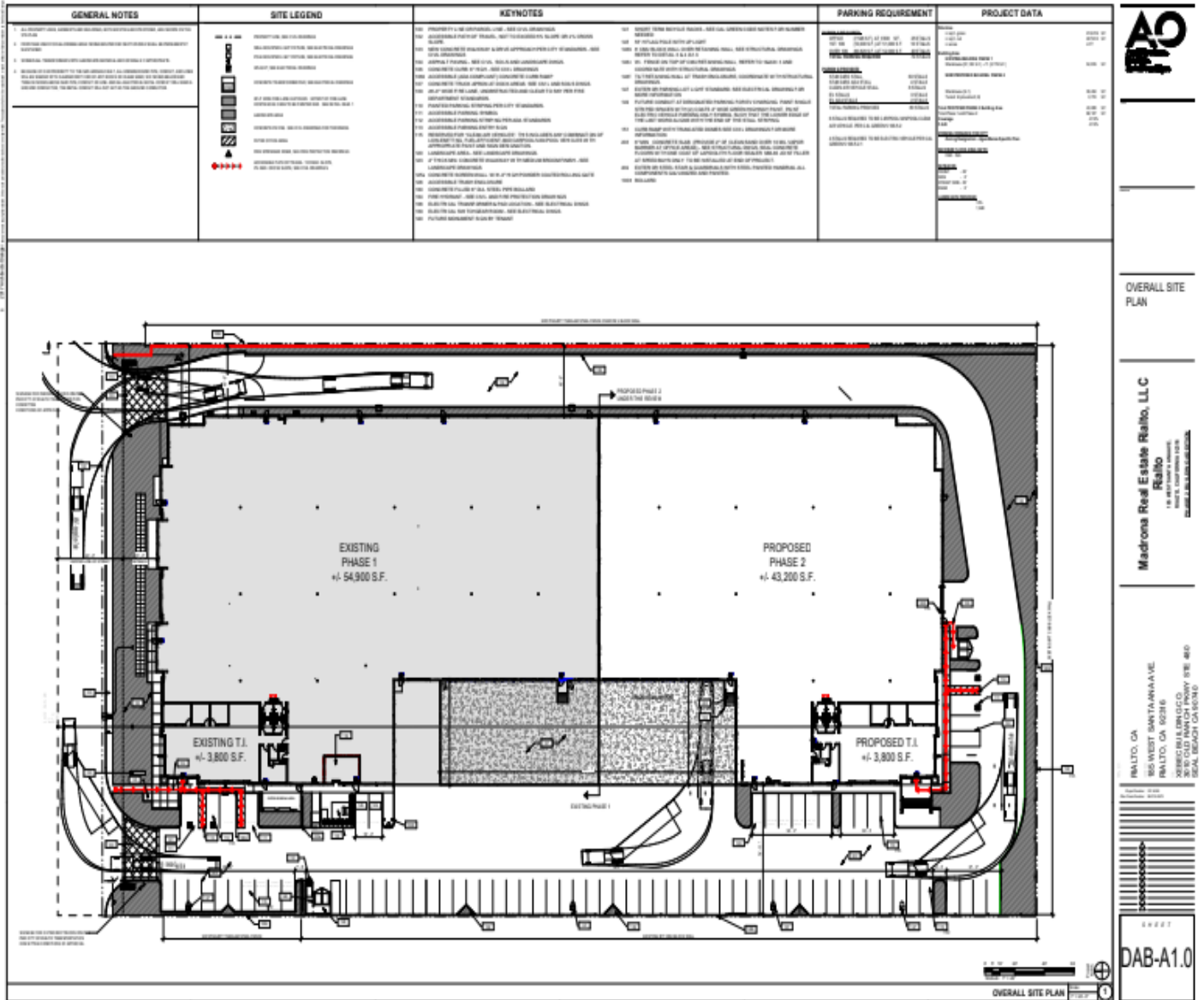


EXHIBIT 2-5
CONCEPTUAL SITE PLAN
SOURCE: ARCHITECTS ORANGE

2.4.2 OPERATIONAL CHARACTERISTICS OF THE PROPOSED PROJECT

The project site's General Plan designation is *General Industrial* and the corresponding zoning designation is *Heavy Industrial (H-IND)* within the Agua Mansa Specific Plan. Future land use and development must conform to these land use designations. The proposed project will involve a Phase II, 43,208 square foot industrial warehouse project. The northern portion of the site would be occupied by the Phase I development. The proposed project's legal address is 185 Santa Ana Avenue in Rialto California 92316. A total of 43 individuals would be employed at the site. This estimate assumes an employment generation rate of one employee for every 1,000 square feet of floor area. The hours of operation are not known at this time. For purposes of analysis the primary hours of business are assumed to be Monday through Friday, between 8:00 AM and 5:00 PM.

2.4.3 CONSTRUCTION CHARACTERISTICS

The construction for the proposed project would take approximately ten months to complete. The key construction phases are outlined below:

- *Grading and Site Preparation.* The project site will also undergo finished grading during this phase. The project site will then be readied for the construction of the proposed project. This phase will take approximately one month to complete.
- *Construction.* This phase will take approximately six months to complete.
- *Paving.* This phase will involve the paving of the site. This phase will take approximately one month to complete.
- *Landscaping and Finishing.* This phase will involve the installation of landscaping and the completion of the on-site improvements. This phase will take approximately two months to complete.

2.5 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Rialto) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the approval of the following discretionary actions:

- The approval of a Conditional Development Permit and a Precise Plan of Design; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required including permits for building demolition and construction, grading, utility connections, and building occupancy.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agriculture & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use & Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities & Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

The environmental analysis included in this section reflects the Initial Study checklist format used by the City of Rialto in its environmental review process as well as the most recent format changes recommended by the State of California Office of Planning and Research (OPR). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project will not have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Rialto or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project may have the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City of Rialto in deciding as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?			✗	
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✗
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✗
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✗	

3.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project, except as provided in Public Resources Code Section 21099, have a substantial adverse effect on a scenic vista? • Less than Significant Impact

Major physiographic features around the City include the San Gabriel Mountains, located 9.81 miles to the northwest of the project site; the San Bernardino Mountains, located 10 miles to the northeast of the project site; the Jurupa Hills, located 3.03 miles to the southwest of the City; and, the Box Springs Mountains, located 5.67 miles to the southeast of the project site. Views of the San Bernardino Mountains are available facing north from the Santa Ana Avenue right-of-way. In addition, views of the Jurupa Hills are available facing south from Santa Ana Avenue. The City of Rialto General Plan includes a number of goals and policies related to scenic vistas and resources. These goals and policies and the proposed project's conformity with each, are outlined below:¹¹

- *Goal 2-14: Protect scenic vistas and scenic resources.* The proposed project will not negatively impact the scenic vistas named in the General Plan because the project site does not involve the construction of any structures that will obstruct the scenic views. The building will have a maximum height of 40 feet.
- *Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.* The proposed project will not impact the views of the nearby mountains. The height of the new building will be 40 feet. The height does not exceed the permitted scale and height requirement under Sec. 503.2.

¹¹ City of Rialto. *General Plan, Chapter 2*. Page 2-53. December, 2010.

- *Policy 2-14.3: Ensure use of building materials do not produce glare, such as polished metals or reflective windows.* The proposed industrial building will consist of concrete walls. In addition, the windows will feature medium grey glass.

The height of the proposed industrial building will not be sufficient enough to obstruct views of any of the aforementioned vistas. These ranges have a topographical prominence (the height of the summit relative to the lowest contour line) that is greater than the height of the proposed building. As a result, the potential impacts are considered to be less than significant.

B. *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact*

According to the California Department of Transportation (Caltrans), neither Santa Ana Avenue nor S. Riverside Avenue are designated scenic highways.¹² In addition, there are no trees or plants located on-site and the project site does not contain any scenic rock outcroppings.¹³ Lastly, the project site does not contain any buildings listed in the State or National Register (refer to Section 3.5). In addition, the proposed use must comply with the City's Graffiti Control Ordinance. As a result, no impacts will occur.

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic? • No Impact*

As indicated previously, the project site was formerly occupied by the Lazy-O Ranch, a horse boarding facility. The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building.¹⁴ The proposed Phase II development will be a new concrete tilt-up industrial building. This building will consist of modern architecture and will include features such as a metal canopy and horizontal panels on the building façade. The building will be predominantly grey, with other colors incorporated in limited amounts. The Land Use, Community Design, Open Space, and Conservation Elements of the City's General Plan contain various goals and policies that seek to protect and maintain scenic quality. The proposed project will conform to the following General Plan policies:¹⁵

- *Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.* The project will have a maximum height of 40 feet. This building will be of smaller size and mass compared to the nearby industrial uses. The project will not obstruct views of San Gabriel or San Bernardino

¹² California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov.

¹³ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on January 10, 2020.

¹⁴ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

¹⁵ City of Rialto. *General Plan, Chapter 2*. Page 2-55. December, 2010.

Mountains since they have a topographical prominence that exceeds the height of the project.

- *Policy 2-14.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.* As stated above, the proposed project will have a maximum height of 40 feet. The proposed project will be smaller in height and mass as the nearby industrial uses. The project will not obstruct views of the La Loma Hills, Jurupa Hills, or Box Springs Mountains. These ranges have a topographical prominence that exceeds the height of the proposed project.
- *Policy 2-16.1: Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.* The proposed industrial building will be of modern architecture.
- *Policy 2-16.6: Require architectural treatments on all façades facing rights-of-way, public streets, and alleys, including windows, doors, architectural details, and landscape treatment.* The building will feature horizontal reveals and a metal canopy.
- *Policy 2-19.3: Continue the graffiti suppression and removal program and expand outreach programs that encourage neighborhoods to take an active role in the program as well.* The proposed development will be required to conform to these graffiti control and property maintenance requirements.
- *Policy 2-22.1: Require that developments incorporate varied planes and textures and variety in window and door treatments on building façades.* The building façade will feature horizontal and vertical reliefs as well as a metal canopy. A variety of colors will be incorporated into the design.
- *Policy 2-22.8: Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.* The building's north facing façade will feature a variety of treatments and colors.

The proposed project will conform to the aforementioned General Plan goals and policies . As a result, no impacts will result from the proposed project's implementation.

D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less than Significant Impact

Light and glare are regulated in the City's General Plan and Municipal Code. Title 18, Chapter 18.61 – Design Guidelines, Section 18.61.140 – Lighting contains the following requirements:

- Lighting shall be designed as an integral part of the overall site and building design.
- The design of the light fixtures and their structural supports shall be architecturally compatible with on-site buildings and be architecturally integrated into the design of a building.

- All exterior lighting shall be designed to avoid spillover glare beyond the site boundaries.
- Exterior lighting shall provide illumination for the security and safety of on-site areas such as entrances, exits, parking, loading, shipping and receiving, pathways, and other work areas.
- All building facade recesses shall be well lit to encourage a safe environment.
- Night lighting shall be provided for all pedestrian movement paths such as walkways and where stairs, curbs, ramps, and crosswalks occur.
- The location of light fixtures shall correspond to anticipated use. Lighting of pedestrian movement paths shall illuminate changes in grade, path intersections, seating areas and any other uses along movement path which if left unlighted would create an unsafe condition.
- The level of lighting shall not exceed one-half foot-candle at any residential property line or one foot-candle at any nonresidential property line.
- Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling and each commercial and industrial building to facilitate location of the street address numbers for safety and public convenience.

The proposed project will be required to adhere to the aforementioned regulations. Glare is regulated in the City's General Plan. The following policy relates to glare:

- *Policy 2-14.3: Ensure use of building materials do not produce glare, such as polished metals or reflective windows.* The proposed industrial building will consist of concrete walls. In addition, the windows will feature medium grey glass.

As indicated previously, the project Applicant will be required to adhere to the above-mentioned policies and regulations governing light and glare. As a result, the potential impacts are considered to be less than significant.

3.1.2 CUMULATIVE IMPACTS

The potential for cumulative aesthetic impacts is typically site specific. A recent large industrial development was recently constructed immediately north of the proposed project site, on the north side of Santa Ana Avenue. The approved Phase I project would consist of 54,484 square feet and with the proposed Phase II project (43,208 square feet), the total floor area for the larger project site would be 97,592 square feet. The proposed project's design and architectural character will have a beneficial impact on the area's appearance and visual character.

3.1.3 MITIGATION MEASURES

The preceding analysis indicated that the project's aesthetic impacts would be less than significant. As a result, no mitigation measures are required.

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				×
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?				×
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				×
D. Would the project result in the loss of forest land or conversion of forest land to non-forest use?				×
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				×

3.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact

The project site is currently used for the boarding of horses. The project site is currently designated as General Industrial with a Specific Plan Overlay (Agua-Mansa) in the City of Rialto General Plan Land Use Element. The project site is located within the Agua Mansa Specific Plan Area which contemplates industrial development within the area with key planning objectives including maintaining and enhancing opportunities for industrial activity, employment creation, and infrastructure improvements. This portion of the City is urbanizing and there are no areas that are classified as “Prime Farmland.” Since implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? • No Impact

The project site is located within the Agua Mansa Specific Plan Corridor. The proposed project will not require a zone change and no loss in land zoned for/or permitting agricultural uses will occur. Furthermore, The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building.¹⁶ There are no agricultural uses located

¹⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

within the site that would be affected by the project's implementation. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.¹⁷ As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

C. *Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code section §12220(g)), timberland (as defined by Public Resources Code section §4526), or timberland zoned Timberland Production (as defined by Government Code section §51104(g))?* • No Impact

The City of Rialto and the project site are located within a larger urban area. No forest lands are located within the vicinity of the project site. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. *Would the project result in the loss of forest land or conversion of forest land to a non-forest use?* • No Impact

No forest lands are found within the project site or the adjacent properties. As stated previously, the project site is located within the Agua Mansa Industrial Corridor. The land use designation that is applicable to the project site does not provide for the forest land protection. Therefore, no loss or conversion of existing forest lands will result from the implementation of the proposed project. As a result, no impacts will occur.

E. *Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of Farmland to non-agricultural use or the conversion of forest land to a non-forest use?* • No Impact

The proposed project will not involve the disruption or damage of the existing environment that results in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farm land or forest land. As a result, no impacts will result from the proposed project's implementation.

3.2.2 CUMULATIVE IMPACTS

As indicated in the previous section, the project site does not include any farm land uses or forest resources. As a result, the proposed project's implementation will not lead to a cumulative loss of farmland or forest land resources and no cumulative impacts will occur.

3.2.3 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that impacts would be less than significant. As a result, no mitigation measures are required.

¹⁷ California Department of Conservation. *State of California Williamson Act Contract Land*.
ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

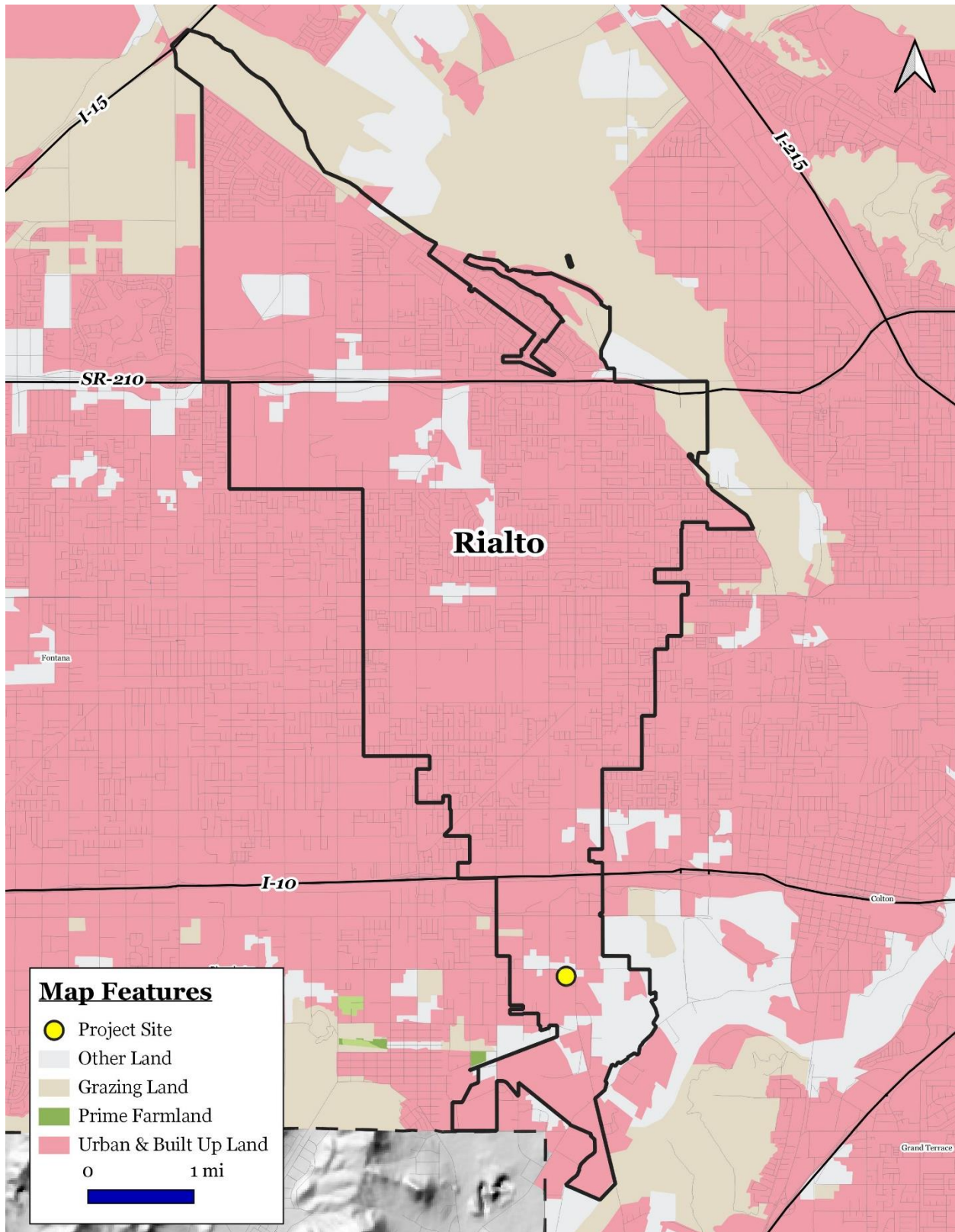


EXHIBIT 3-1
AGRICULTURE MAP
SOURCE: CA DEPARTMENT OF CONSERVATION

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✗
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✗	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✗	
D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✗	

3.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct the implementation of the applicable air quality plan?* • *No Impact*

The City of Rialto is located within the South Coast Air Basin (SCAB). The SCAB covers a 6,600 square mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the SCAQMD at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent 2016 AQMP was adopted in March 2017 and was jointly prepared with the California Air Resources Board (CARB) and the South Coast California Association of Governments (SCAG).¹⁸ The SCAQMD has established thresholds of significance for the following criteria pollutants:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen oxides (NO_x)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from internal combustion processes) combines with oxygen.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-

¹⁸ South Coast Air Quality Management District. *Final 2016 Air Quality Plan*. Adopted March 2017.

containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.

- PM_{10} and $PM_{2.5}$ refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen oxides;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10} ;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen oxides;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10} ;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:¹⁹

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other projections relevant to the AQMP's implementation.²⁰

¹⁹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

²⁰ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions would be below levels that the SCAQMD considers as a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-3). The proposed project would also conform to Consistency Criteria 2 since it would not significantly affect any regional population, housing, and employment projections prepared for the City of Rialto by the Southern California Association of Governments (SCAG). According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Rialto is projected to add a total of 9,400 new jobs through the year 2040.²¹ A total of 120 individuals will be employed once the project is operational. The projected number of new jobs is well within SCAG's employment projections for the City of Rialto and the proposed project will not violate Consistency Criteria 2. The proposed project's conformity with Criteria 1 and Criteria 2 are summarized in Table 3-1. As a result, no impacts related to the implementation of the AQMP are anticipated.

Table 3-1
Air Quality Conformity Criteria

Issue	Description	Findings
Criteria #1	Will the project result in an increase in the frequency or severity of an existing air quality violation or in the continuation of a violation?	The project's emissions are below SCAQMD thresholds of significance. Refer to Table 3-3 included in this section that indicates the long-term emissions and the daily thresholds.
Criteria #2	Will the project exceed the assumptions included in the AQMP or other regional growth projections relevant to them?	The project will not result in an exceedance of regional or local growth projections for housing, population, or employment.
Criteria Pollutants	The SCAQMD indicates the daily emissions levels that will constitute a significant adverse impact.	Following development, the proposed project will not generate mobile or stationary emissions that will exceed the SCAQMD's daily thresholds for significance (refer to Table 3-3).

Source: South Coast Air Quality Management District.

B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? • Less than Significant Impact

The potential construction related emissions from the proposed project were estimated using the computer model CalEEMod V. 2020 V. 4.0 developed for the SCAQMD (the worksheets are included in Appendix A). The entire construction period is expected to last for ten months and would include preparation of the site, grading, construction of the warehouse, and the finishing of the project (paving, painting, and planting of landscaping). The analysis of daily construction emissions was prepared using the California Emissions Estimator Model (CalEEMod V.2020.4.0). The daily construction emissions are shown in Table 3-2.

²¹ Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

**Table 3-2
Estimated Daily Construction Emissions**

Construction Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation (on-site)	0.53	6.19	3.92	--	0.26	0.21
Site Preparation (off-site)	0.02	0.01	0.15	--	0.04	0.01
Total Site Preparation	0.55	6.20	4.07	--	0.30	0.22
Grading (on-site)	0.93	10.18	5.55	0.01	5.04	2.88
Grading (off-site)	0.03	0.02	0.24	--	0.07	0.02
Total Grading	0.96	10.20	5.79	0.01	5.11	2.90
Building Construction (on-site)	0.63	6.42	7.10	0.01	0.32	0.29
Building Construction (off-site)	0.08	0.29	0.65	--	0.20	0.06
Total Building Construction	0.71	6.71	7.75	0.01	0.52	0.35
Paving (on-site)	0.61	5.50	7.02	0.01	0.26	0.25
Paving (off-site)	0.06	0.03	0.53	--	0.15	0.04
Total Paving	0.67	5.53	7.55	0.01	0.41	0.29
Architectural Coatings (on-site)	16.84	1.30	1.81	--	0.07	0.07
Architectural Coatings (off-site)	0.01	--	0.11	--	0.03	--
Total Architectural Coatings	16.85	1.30	1.92	--	0.10	0.07
Maximum Daily Emissions	18.24	23.10	17.61	0.04	5.93	3.47
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: California Air Resources Board CalEEMod 2020.4.0

The maximum daily construction emissions derived from the CalEEMod are compared to the SCAQMD's thresholds in Table 3-2. As indicated in Table 3-2, the maximum daily construction emissions would be significantly below the SCAQMD thresholds. Nevertheless, the Applicant and/or the contractors will be required to comply with SCAQMD Rule 402 (nuisance odors) and SCAQMD Rule 403 (fugitive dust). These two SCAQMD Rules require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include the following:

- *Fugitive Dust Prevention.* The Applicant/Contractors shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (at least twice daily).
- *Erosion Prevention.* The Applicant/Contractors shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon. The Applicant/Contractors shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion. The Applicant/Contractors shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.
- *Equipment Emissions.* During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area.

Long-term emissions refer to those air quality impacts that will occur once daily operations have commenced. These operational impacts will continue over the lifetime of the project. The long-term air quality impacts that are associated with the operation of the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts, shown in Table 3-3, also used the CalEEMod V.2020.4.0 computer model. As indicated in Table 3-3, the projected long-term emissions would also be below thresholds considered to be a significant impact.

Table 3-3
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area-wide (lbs/day)	1.20	--	--	0.00	--	--
Energy (lbs/day)	--	0.02	0.02	--	--	--
Mobile (lbs/day)	0.27	0.33	2.29	--	0.47	0.13
Total (lbs/day)	1.47	0.36	2.29	--	0.47	0.13
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

The potential long-term (operational) and short term (construction) emissions associated with the proposed project's implementation are compared to the SCAQMD's daily emissions thresholds in Table 3-2 and 3-3, respectively. As indicated in these tables, the short- and long-term emissions will not exceed the SCAQMD daily thresholds. Adherence to the above SCAQMD rules will further reduce the potential construction related impacts to levels that are less than significant.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of localized emissions thresholds or localized standard thresholds (LSTs). LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂ during construction; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. Sensitive receptors refer to land uses and/or activities that are sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate.²² Sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map provided in Exhibit 3-2. Since no sensitive receptors are located within the vicinity of the site, the implementation of the project site will not result any impacts. The total land area for the project site is 4.7 acres. As indicated in Table 3-4, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis,

²² South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

the receptor distance used was 500 meters.

**Table 3-4
Local Significance Thresholds Exceedance SRA 34 for 5-Acre Site**

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	23.10	Construction	270	302	378	486	778
CO	17.60	Construction and Operation	1,746	2,396	4,142	8,532	27,680
PM ₁₀	5.93	Construction	14	44	65	106	229
PM _{2.5}	3.47	Construction	8	10	17	35	120

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot will not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new vehicle emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As a result, with the aforementioned Standard Conditions, the impacts will be less than significant.

D. Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people? • Less than Significant Impact

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. No odor emissions are anticipated given the nature of the proposed project (Madrona Industrial Warehouse). However, truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.²³ In addition, the health risk assessment (refer to Appendix A) determined that the proposed project's construction and operational emissions would not result in any significant levels of diesel particulate emissions (DPM) that would present a health risk. Adherence to the aforementioned regulations governing clean diesel fuels will further minimize DPM emissions. As a result, the proposed project will not result in any substantial emissions including odors and the impacts will be less than significant.

²³ California, State of. *California Code of Regulations, Title 13, Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.*

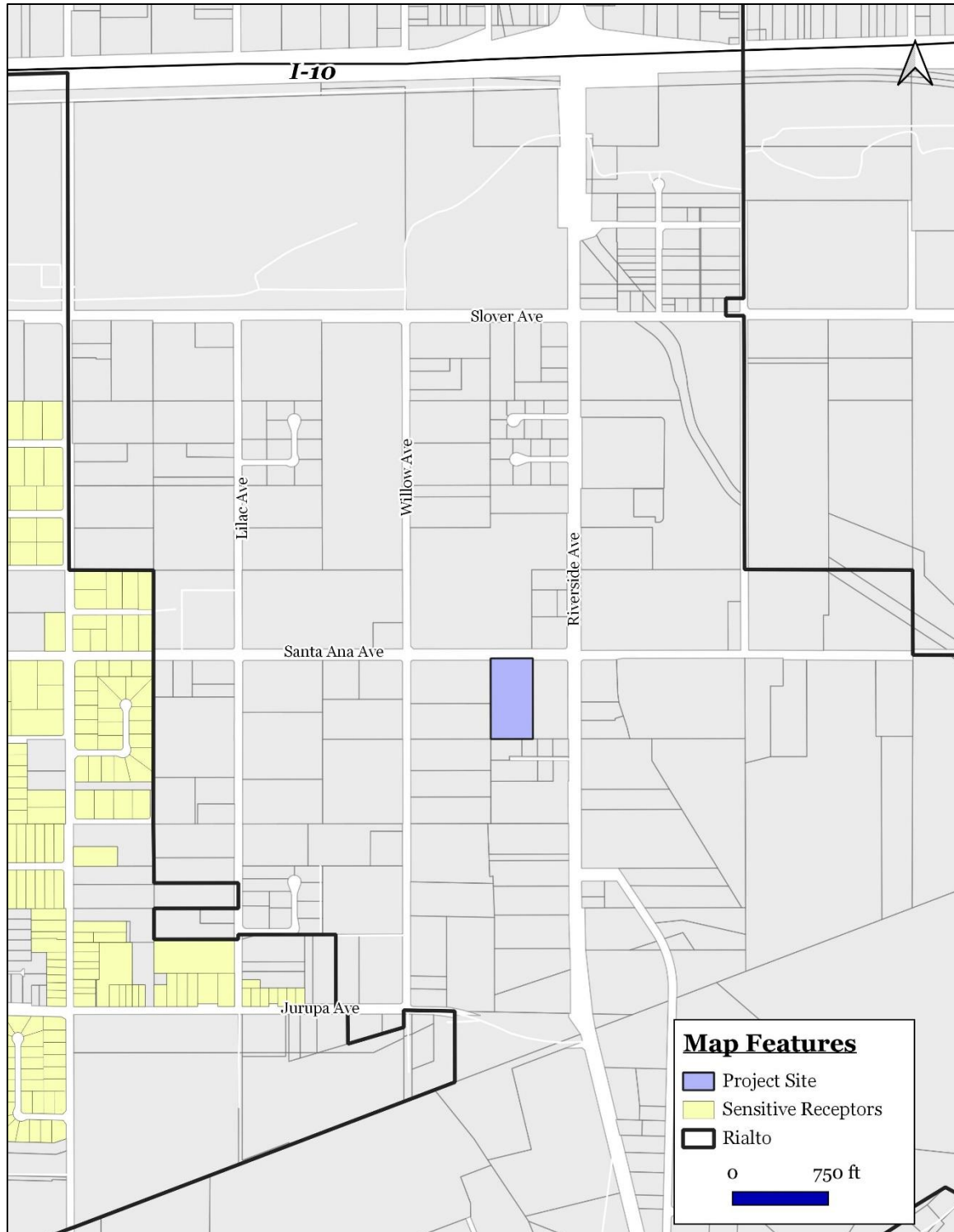


EXHIBIT 3-2
SENSITIVE RECEPTORS
SOURCE: QUANTUM GIS

3.3.2 CUMULATIVE IMPACTS

The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As described in this section, the proposed project's operational emissions would not exceed thresholds. The proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

3.3.3 MITIGATION MEASURES

The proposed project's air emissions are not considered to represent a significant adverse impact. As a result, no mitigation measures are required. All pertinent SCAQMD Rules are standard conditions required for every construction project.

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✗	
B. Would the project 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?				✗
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✗
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✗	
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✗	
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✗

3.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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? • Less than Significant Impact.*

Although Rialto is mostly developed, some areas remain that have not been substantially disturbed. The majority of local biological resources are associated with Lytle Creek Wash, which occupies the northern edge of the City. The USGS Quadrangle (San Bernardino South) that is applicable to the City of Rialto indicates there are up to 88 plant and animal species.

The project site is located within an area that has historically been converted from undeveloped habitats to commercial developments. As a result, the project site and the adjacent properties do not contain any naturally occurring habitats and associated flora and fauna. The entire site has been disturbed due to the existing onsite development and the subsequent uses related to the boarding of horses. The northern portion of the project site is now undergoing development as part of the Phase I construction that involves

the construction of a new 54,848 square foot building.²⁴ Furthermore, there are no areas within the project site that contain natural plant communities or wetland/riparian areas. A series of suitability studies have been completed to ascertain the site's utility as a habitat for the Delhi sands flower loving fly (DSF) which was identified as the only species of concern by the United States Fish and Wildlife Service (USFWS) applicable to the site. The suitability assessments were conducted over multiple years to document existing site conditions and to verify the absence of suitable DSF habitat in advance of the site's Phase I development.²⁵ As a follow up from the earlier survey cited previously, a total of 22 surveys were conducted between July 1 and September 28, 2020. In the most recent survey, as in the previous 2019 surveys, no Delhi Sands Flower-loving Flies (DSF) were detected during an enhanced habitat suitability evaluation at the site. The site continued to be highly disturbed and still contained almost no native plant species associated with undisturbed Delhi sands habitat. Although Delhi series soils remain present on portions of the site, all areas have been impacted by human disturbance including off-road vehicle use, disking, equestrian activities and soil infiltration of manure, extensive irrigation, and other waste products. Owing to the extensive anthropogenic impacts, the site was considered unsuitable habitat for the DSF.²⁶ Based on the results of the DSF site suitability assessments, the impacts are determined to be less than significant.

All of the trees located within the entire project site have been removed as part of the Phase I development. The impacts to all bird species (both common and special status) were avoided by conducting work outside of the nesting season which is generally between January/February to August/September, by conducting a worker environmental awareness training program, and adhering to the requisite mitigation for the Phase I development. As a result, the impacts associated with the Phase II development will be less than significant.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact

The project site is currently disturbed and undergoing development. The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building.²⁷ The field survey that was conducted for the entire site indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.²⁸ In addition, there are no designated "blue line streams" located within the project site. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

²⁴ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

²⁵ ELMT Consulting. *Summary of Delhi Sands Flower-Loving Fly (Rhaphiomidas terminatus abdominalis [DSF]) Suitability Assessments for the Project Site located at 155 Santa Ana Avenue (formally W. 19839 Santa Ana Avenue), Bloomington, San Bernardino County, California*. November 21, 2019.

²⁶ ELMT Consulting. *Delhi Sands Flower Loving Fly Suitability Assessment*. Report dated September 28, 2020.

²⁷ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

²⁸ United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact*

As indicated in the previous subsection, the project site and adjacent developed properties do not contain any natural wetland and/or riparian habitat.²⁹ As a result, the proposed Phase II project would not impact any protected wetland area or designated blue-line stream and no impacts would occur.

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? • Less than Significant Impact*

The project site is in an urbanized area, is presently developed, and does not contain any native habitat. The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building.³⁰ Constant disturbance (noise and vibration) from the traffic on the adjacent Santa Ana Avenue limits the site's utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site's utility as a migration corridor is restricted.

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact*

The City's Municipal Code contains regulations pertaining to trees in Chapter 8.12 – Trees and Shrubs and Chapter 11.08 – Street Trees/Vegetation. Chapter 8.12 addresses cultivated or domestic fruit trees that are infested with pests or are disease ridden, while Chapter 11.08 establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building.³¹ The proposed Phase II project will not require the removal of street or public trees and the potential impacts are considered to be less than significant.

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans? • No Impact*

The Phase II site is located within an urban area and no natural habitats are found within the site.³² No burrowing owls were observed utilizing any portion of the project site for foraging, dispersal, and or refuge

²⁹ ELMT Consulting. *Delhi Sands Flower Loving Fly Suitability Assessment*. Report dated November 21, 2019 and updated September 28, 2020.

³⁰ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

³¹ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted January 10, 2019.

³² Ibid.

purposes. Accordingly, no owls are expected to be impacted by the proposed project's implementation. The northern portion of the project site is now undergoing development as part of the Phase I construction that involves the construction of a new 54,848 square foot building. As a result, no impacts on local, regional, or State habitat conservation plans will result from the proposed project's implementation.

3.4.2 CUMULATIVE IMPACTS

All of the related project in the area would be subject to individual project review and conformance with conservation plans and standard provisions for compliance with state and federal protection laws. Since project-related impacts would be less than significant cumulative projects would also be required to follow suit, the cumulative impact from other past, present, and reasonably foreseeable projects, would be expected to be less than significant. Therefore, cumulative impacts would be less than significant.

3.4.3 MITIGATION MEASURES

The analysis of biological resources determined that the impacts would not require any mitigation measures.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✗
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✗		
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?				✗

3.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant if it meets certain state or federal criteria even if the locality does not recognize such significance. The State of California, through the State Historic Preservation Office (SHPO), also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance. Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.³³

State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, that is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity, and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The following is a list of local buildings of historical significance:

- The *Bloomington Garage*, built in 1911, was the first commercial business at the corner of Cedar Avenue and Valley Boulevard, and opened to serve the new motoring community in this area of Southern California. This business was owned and operated by the LaGue family for 77 years, it is among the oldest buildings in Bloomington. This building has been relocated to Cedar and Valley more than five miles to the northwest of the project site.
- The *Agua Mansa Community* was occupied by settlers from New Mexico on the Bandini Donation that was established on the north side of the Santa Ana River, along a stretch of road constructed by the missionaries of San Gabriel. The Agua Mansa (Gentle Water) was a seemingly ideal settlement location because the Santa Ana River flowed through the area and the soil was rich. The new settlers-built adobe homes and had their plots of land in the river bottom, where they planted gardens, orchards, and vineyards. The community also established a small church and a cemetery. This area is located approximately one mile southeast of the project site.

BCR Consulting conducted a Cultural Resources Assessment was prepared for the proposed Phase I development, pursuant to CEQA. This study would also be applicable to the proposed Phase II project. During the research and field survey, BCR Consulting personnel identified the former use on the site, Lazy O Ranch which contained two historic-period residence, and a third historic-building that was used as a stable. The ranch was found to be not eligible for the California Register. As such it is not recommended a “historical resource” under CEQA. It does not warrant further consideration. No other cultural resources of any kind were identified within the project site boundaries. Due to a lack of historical resources located within the project site, BCR Consulting recommended that no additional cultural resources work or monitoring is necessary for any proposed project activities. However, if previously undocumented cultural resources are identified during earthmoving activities, a qualified archaeologist shall be contacted to assess

³³ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010

the nature and significance of the find, diverting construction excavation if necessary.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 • Less than Significant Impact with Mitigation*

According to the City of Rialto General Plan, a small band of Serrano Indians were the first inhabitants of the area near the Cajon Basin River, in an area bounded by what is now Foothill Boulevard (on the south) and Baseline Road (on the north). Artifacts discovered in the local area indicate that the Serrano Indians lived in the Rialto area between the 1500's and 1800's. Archaeological sites are often located along creek areas, ridgelines, and vistas.³⁵ Formal Native American consultation was provided in accordance with AB-52. AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. According to the AB-52 consultation, the project site is not situated in an area of high archaeological significance, no significant impacts. As part of the AB-52 consultation process, the San Manuel Band of Mission Indians requested the following mitigation measures to be incorporated into this IS/MND:

- 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 regarding any pre-contact 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.
- If significant pre-contact 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. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
- If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

C. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*
• *No Impact*

The closest cemeteries to the project site include the Green Acres Memorial Gardens, located 1.51 miles to the southwest of the project site and the Agua Mansa Cemetery, located 1.7 miles to the southeast. As a

result, the project site is not likely to disturb any human remains.

3.5.2 CUMULATIVE IMPACTS

The proposed project would not result in any significant adverse impacts to historical, known archaeological resources, or known human remains. These impacts are site specific and, as a result, no cumulative impacts are anticipated. In addition, the related projects are also subject to the same regulations that are applicable to the proposed project. As a result, the potential incremental effects of the proposed project would not be cumulatively considerable.

3.5.3 MITIGATION MEASURES

The analysis of cultural resources indicated that the following mitigation measure is required:

Mitigation Measure No. 1 (Cultural Resources Impacts). 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 regarding any pre-contact 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.

Mitigation Measure No. 2 (Cultural Resources Impacts). If significant pre-contact 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. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Mitigation Measure No. 3 (Cultural Resources Impacts). If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✗	
B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✗	

3.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project, referred to as Phase II, involves the construction of a 43,208 square feet industrial building consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area in the southern portion of the site. Phase I involved the construction of a 54,848 square foot building in the northern portion of the project site.

The Southern California Gas Company and Southern California Edison's Eastern Division provide natural gas and electric power services, respectively in Rialto. These service providers install and maintain mainline systems throughout the City. Generally, the distribution systems adequately serve local customers, and the companies provide upgrades over time as needed to meet changing demands. The proposed project will result in the consumption only electricity; no natural gas will be consumed. Table 3-6 below provides an estimate of electrical consumption. As indicated in the Table 3-6, the project is estimated to consume 290,548 kilowatts (kWh).

**Table 3-6
Estimated Annual Energy Consumption**

Project	Consumption Rate	Total Project Consumption
Future Uses (43,208 square feet of warehouse, Phase II)		
Electrical Consumption	6.74 kWh/sq. ft./year	290,548 kWh/year total

Source: CEC End-Use Survey.

In addition, the energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project will be in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The use of energy efficient fixtures and appliances will ensure the project's energy impacts remain at levels that are less than significant.

B. *Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? • Less than Significant Impact*

The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts are considered to be less than significant.

3.6.2 CUMULATIVE IMPACTS

The proposed project's energy-related impacts were found to be less than significant. The proposed project, along with the other related projects in the area, would involve the installation of modern energy conserving building design and construction materials and other energy efficient measures that would be effective in reducing natural gas and electrical consumption. In addition, the coordination process between contractors and utility purveyors is intended to ensure that adequate resources are available to serve both individual projects and the cumulative future demand for energy resources. Individual projects are subject to this review to avoid unanticipated interruptions in service interruptions. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. Because of these utility planning and coordination activities, the proposed project along with the related projects, would not result in significant cumulative utility impacts.

3.6.3 MITIGATION MEASURES

The preceding analysis concluded that the proposed project will not result in any significant impacts. The proposed project will be required to implement all pertinent energy conservation requirements. As a result, no mitigation measures will be required.

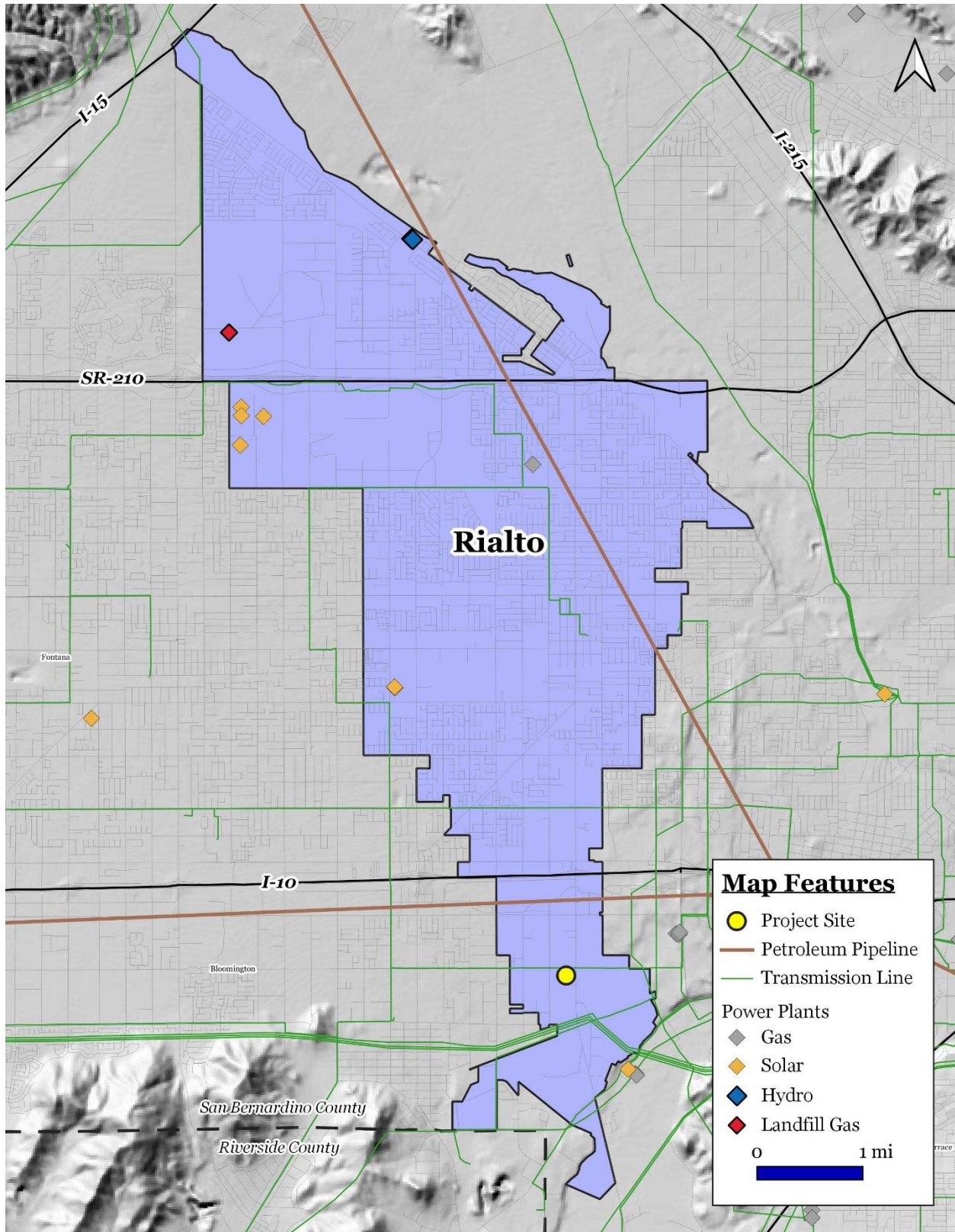


EXHIBIT 3-3 ENERGY MAP

SOURCE: CA ENERGY COMMISSION

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			✗	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✗	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✗	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?			✗	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✗
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✗

3.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides? • Less than Significant Impact*

The project site is located in the northern Peninsular Ranges Geomorphic Province of southwestern California and northern Baja California, Mexico. The San Andreas Fault Zone, located approximately 9.0 miles northeast of the site, forms the boundary between the North American tectonic plate and the Pacific tectonic plate. The San Jacinto Fault Zone is located approximately 2.3 miles northeast of the site and the Cucamonga fault is located approximately 8.7 miles to the northwest.³⁴ Exhibit 3-4 depicts the San Jacinto Fault in relation to the project site.

³⁴ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

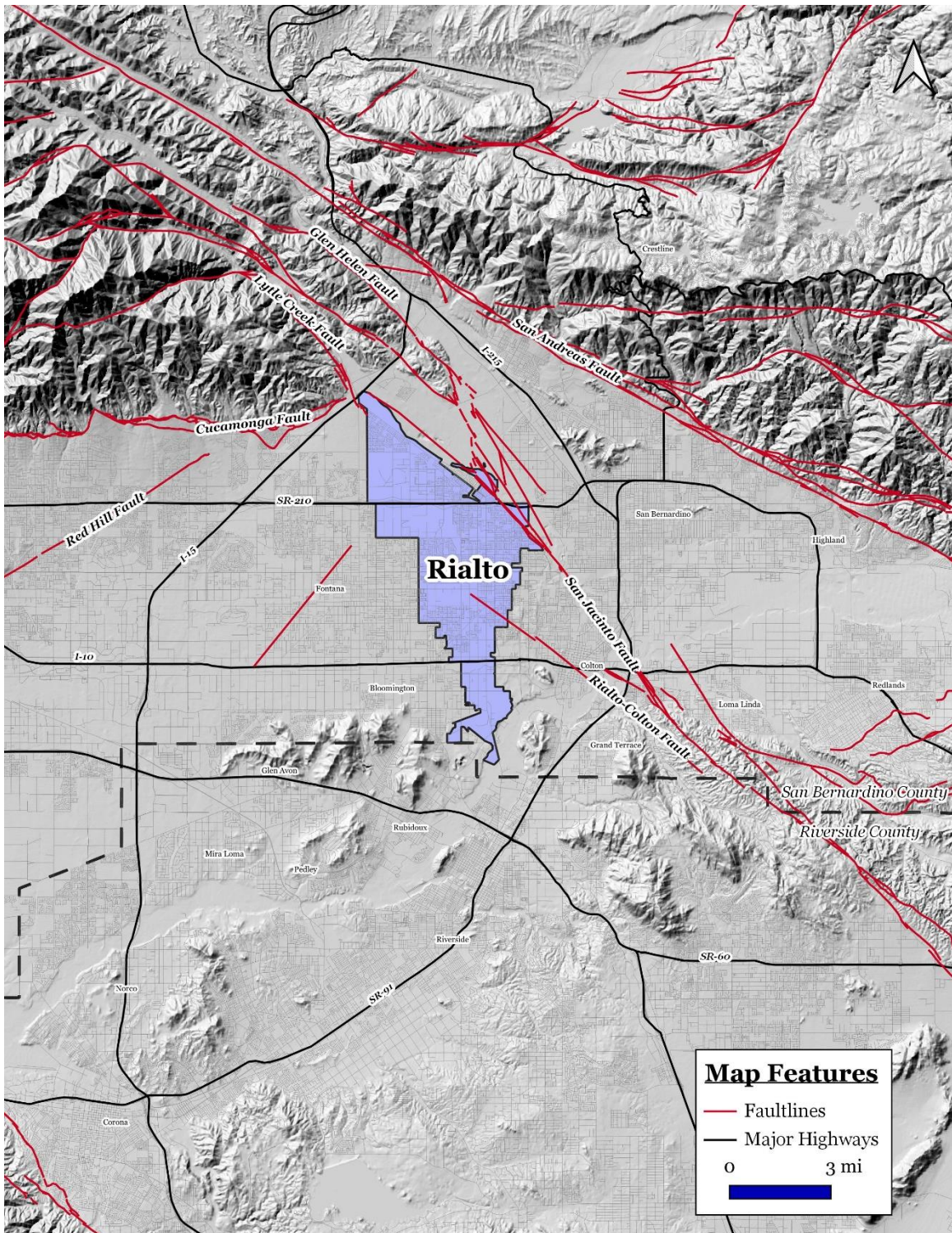


EXHIBIT 3-4
SEISMIC HAZARDS MAP
SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or a County of San Bernardino designated Earthquake Fault Zone, and is therefore unlikely to be subject to surface rupture during an earthquake. Nevertheless, the site's proximity to major active faults located in the San Bernardino Mountains, Mojave Desert, and Los Angeles regions make it likely that the site will be continue to be exposed to strong seismic shaking over the project's life. The nearby San Andreas, San Jacinto, and Cucamonga faults are thought to be capable of producing earthquakes ranging from magnitude 6.0 to magnitude 8.0.³⁵

Other potential seismic issues include ground failure, liquefaction, and lateral spreading. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Lastly, the project site is not subject to the risk of landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed project since the project site is not located inside a liquefaction risk zone. Therefore, lateral spreading caused by liquefaction would not affect the project. Furthermore, the underlying soils are not prone to shrinking and swelling. As a result, the potential impacts in regards to liquefaction and landslides are less than significant.

B. *Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact*

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by Delhi fine sands, 0 to 2% slopes. The Delhi fine sands are classified as being excessively drained, whereas the water erosion risk is slight. In addition, the Delhi fine sand soils are described as being suitable for urban development. The site is, and would continue to be level and no slope failure or landslide impacts are anticipated to occur. Once operational, the project site would be paved over and landscaped, which would minimize soil erosion. As a result, the potential impacts to soil erosion are less than significant.

C. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? • Less than Significant Impact*

The project site is underlain by Delhi fine sands, 0 to 2% slopes. These soils are characterized as having low runoff, very rapid permeability and primarily used for urban development. In addition, the surrounding area is relatively level and is at no risk for landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction

³⁵ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

induced lateral spreading will not affect the proposed project because the soils contain small amounts of clay loam and the site is not located inside an area that is subject to liquefaction. As a result, the impacts will be less than significant.

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code creating substantial direct or indirect risks to life or property?* • Less than Significant Impact

The underlying soils consist of Delhi fine sands which exhibits certain shrinking swell characteristics. The shrinking and swelling of soils is influenced by the amount of clay present in the underlying soils.³⁶ Up to 85% consists of Delhi fine sands and such sands have an intake capacity of transmitting more than 80 inches of water. However, the runoff level is low and its shrinking swell potential is low. As a result, the Delhi fine sand soils do not anticipate having a significant impact. Therefore, the potential impacts are less than significant.

E. *Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* • No Impact

The proposed project will connect to the existing sewer system. As a result, no septic tanks will be used for the proposed project's waste water treatment. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?* • No Impact

No paleontological resources or geologic features are anticipated to be encountered during the project's construction phase. The soils that underlie the project site are alluvial in nature. Alluvial deposits are typically quaternary in age (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.³⁷ As a result, no impacts to paleontological resources will occur.

3.7.2 CUMULATIVE IMPACTS

The potential cumulative impact related to earth and geology is typically site specific. The analysis herein determined that the proposed project's impacts of geology and soils would be less than significant. The proposed project's construction would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. In addition, the future development would not be exposed to any unique and adverse geological and soils effects including fault rupture, ground shaking, seismic-induced ground failure, liquefaction, and landslides. In addition, the existing seismic development standards would ensure that the incremental geological effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other cumulative projects in the area. As a result, the cumulative impacts of the proposed project-

³⁶ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

³⁷ United States Geological Survey. *What is the Quaternary?* http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html

related to geology and soils would be less than cumulatively considerable.

3.7.3 MITIGATION MEASURES

The analysis herein determined that the proposed project would not result in significant impacts related to ground shaking, liquefaction, landslides, soil erosion, lateral spreading, or subsidence. As a result, no mitigation is required for the proposed project.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✗	
B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✗	

3.8.1 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact

Phase I involved the construction of a 54,848 square foot building in the northern portion of the project site. The current proposed project will include a warehouse, consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area in the southern portion of the site. The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions of gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

Both the Phase I development that is under construction and the proposed Phase II development, are considered to be an infill development. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).³⁸ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. The SCAQMD has established a single GHG emissions threshold for all land uses. This threshold is 10,000 MTCO₂E per year. Table 3-7 summarizes annual greenhouse gas (CO₂E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common

³⁸ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies.

and collective unit.

**Table 3-7
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (tons/day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Long-Term – Area Emissions	--	--	--	0.01
Long-Term - Energy Emissions	27.93	--	--	28.09
Long-Term - Mobile Emissions	485.22	0.02	0.02	521.19
Long-Term - Total Emissions	513.15	0.02	0.02	920.14
Total Construction Emissions	3,792.27	1.11	0.03	3,827.94
Construction Emissions Amortized Over 30 Years				127.60 MTCO₂E
Total Operational and Amortized Construction Emissions				1,047.74 MTCO₂E
Significance Threshold				10,000 MTCO₂E

Source: CalEEMod.V.2020.4.0

As indicated in Table 3-6, the CO₂E total for the project is 1,048 MTCO₂E per day, which is below the aforementioned thresholds. As a result, the proposed project's potential GHG impacts are considered to be less than significant.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact

The City of Rialto does not presently have an adopted Climate Action Plan. AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% reduction in "business as usual" GHG emissions for the entire State. The proposed project will not involve or require any variance from the aforementioned policies. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an "infill development" and is seen as an important strategy in reducing regional GHG emissions. As a result, the impacts related to conflict with the applicable plan, policy or regulation for reducing greenhouse gases will be less than significant.

3.8.2 CUMULATIVE IMPACTS

GHG impacts are exclusively considered to be a cumulative impact since there are no "non-cumulative" GHG emission impacts from a global warming or climate change perspective. As discussed in the previous section (Section 3.8.1) above, the project's emissions would be below the SCAQMD's threshold of 10,000 MT per year of CO₂e for an industrial project and would not conflict with applicable plans. Thus, the proposed Project's cumulative contribution of GHG emissions would be less than significant.

3.8.3 MITIGATION MEASURES

As indicated in the preceding analysis, the project's GHG emissions are below thresholds considered to represent a significant impact. Therefore, no mitigation measures are required.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✗	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✗	
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✗	
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✗
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✗
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✗
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✗

3.9.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact*

The project site is not included on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List Site Cleanup (Cortese List).³⁹ In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).⁴⁰ A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.⁴¹ The United States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment,

³⁹ CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

⁴⁰ California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=rialto.ca>.

⁴¹ CalEPA. *Envirostor*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=rialto.

Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project site was not identified on any of the aforementioned lists.⁴² The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by trucks. No other hazardous materials would be used during the project's construction phase. Other materials and chemicals may include windshield washer fluids, degreasing chemicals, fuel treatments, additives, filters, solvents, and other chemicals. The proposed use must adhere to all pertinent protocols of the City of Rialto Fire Department (RFD). The RFD operates a Hazardous Materials unit. The proposal warehouse and other improvements must adhere to all pertinent RFD requirements. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

B. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact*

As indicated previously, the project site was not listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List Site Cleanup (Cortese List) or any of the aforementioned lists. Since there were no identified hazard materials located on the project site, no phase assessment is required. As a result, the potential impacts are considered to be less than significant.

C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact*

The project site is located within an industrial area and no schools are located within one-quarter mile of the site.⁴³ The nearest school to the site is Bloomington High School, located 2.3 miles to the northwest of the proposed project. Due to the unknown nature of the future tenant of the proposed project, the various products that may be stored onsite may be required to maintain Safety Data Sheets (SDS). As a result, the potential impacts are considered to be less than significant.

D. *Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section §65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No Impact*

The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.⁴⁴ In addition, the project would not emit hazardous materials within one-quarter mile of an existing or proposed school. As indicated previously, any future school will be subject to the oversight of the California Department of Toxic Substances Control, as required by State law. As a result, no impacts are anticipated to result from the proposed project's implementation.

⁴² United States Environmental Protection Agency. *Multisystem Search*.

⁴³ State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 1990.

⁴⁴ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. 2022.

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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? • No Impact*

The former Rialto Municipal Airport has been completely demolished and has been redeveloped as a business park. On September 18, 2014, the airport officially closed to air traffic. The operations of this airport have been transferred to the San Bernardino International Airport (former Norton Air Force Base) located approximately 11 miles southeast of the site.⁴⁵ As a result, no impacts related to airport operations would occur as part of the proposed project's occupancy.

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact*

The proposed Madrona Industrial Warehouse will not interfere with the implementation of an adopted emergency response plan. At no time will Santa Ana Avenue and S. Riverside Avenue be obstructed as part of the proposed project's implementation. However, in the event of a disaster, actual evacuation route movement will be identified by the most appropriate City of Rialto enforcement agencies. As a result, no impacts are associated with the proposed project's implementation.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire? • No Impact*

As indicated previously, the project site is and the adjacent properties are urbanized and there no areas of native or natural vegetation found within the vicinity of the project area. As a result, no risk from wildfire is anticipated with the approval and subsequent implementation of the proposed project and no impacts will occur.

3.9.2 CUMULATIVE IMPACTS

The project's potential impacts with respect to hazards and hazardous materials were found to be less than significant. The proposed project's operations will be regulated by a number of local and State, and Federal agencies. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from related projects in the area and, as a result, the proposed project would not result in cumulatively considerable hazards or hazardous materials impacts.

3.9.3 MITIGATION MEASURES

The analysis of hazards and hazardous materials indicated that the project's construction and operation will not result in any impacts that warrant mitigation. As a result, no mitigation is required.

⁴⁵ Riverside Press Enterprise. *RIALTO: Flights planned to mark closure of airport*. August 30, 2014.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✗	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✗	
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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, impede or redirect flood flows?			✗	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✗
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✗

3.10.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? • Less than Significant Impact

As a standard condition of approval, the City of Rialto and the Regional Water Quality Control Board (RWQCB) will require the project contractors to prepare and implement a Water Quality Management Plan (WQMP) that will control and reduce polluted urban runoff from the project site. WQMP's are required to provide specific Best Management Practices (BMPs) that are designed to reduce urban runoff pollution. Compliance with this standard condition of approval will reduce the project's impacts to less than significant.

B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • Less than Significant Impact

The City of Rialto is served by three water agencies: the City of Rialto Department of Public Works Water Division (RPWDWD), the West Valley Water District (WVWD), and the Fontana Water Company (FWC). The project site itself is located within the service boundaries of the West Valley Water District (WVWD). The City's primary source of water is City-owned water wells which draw water from four groundwater

basins with approximately 70% of the total production of the water supply being pumped from the local groundwater water basins. The City is also contractually entitled to receive 2,500 acre-feet per year of water from the San Bernardino Valley Municipal Water District (SBVMWD) through the baseline feeder and an additional 1.5 mgd from the WVWD's Water Filtration Plant. In 2016, SBVMWD provided 18% of the City's total water, and seven percent came from the WVWD. The total number of water service connections is 11,694 connections with 187 miles of water mains. The City operates six production wells with an average daily production capacity of 7.38 gallons per day. The proposed project's Madrona Warehouse is projected to consume 544.6 gallons per day.⁴⁶ As a result, the impacts would be less than significant.

C. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • Less than Significant Impact*

The implementation of the proposed project will reduce the amount of pervious surfaces on-site, though the site's drainage characteristics will remain intact. Stormwater runoff will either be discharged into storm drains located along the adjacent streets, or will percolate into the ground through two infiltration devices. No streams or rivers are located within or adjacent to the project site. The Santa Ana River is located 4.3 miles southeast of the project site.⁴⁷ The proposed project would be restricted to the designated site and would not alter the course of the Santa Ana River. The project Applicant would also be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to General Construction Activity NPDES regulations since the project would connect to the City's MS4. The SWPPP would contain additional construction BMPs that would be the responsibility of the project Applicant to implement. Furthermore, the Applicant would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board. The project Applicant will be required to install various stormwater controls identified in the mandatory WQMP. These BMPs will either promote the percolation of excess runoff into the ground, or will facilitate the control discharge of excess runoff into the local storm drains. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site. Thus, the project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

D. *Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact*

The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. According the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the

⁴⁶ Refer to Projected Utilities Worksheets in Appendix B

⁴⁷ San Bernardino County. Erosion Control and Pollution Prevention for General Construction Sites.
http://www.sbcounty.gov/Uploads/lus/BandS/PreConstErosionControl/Erosion_Control_Flyer.pdf

City of Rialto, the proposed project site is located in Flood Zone X.⁴⁸ This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.⁴⁹ No existing pollutants will be released in the event of an inundation event. Lastly, the project's occupation will not result in the risk of release of pollutants because the only hazardous materials/chemicals that will be used on-site will consist of those that are commercially available and used in a warehouse setting. As a result, no impacts will occur.

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact*

The contractors would be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the contractors will be required to demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the City will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. Compliance with the above-mentioned regulations ensures that the proposed project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As a result, no impacts will occur.

3.10.2 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site specific. For this reason, BMP are implemented at the project level for individual developments. The analysis included in the previous section determined that the proposed project would not result in any significant adverse hydrological or water quality impacts. As a result, no cumulative impacts are anticipated.

3.10.3 MITIGATION MEASURES

The analysis of potential impacts related to hydrology and water quality indicated that the proposed project would not result in any adverse impacts. As a result, no mitigation measures are required.

⁴⁸ Federal Emergency Management Agency (FEMA). *FEMA Flood Map*.
<https://map1.msc.fema.gov/idms/IntraView.cgi?KEY=4145033&IFIT=1>.

⁴⁹ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>.

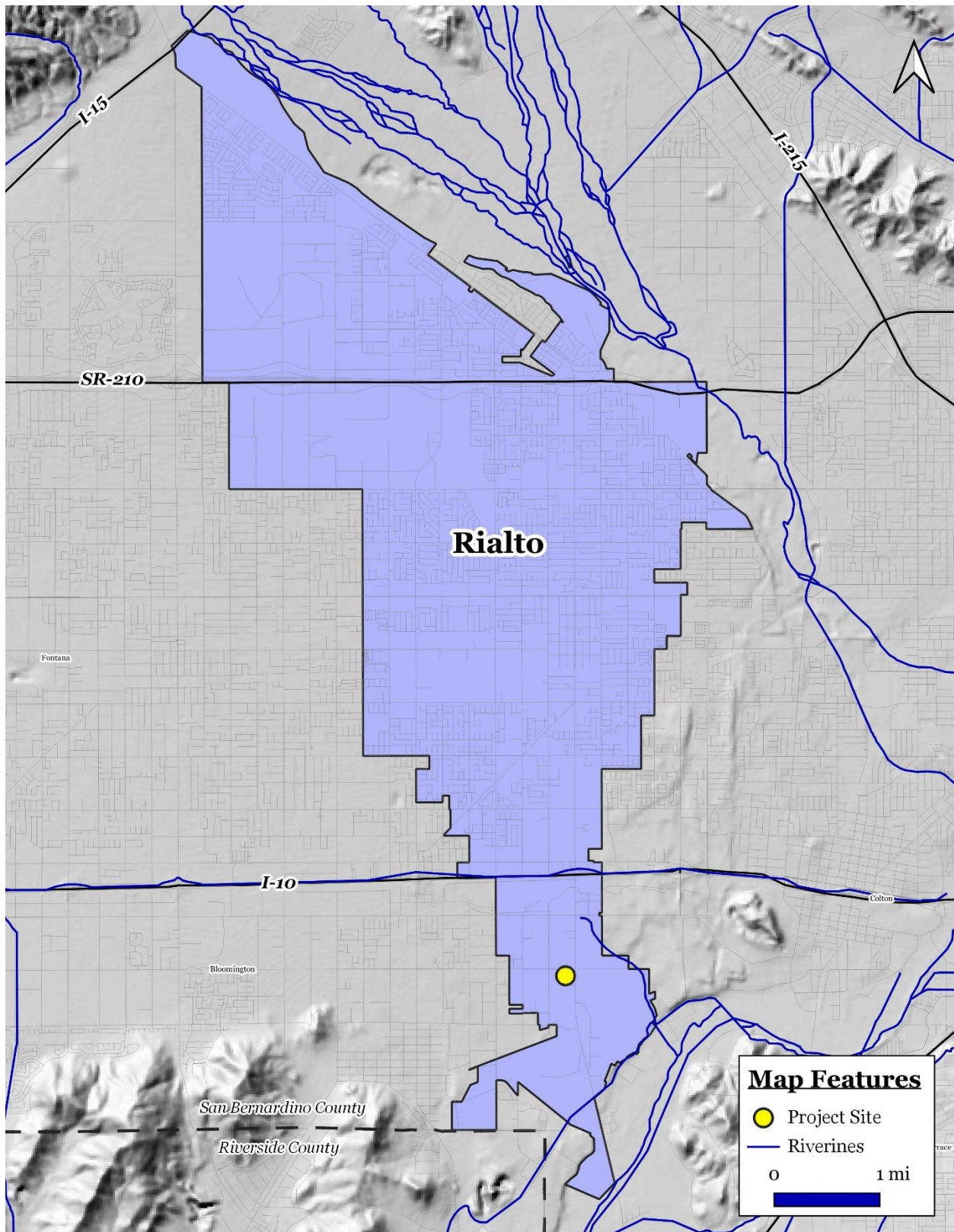


EXHIBIT 3-5
WATER RESOURCES MAP
SOURCE: FEMA

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✗
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✗

3.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community?* • No Impact

The project site is located in the southern portion of the City of Rialto. The larger 4.77-acre site occupies frontage along the south side of Santa Ana Avenue and is located within the Agua Mansa Industrial Corridor. The proposed Phase II development will occupy the southern portion of this larger site. Key land uses located in the vicinity are described below⁵⁰:

- *North of the project site.* Santa Ana Avenue extends along the north side of the project site. Industrial uses, including a new warehouse building, are located further north on the north side of Santa Ana Avenue.
- *South of the project site.* Jp's Collision Center abuts the project site to the south. The aforementioned use occupies frontage along the north side of Bryant Street, which is located approximately 150 feet to the south of the project site.
- *East of the project site.* A single-family dwelling unit abuts the project site to the east. This dwelling unit occupies frontage along the west side of S. Riverside Avenue.
- *West of the project site.* A warehouse occupied by Traditional Baking abuts the project site to the west. This warehouse is located along the east side of Willow Avenue. Willow Avenue is located 635 feet to the west of the project site.

The project site was formerly occupied by a horse boarding facility. Phase I involved the construction of a 54,848 square foot building in the northern portion of the project site. The current proposed project will include a warehouse, consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area in the southern portion of the site. The approval of the proposed Phase II project will not result in any expansion of the use beyond the current boundaries. Furthermore, the project will not divide an established community because the project site is presently vacant and undeveloped. As a result, the project will not lead to any division of the adjacent neighborhood and no impacts will occur.

⁵⁰ Google Earth and Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on January 10, 2019.

B. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact*

The site is currently located within the Heavy Industrial Zone (H-IND) of the Agua Mansa Industrial Corridor Specific Plan (refer to Exhibit 3-6). The site's General Plan land use designation is General Industrial (refer to Exhibit 3-6). The project site is located along the south side of Santa Ana Avenue in Rialto. The proposed project conforms to the following goals and policies with respect to land use:

- *Goal 2-9: Protect residential, schools, parks, and other sensitive land uses from the impacts associated with industrial and trucking-related land uses, as well as commercial and retail uses.* No sensitive land use is located within the vicinity of the proposed Madrona Warehouse. The implementation of the project site will not anticipate any impacts.
- *Policy 2-9.3: Focus the establishment of new industries using, manufacturing, transporting, or storing hazardous or toxic materials or wastes within the Agua Mansa Industrial Corridor Area.* Since the project site is established within the *Agua Mansa Industrial Corridor* zone, it is compatible with the surrounding land uses. Therefore, no impacts will occur upon the implementation of the proposed project.

Given the proposed use and the applicable General Plan and Zoning designations, no impacts on this issue will result from the proposed project's implementation. The proposed project is consistent with the pertinent land use planning and policy documents, including the Rialto General Plan and the Rialto Zoning Ordinance. Therefore, the proposed project would not have a significant adverse impact on an adopted land use plan or policy.

3.11.2 CUMULATIVE IMPACTS

The proposed project, if implemented, would not be in conflict with any applicable land use regulations, land use policies, or applicable land use plans. Therefore, the proposed project would not contribute towards any cumulative land use impacts nor would the proposed project contribute to a cumulative impact or result in land use conflicts. Therefore, the project's impacts are not considered cumulatively considerable, and no mitigation is required.

3.11.3 MITIGATION MEASURES

The analysis of potential land use and planning indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

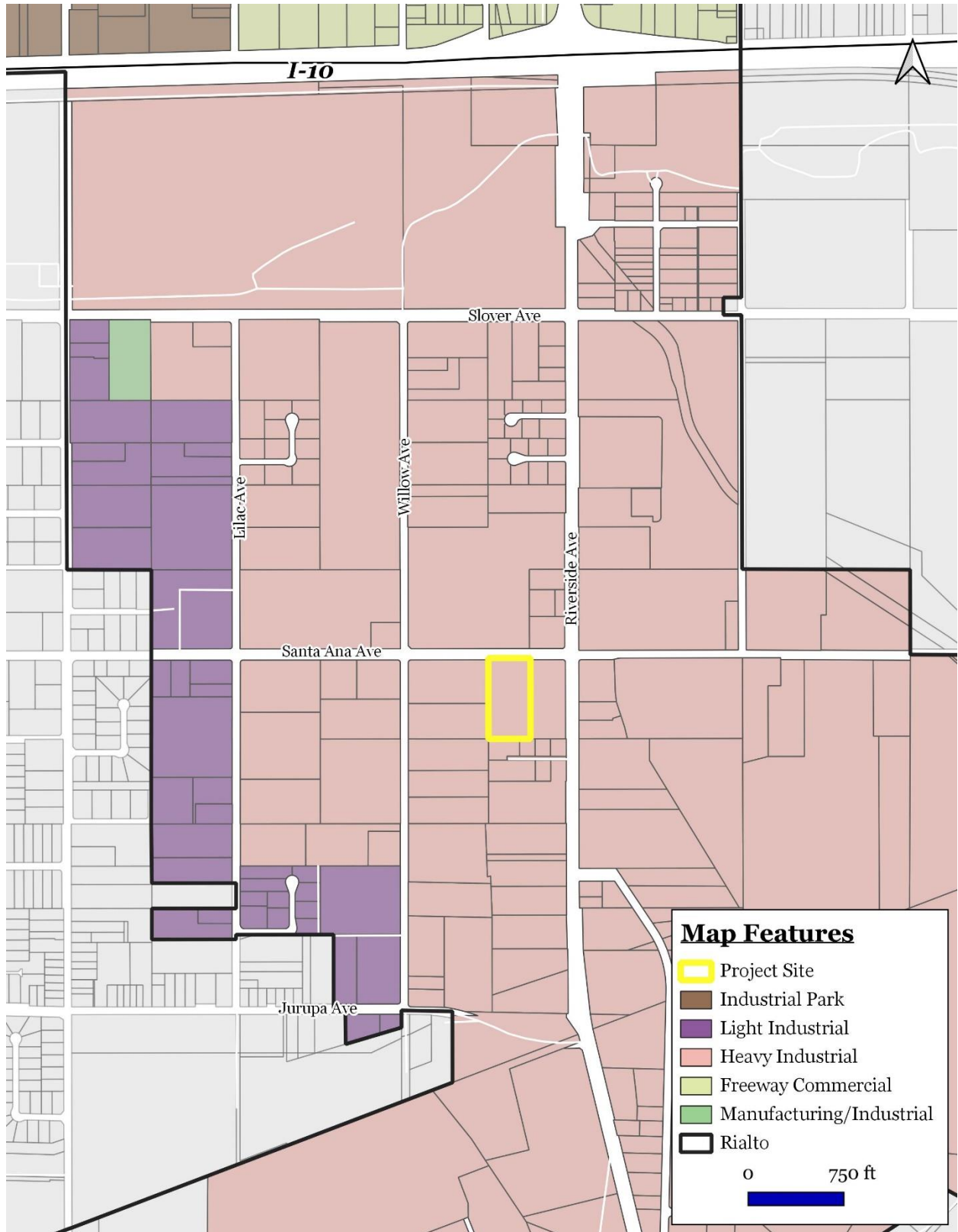


EXHIBIT 3-6 LAND USE MAP

SOURCE: CITY OF RIALTO AND QUANTUM QGIS

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✗
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✗

3.12.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? • No Impact

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. In fact, the Rialto General Plan has indicated the immediate area's use for mineral resource extraction is incompatible with the surrounding development. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.⁵¹ As a result, no impacts to mineral resources will occur.

B. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? • No Impact

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. The proposed project site has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. In fact, the Rialto General Plan has indicated the immediate area's use for mineral resource extraction is incompatible with the surrounding development. Additionally, the proposed project site is not currently used (or planned for use) as a mineral resource recovery site. Therefore, no impacts will result from the implementation of the proposed project.

3.12.2 CUMULATIVE IMPACTS

The proposed project would not result in any direct or indirect impacts related to mineral resources. The implementation of the proposed project would not result in the loss of an area that is designated for mineral resource extraction and would not result in the inability to use any other areas for such purpose. The proposed project site has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. In fact, the Rialto General Plan has indicated the immediate area's use for mineral resource extraction is incompatible with the surrounding development. Therefore, the proposed project would not result in incremental effects to the loss of mineral resources that could be

⁵¹ California, State of. Department of Conservation. California Oil, Gas, and Geothermal Resources Well Finder. <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14>.

compounded or increased when considered other related projects in the area. Thus, no cumulative impacts related to mineral resources would occur.

3.12.3 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

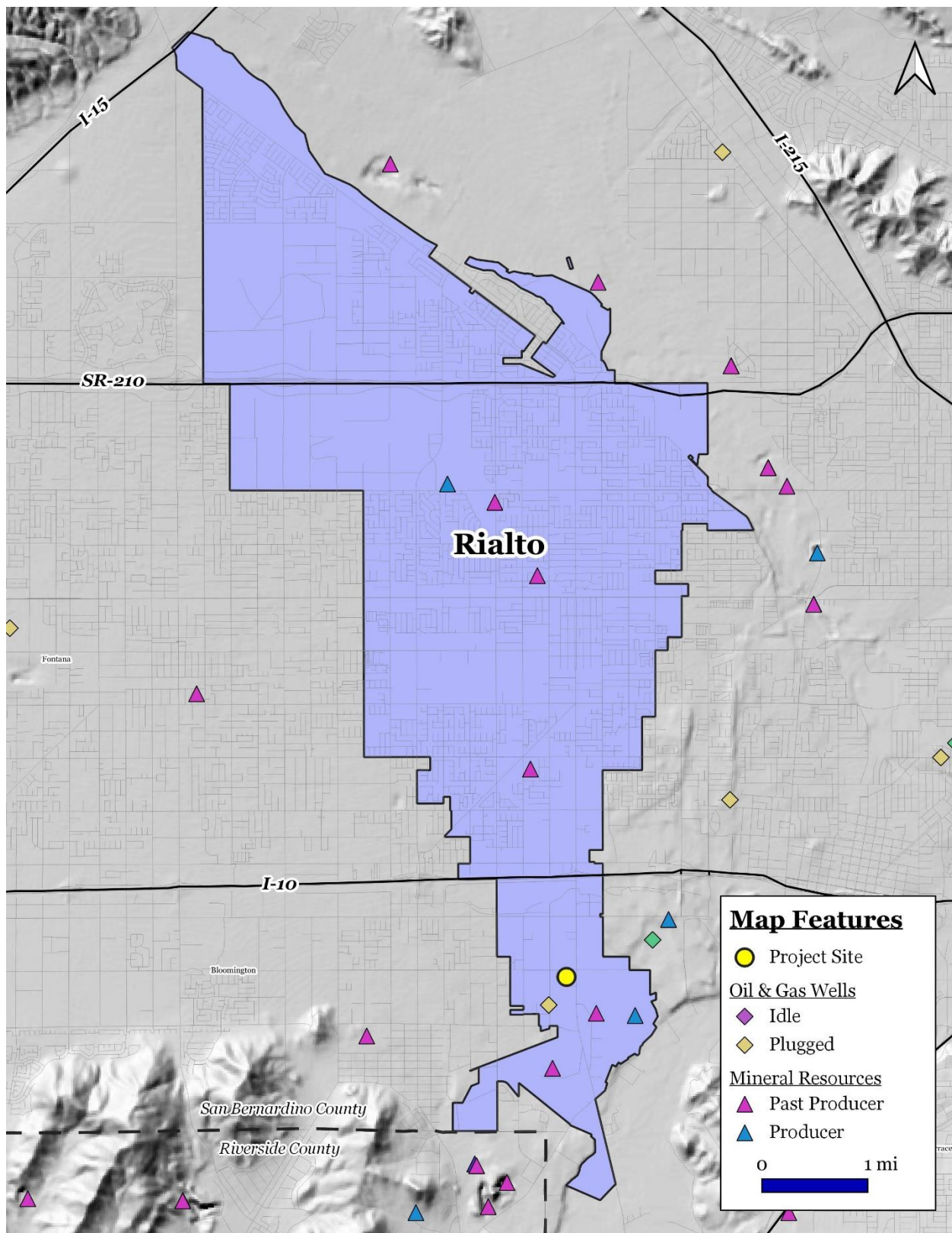


EXHIBIT 3-7
MINERAL RESOURCES MAP
SOURCE: WELLFINDER

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			×	
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?			×	
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				×

3.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.⁵² Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-8.

Noise may be generated from a point source, such as machinery, or from a line source, such as a roadway segment containing moving vehicles. Due to *spreading loss*, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface.⁵³

⁵² Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

⁵³ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

Noise Levels – in dBA




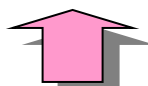
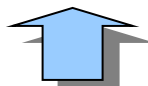
 Serious Injury	165	
	160	
	155	
	150	
 Pain	145	
	140	sonic boom
	135	
	130	
	125	jet take off at 200 ft.
	120	
 Discomfort	115	music in night club interior
	110	motorcycle at 20 ft.
	105	power mower
	100	
	95	freight train at 50 ft.
	90	food blender
 Range of Typical Noise Levels	85	electric mixer, light rail train horn
	80	
	75	
	70	portable fan, roadway traffic at 50 ft.
	65	
	60	dishwasher, air conditioner
	55	
	50	normal conversation
	45	refrigerator, light traffic at 100 ft.
	40	
 Threshold of Hearing	35	library interior (quiet study area)
	30	
	25	
	20	
	15	
	10	rustling leaves
	5	
	0	

EXHIBIT 3-8 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-9. The noise levels are those that would be expected at a distance of 50 feet from the noise source. The nearest noise sensitive receptors are residential units that are located approximately 2,800 feet to the west along Santa Ana Avenue. The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. As indicated by the model, the average ambient noise levels during the project's construction are estimated to be 73.6 dBA at the nearest sensitive receptor. Typical construction noise levels are shown in Exhibit 3-9.

Section 9.50.070 of Chapter 9.50 – Noise Control of the City's municipal code regulates construction noise in the City. According to this Section, construction taking place between October 1st and April 30th must occur between the hours of 7:00 AM and 5:30 PM during the weekdays (Monday-Friday) and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Holidays. Construction taking place between May 1st and September 30th must occur between the hours of 6:00 AM and 7:00 PM during the weekdays (Monday-Friday) and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Holidays. The nearest sensitive receptors are located more than 2,800 feet from the project site. Because of this distance, no contraction related mitigation is required. The existing ambient noise environment is conducive for the industrial development that is being proposed.

Future sources of noise will include noise from vehicles travelling to and from the project site; interior noise; and noise emanating from the parking area. The operational noise impacts will be less than significant due to the significant distance (2,800 feet) that separates the project site from the nearest sensitive receptors. As a result, the potential impacts are considered to be less than significant.

B. *Would the project result in a generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact*

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet below the ground surface. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. Buildings located in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects, low rumbling sounds and discernible vibrations at moderate levels, and actual building damage at the highest levels. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage.

			70	80	90	100
			dBA	dBA	dBA	dBA
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)				
		Front Loaders				
		Backhoes				
		Tractors				
		Scrapers, Graders				
		Pavers				
		Trucks				
	Materials Handling Equipment	Concrete Mixers				
		Concrete Pumps				
		Cranes (Movable)				
		Cranes (Derrick)				
	Stationary Equipment	Pumps				
		Generators				
		Compressors				
Impact Equipment	Pneumatic Wrenches					
	Jack Hammers					
	Pile Drivers					
Other Equipment	Vibrators					
	Saws					

EXHIBIT 3-9

TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

Table 3-8 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

Table 3-8
Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper-frequency range, and therefore has a lower potential for structural damage.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-9. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-9 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels 0.5 inches per second [inches/sec]) or higher (FTA, May 2006) is considered safe and would not result in any construction vibration damage. No pile driving equipment will be used during the project's construction.

**Table 3-9
Vibration Source Levels for Construction Equipment**

Construction Equipment		PPV @25 ft. (inches/sec)	Vibration Levels (VdB) @ 25 ft.
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop (Excavator)		0.202	94
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Small Bulldozer		0.035	79

Source: Noise and Vibration During Construction

As shown in the Table, the use of excavators will produce the greatest vibration at 0.202 inches per second at a distance of 25 feet. The U.S. Department of Transportation (U.S. DOT) recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The underlying soils will be removed and re-compacted, which will require the use of excavators. While the vibration from excavation will likely exceed 0.05 inches per second, the vibration will not exceed 0.5 inches per second. As a result, the potential vibration impacts from construction equipment will be less than significant. Furthermore, the traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

Once occupied, the overall increase in ambient noise level would not be readily apparent to an individual with normal hearing. In addition, the project will not result in the generation of excessive ground-borne noise due to the nature of the proposed use (no heavy machinery or equipment is anticipated to be in operation once the project is complete). The proposed project's future occupants will be required to adhere to all pertinent City noise regulations. The traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise.

The project will not result in the exposure of any noise sensitive receptors to the generation of excessive ground-borne noise due to the distance between the project site and the sensitive receptors. Furthermore, the proposed project will be required to adhere to all pertinent City noise regulations. The traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

C. *For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.*

The project site is not located within two miles of a public use airport. The former Rialto Municipal Airport has been completely demolished and has been redeveloped as a business park. On September 18, 2014, the airport officially closed to air traffic. The operations of this airport have been transferred to the San Bernardino International Airport (former Norton Air Force Base) located approximately 11 miles southeast of the site.⁵⁴ As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people working in the project area and no impacts will occur.

3.13.2 CUMULATIVE IMPACTS

As discussed in the previous section, all noise impacts will be less than significant. Construction noise impacts are by nature localized. The distance of separation and the timing of development among the proposed project and other cumulative projects would be such that the noise and vibration effects of the proposed project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would not be cumulatively considerable, and thus, less than significant.

3.13.3 MITIGATION MEASURES

The proposed project will be required to adhere to Section 9.50.070 of Chapter 9.50 – Noise Control of the City's municipal code regulates construction noise in the City. According to this Section, construction taking place between October 1st and April 30th must occur between the hours of 7:00 AM and 5:30 PM during the weekdays (Monday-Friday) and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Holidays. Construction taking place between May 1st and September 30th must occur between the hours of 6:00 AM and 7:00 PM during the weekdays (Monday-Friday) and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Holidays. The analysis of potential impacts related to noise indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

⁵⁴ Riverside Press Enterprise. *RIALTO: Flights planned to mark closure of airport.* August 30, 2014

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				×
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			×	

3.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project induce substantial unplanned population growth in an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of new homes or infrastructure related to a project)? • No Impact

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The project site is currently vacant. The proposed project is consistent with the applicable General Plan and Zoning designations.
- *Extension of roadways and other transportation facilities.* The project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure though new utility line connections will be installed. The installation of these new utility lines will not lead to subsequent development.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* The project site is currently undeveloped. The proposed project is consistent with the applicable General Plan and Zoning designations.
- *Additional population growth leading to increased demand for goods and services.* The project will not lead to any direct increase in the City's population since no housing will be provided as part of the proposed project's implementation.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase and long-term employment once the business is operational.

The proposed project is an infill development that will utilize existing roadways and infrastructure. The project will not lead to any direct increase in the City's population since no housing units are proposed. The proposed project would not significantly affect any regional population, housing, and employment projections prepared for the City of Rialto by the Southern California Association of Governments (SCAG). According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Rialto is projected to add a total of 9,400 new jobs through the year 2040.⁵⁵ A total of 43 individuals would be employed at the Phase II portion of the project. This estimate assumes an employment generation rate of one employee for every 1,000 square feet of floor area. The projected number of new jobs is well within SCAG's employment projections for the City of Rialto. As a result, no impacts will occur.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • Less than Significant Impact.*

The project site was previously developed as a commercial horse boarding business. The proposed project is consistent with the applicable General Plan and Zoning designations. As a result, the impacts are less than significant

3.14.2 CUMULATIVE IMPACTS

The proposed project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the proposed project would not result in incremental effects to population and housing that could be compounded or otherwise increased when considered together other related projects. As a result, no cumulative impacts related to population and housing would occur.

3.14.3 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation.

⁵⁵ Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	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: fire protection, police protection, schools, parks or other public facilities?			×	

3.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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: Fire protection services; Police protection; Schools; Parks; other Governmental facilities? • Less than Significant Impact*

Fire Protection

Fire prevention, fire protection and emergency medical assistance in the City of Rialto is provided by the Rialto Fire Department (RFD). The RFD also provides emergency paramedic ambulance transportation to local hospitals. The RFD currently has three fire stations located throughout the City to provide quick assistance to area residents. Station 202 located at 1925 North Riverside Avenue has been open for a few years but will be replaced by a new station currently under construction at 1700 North Riverside Avenue.⁵⁶ Until the new station opens, the RFD station locations, equipment, and staffing numbers are listed below.

- *Station 201 (Headquarters, 131 South Willow Avenue).* This station's equipment includes one truck, one engine, and three paramedic ambulances (one in reserve). The personnel consist of ten staff members.
- *Station 202 (1700 N. Riverside Avenue).* This station's equipment includes one engine, water tender, two specialized vehicles, and the Battalion Chief's vehicle. The personnel consist of three staff members.
- *Station 203 (1550 North Ayala Drive).* This station's equipment includes two engines (one in reserve), one water tender, and two specialized units. The personnel consist of three staff members.

⁵⁶ <http://yourrialto.com/residents/fire-department/> Website accessed November 21, 2019.

- *Station 204 (3288 North Alder Avenue).* This station's equipment includes two engines (one in reserve), one water tender, and two specialized units. The personnel consist of three staff members.
- *Station 205 (1485 South Willow Avenue).* This station recently opened and houses then Department's administrative branch.

The RFD currently has 0.77 firefighters per 1,000 residents, and a response goal of five minutes. Every career firefighter in Rialto is a state certified Emergency Medical Technician or Paramedic.⁵⁷ The closest fire station to the project site is Station 201. As a means to provide adequate funding for fire protection facilities, the City has established a fire facility fee that is charged to all new development within Rialto. The fee varies depending on development type and size. Therefore, the project Applicant would be required to pay development impact fees according to the City's fee schedule at the time of development. The fire facility fees associated with the proposed project are designed to cover the added expense to public services as a result of new development. The project would also pay its fair share of annual recurring costs to the City via various existing tax and revenue mechanisms. Continuous fire access roadways and public hydrants would be provided throughout the project site to allow adequate emergency service. In addition, the project would be required to construct water system improvements that meet the requirements of the RFD.⁵⁸ Therefore, the implementation of the proposed project, with payment of the required development impact fees, would result in a less than significant impact on fire services.

The proposed project, once operational, will also be periodically inspected by the Fire Department. In addition, the Rialto Fire Department will review the development plans to ascertain the nature and extent of any additional requirements. Compliance with fire code requirements and the approval of the installation by the Rialto Fire Department will mitigate any potential impacts. As a result, the impacts are considered to be less than significant.

Police Protection

Rialto Police Department provides law enforcement services to the City of Rialto. The City and the project site are served by the Rialto Police Station located at 128 N. Willow Ave in Rialto. The proposed project could place additional demands on law enforcement services due to the nature of the project. However, the project's potential impacts on law enforcement services are considered to be less than significant with adherence to the following mitigation:

- The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Rialto Police Department to ensure it conforms to their operational requirements.
- The Applicant will be required to prepare a security plan for approval by the Rialto Police Department.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

⁵⁷ <http://yourrialto.com/residents/fire-department/> Website accessed November 21, 2019.

⁵⁸ <https://www.rialtopd.com/>. Website accessed August 2, 2018.

Schools

Due to the nature of the proposed project (industrial) located in the Agua Mansa Industrial Corridor zone, no direct enrollment regarding school services will occur. As a result, the proposed project's implementation impacts on school facilities are not considered to be significant.

Parks and Other Governmental Services

Due to the nature of the proposed project, no significant increase in the usage of City parks and recreational facilities is anticipated to occur. The proposed industrial warehouse development will be constructed within the confines of the project site and the proposed project will not physically impact any nearby parks. No new governmental services will be needed to implement the proposed project since the proposed project will not introduce any new development. As a result, the proposed project's implementation impacts are not considered to be significant.

3.15.2 CUMULATIVE IMPACTS

As indicated in the previous sections, the proposed project would not result in a significant cumulative impact to public services or facilities. The proposed project would not result in growth beyond what has been planned in the Rialto General Plan. Future development projects would be required to compensate the City for potential increases in demand for public services. It is expected that impacts of future projects also would be reduced to less than significance by payment of fees and compensation for the provision of services. Therefore, the proposed project would not result in significant cumulative impacts.

3.15.3 MITIGATION MEASURES

The analysis of potential public service impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✗	
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✗

3.16.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • Less than Significant Impact*

The nearest park to the project site is Kessler Park, which is located 2.3 miles southwest of the site. The proposed project will not result in a direct demand for park facilities based on the proposed industrial use. As a result, no changes in the demand for parks or recreational facilities are anticipated. As a result, the proposed project's implementation impacts are not considered to be significant.

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? • No Impact*

The proposed project will not result in a direct demand for parks or recreational facilities. As a result, no changes in the demand for local parks and recreational facilities are anticipated and no impacts are anticipated.

3.16.2 CUMULATIVE IMPACTS

The proposed project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, the proposed project together with the related projects will not result in any cumulative impacts on recreational facilities.

3.16.3 MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

3.17 TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✗		
B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✗	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✗
D. Would the project result in inadequate emergency access?				✗

The traffic impact analysis (TIA) that was prepared for the project is included in Appendix E.

3.17.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • Less than Significant Impact with Mitigation.*

A traffic study for the project site was previously approved by the City in 2021 for a proposed use of the site by SC Fuels. The Project at that time consisted of an approximately 54,500 square-foot warehouse style of building, which would not change and will be Phase I of the development. The future occupant of that building, however, will no longer be SC Fuels, and instead the building will be constructed as a “generic” style of warehouse to be sold or leased to a yet-to-be determined occupant. The purpose of this traffic impact analysis is to evaluate the impacts on the traffic circulation system from the proposed development of the Madrona Warehouse project in the City of Rialto, California. The proposed Phase II project will be located on the south side of Santa Ana Avenue between Riverside Avenue and Willow Avenue at 185 W. Santa Ana Avenue. The proposed project will include a warehouse, consisting of 39,434 square feet of floor area and a small office consisting of 3,774 square feet of floor area. The total floor area of the new building will be 43,208 square feet. A total of 80 parking surface spaces will be provided onsite including 63 standard stalls, 4 ADA stalls, 8 Clean air vehicle stalls, 3 Electric Vehicle (EV) stalls, and 2 EV ADA stalls. In addition, 6 loading dock doors will also be provided along the western elevation of the Phase II building. Access to the site will be facilitated by two, 30-foot-wide driveways located along the south side of Santa Ana Avenue.

Traffic analysis and level of service (LOS) parameters, such as LOS and intersection performance metrics, significant impact thresholds, saturation flow rates for lane groups, and other factors were applied in accordance with the City’s currently adopted methods for traffic studies. The analysis methodology is based on the City of Rialto’s traffic study criteria. Intersection operating conditions are defined in terms of “Level of Service” (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of

Service ranges from LOS “A,” representing free-flow conditions, to LOS “F,” which indicates failing or severely congested traffic flow. LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels. To determine the above peak-hour intersection LOS values for each intersection, the intersection capacity utilization (ICU) methodology was used. ICU methodology calculates the efficiency of an intersection to handle certain traffic conditions by summing the volume-to-capacity (V/C) of critical east/west and north/south conflicting movement combinations, which are determined from the volume and direction of entering traffic, and the capacity and configuration of the approach lanes serving this traffic. The resulting ICU is expressed in terms of the overall V/C of the intersection, and adapted to a simplistic grading scale in terms of level of service (LOS), where LOS "A" represents free-flow activity and LOS "F" represents overcapacity operation. Classifications of the six levels of service for signalized intersections are shown in Table 3-10.⁵⁹

Table 3-10
Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	1.01 or greater

Table 3-11, included below, provides a description of each level of service grade (LOS A through LOS F).

Table 3-11
Level of Service Description

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

⁵⁹ Crown City Engineers, Inc. *Rialto Madrona Warehouse-Distribution Center Project: Traffic Impact Analysis (TIA) Report*. December 2, 2020.

The project will provide one ingress driveway and one egress driveway on the south side of Santa Ana Avenue. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

- *Riverside Avenue.* Riverside Avenue is a major north-south arterial street with two travel lanes in each direction. The street is approximately 70 feet wide and posted with a speed limit of 50 miles per hour north of Santa Ana Avenue and 55 miles per hour south of Santa Ana Avenue. Directional travels are separated by a double yellow line along the center of the street. The intersection of Riverside Avenue at Santa Ana Avenue is signalized. Parking is permitted along the sides of the street. The average daily volume on Riverside Avenue is approximately 42,679 vehicles per day (based on ADT counts taken on September 28, 2019 on the segment between Santa Ana Avenue and Slover Avenue).
- *Santa Ana Avenue.* Santa Ana Avenue is an east-west collector street with one travel lane in each direction. The street is approximately 36 feet wide east of Riverside Avenue and posted with a speed limit of 40 miles per hour. Directional travels are separated by a double yellow line along the center of the street. The intersection of Santa Ana Avenue at Riverside Avenue is signalized. Parking is permitted along the sides of the street. The average daily volume on Santa Ana Avenue is approximately 3,260 vehicles per day (assuming PM peak hour volume counted on Santa Ana Avenue represents 10% of its average daily traffic volume and using traffic counts conducted at its intersection with Riverside Avenue).⁶⁰

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected for the morning and evening peak periods during the month of September 2019 when area schools were in session. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday (Tuesday, Wednesday or Thursday) in a non-holiday school week. The study included evaluation of the following six (6) key intersections in the general vicinity of the site:

- Riverside Avenue and Santa Ana Avenue (Signalized)
- Riverside Avenue and Slover Avenue (Signalized)
- Riverside Avenue and I-10 Eastbound Ramps (Signalized)
- Riverside Avenue and I-10 Westbound Ramps (Signalized)
- Riverside Avenue and Valley Boulevard (Signalized)
- Riverside Avenue and San Bernardino Avenue (Signalized)⁶¹

Year 2019 existing traffic conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. Table 3-12 presents existing intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of the Traffic Report.⁶² Based on the results of this analysis, three of the six study intersections are operating

⁶⁰ Crown City Engineers, Inc. *Rialto Madrona Warehouse-Distribution Center Project: Traffic Impact Analysis (TIA) Report*. December 2, 2020.

⁶¹ Ibid.

⁶² Crown City Engineers, Inc. *Rialto Madrona Warehouse-Distribution Center Project: Traffic Impact Analysis (TIA) Report*.

at an unacceptable or deficient level of service (i.e., LOS E or worse) during either the AM or PM peak hour or both the AM and PM peak hours, as shown in Table 3-12.

**Table 3-12
Pre-Project Conditions (2019) Level of Service Summary**

Intersection	Peak Hour	Existing Conditions	
		Level of Service (LOS)	Delay (Seconds)
1. Riverside Ave and Santa Ana Ave (Signalized)	AM	A	8.8
	PM	B	12.2
2. Riverside Ave and Slover Ave (Signalized)	AM	C	24.1
	PM	C	20.6
3. Riverside Ave and I-10 EB On Off Ramps (Signalized)	AM	F	102.1
	PM	F	80.3
4. Riverside Ave and I-10 WB On Off Ramps (Signalized)	AM	B	13.7
	PM	C	22.0
5. Riverside Ave and Valley Bl (Signalized)	AM	D	54.1
	PM	F	157.7
6. Riverside Ave and San Bernardino Ave (Signalized)	AM	F	109.3
	PM	E	77.1

Source: Crown City Engineers, Inc.

A 2.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2021 base condition (i.e., a factor of 1.04 was applied to 2019 volumes to obtain 2021 base traffic volumes due to ambient growth). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area. Table 3-13 presents future 2021 condition (with ambient growth) intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of the Traffic Study. Based on the results of this analysis, three of the six study intersections are operating at an unacceptable or deficient level of service (i.e., LOS E or worse) during either the AM or PM peak hour or both the AM and PM peak hours, as shown in Table 3-13.⁶³

December 2, 2020.

⁶³ Ibid.

**Table 3-13
2021 Ambient Conditions (Without Project) Level of Service Summary**

Intersection	Peak Hour	Existing Conditions	
		Level of Service (LOS)	Delay (Seconds)
1. Riverside Ave and Santa Ana Ave (Signalized)	AM	A	9.2
	PM	B	13.4
2. Riverside Ave and Slover Ave (Signalized)	AM	C	31.0
	PM	C	24.0
3. Riverside Ave and I-10 EB On/Off Ramps (Signalized)	AM	F	110.7
	PM	F	92.5
4. Riverside Ave and I-10 WB On/Off Ramps (Signalized)	AM	B	14.5
	PM	C	23.7
5. Riverside Ave and Valley Bl (Signalized)	AM	E	59.3
	PM	F	172.9
6. Riverside Ave and San Bernardino Ave (Signalized)	AM	F	115.6
	PM	F	82.4

Source: Crown City Engineers, Inc.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for this type of project are not available from the nationally recognized recommendations contained in “Trip Generation” manual, 10th edition, published by the Institute of Transportation Engineers (ITE). Therefore, in consultation with the City staff, an existing similar and operational SC facility located at 2143 S. Cactus Avenue in the Bloomington area of Rialto was identified to conduct actual ingress-egress vehicle counts during the peak hours. Accordingly, manual counts were conducted at the driveway of the facility on Wednesday, October 30, 2019 for each 15-minute period during peak hour. The counts provided the number of vehicle (cars and trucks) both inbound and outbound for the AM and PM peak hour periods, from which traffic generation rates for FC Fuel facilities during the AM and PM peak hours were calculated and used for the project. An aerial map of the counted facility and details of these counts and calculations for determining trip generation rates are placed in the Technical Appendix.⁶⁴

Table 3-14 below summarizes the anticipated trip generation of both Phase I and Phase II of the proposed Project with a comparison to the previously approved use. Trip generation estimates for the proposed use were prepared using standardized Institute of Transportation Engineers (ITE) 11th Edition trip generation rates for the Warehouse land use (150) category. Trip generation estimates for the previously approved use were obtained from the previously approved traffic study¹. See attachment for the trip generation summary from the approved SC Fuels 2021 traffic study. It should be noted that the trip generation also accounts for truck traffic converted to a Passenger Car Equivalent (PCE), which recognizes that trucks utilize more roadway capacity than does a smaller passenger vehicle. A conservative assumption that all trucks would be 4+ axle trucks has been utilized for the PCE calculation. As shown in Table 3-14, the proposed Phase II

⁶⁴ Crown City Engineers, Inc. *Rialto Madrona Warehouse-Distribution Center Project: Traffic Impact Analysis (TIA) Report*. December 2, 2020.

of the Project is expected to generate approximately 169 PCE average daily trips (ADT), with 31 PCE trips occurring during the AM peak hour and 34 PCE trips occurring during the PM peak hour. In total, Phase I and Phase II combined would generate approximately 367 PCE ADT, with 63 PCE trips occurring during the AM peak hour and 71 PCE trips occurring during the PM peak hour. For comparison, the trip generation from the previously approved SC Fuels 2021 traffic study is also shown in the table. As shown, the construction of Phase I and Phase II of the generic warehouse use would generate approximately 1,495 fewer PCE daily trips, 266 fewer PCE AM peak hour trips and 300 fewer PCE PM peak For comparison, the trip generation from the previously approved SC Fuels 2021 traffic study is also shown in the table. As shown, the construction of Phase I and Phase II of the generic warehouse use would generate approximately 1,495 fewer PCE daily trips, 266 fewer PCE AM peak hour trips and 300 fewer PCE PM peak hour trips, which is significantly lower than what was evaluated in the approved SC Fuels Project's 2021 traffic study.

Table 3-14
Project Trip Generation

Trip Generation Rates								
Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Project Trip Generation								
Land Use	Size & Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Phase I Trips	54,500 sq. ft.	124	23	7	30	9	24	33
Trucks Only		37	0	1	1	1	1	2
Passenger Cars Only		87	23	6	29	8	23	31
Trucks with PCE Factor		111	0	3	3	3	3	6
Phase I Trips (in PCE)		198	23	9	32	11	26	37
Phase II Trips	43,208 sq. ft.	107	22	7	29	9	23	32
Trucks Only		31	0	1	1	0	1	1
Passenger Cars Only		76	22	6	28	9	22	31
Trucks with PCE Factor		93	0	3	3	0	3	3
Phase II Trips (in PCE)		169	22	9	31	9	25	34
Phase I Phase II PCE Trips		367	45	18	63	20	51	71
Previously Approved Project (SC Fuels) PCE		1,862	169	160	329	177	194	371
Difference Between Current & Approved Project		-1,495	-124	-124	-266	-157	-143	-300

Source: Stantec, June 30, 2022

B. *Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? • Less than Significant*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. As previously mentioned in Subsection A, there will not be a significant change in the traffic circulation over that which presently exists. As a result, the proposed project will not result in a conflict or be inconsistent with Section 15064.3 subdivision (b) of the CEQA Guidelines and less than significant impacts will occur. Compared to the Project's approved traffic study, since the construction of Phase I and Phase II of the proposed Project does not generate any net new trips, and a less than one year old comprehensive traffic study exists, the Project is exempt from Traffic Impact Analysis requirements. As a result of the final rulemaking surrounding Senate Bill 743, Vehicle Miles Traveled (VMT) is used in support of the project's environmental documentation and complies with the updated California Environmental Quality Act (CEQA) guidelines that incorporates the requirements of Senate Bill 743 (SB 743). The City of Rialto does not have the VMT guidelines. However, per OPR's technical advisory, San Bernardino County, and San Bernardino County Transportation Authority (SBCTA) VMT guidelines, if a project generates less than 110 project trips per day, the project can be presumed to have a less than significant VMT impact. As shown in Table 1 above, since the proposed Project is anticipated to result in fewer trips than the previously approved Project, the Project meets the VMT trip screening criteria of generating fewer than 110 trips per day. Therefore, the Project would have a less than significant impact, and a VMT analysis is not required.

C. *Would the project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact*

Vehicular volume accessing the project's driveways will be a maximum of 84 vehicles making left-turns from the east and 5 vehicles making left-turns to the west during the PM peak hour. Similarly, a maximum of 84 vehicles will be making right-turns to travel east and 5 vehicles will be making right-turns from the west during the PM peak hour. Adequate sight distance is available from the driveway along both directions on Santa Ana Avenue. A total of 80 parking surface spaces will be provided onsite including 63 standard stalls, 4 ADA stalls, 8 Clean air vehicle stalls, 3 Electric Vehicle (EV) stalls, and 2 EV ADA stalls. In addition, 6 loading dock doors will also be provided along the western elevation of the Phase II building. The proposed project will not result in any hazards due to unsafe design features. As a result, no impacts will result.

D. *Would the project result in inadequate emergency access? • No Impact*

The project would not affect emergency access to any adjacent parcels. At no time will Santa Ana Avenue and S. Riverside Avenue be closed to traffic. As a result, the proposed project's implementation will not result in any impacts.

3.17.2 CUMULATIVE IMPACTS

Trip generation estimates for related projects are developed by using nationally recognized and recommended rates contained in “Trip Generation” manual, 10th edition, published by the Institute of Transportation Engineers (ITE). However, trip generation information of these projects was collected directly from the City and recently prepared other traffic studies. It is estimated that the related projects will generate approximately 18,409 trips per average day. The average weekday net new peak hour trips will be approximately 1,684 trips during the AM peak hour and 1,638 trips during the PM peak hour. The projected peak hour traffic volumes from these projects were added to future 2021 traffic volumes with ambient growth and the project trips at the study intersections to represent a 2021 cumulative traffic condition for the AM and PM peak hours. Based on the results of this analysis, four of the six study intersections are operating at an unacceptable or deficient level of service (i.e., LOS E or worse) during either the AM or PM peak hour or both the AM and PM peak hours.

3.17.3 MITIGATION MEASURES

All previous project conditions including trip generation monitoring still apply to the project. Fair-share calculations may be increased due to trip generation counts in the field per project conditions. In addition, the VMT analysis is not required due to the previous/recent environmental analysis for the SC fuels project on the site. The proposed project would not qualify under the small project threshold. However, as VMT was evaluated previously and/or information regarding VMT could have reasonably been derived or understood from the previous environmental analysis on the site and the project, from a transportation perspective, would generate fewer trips and therefore would likely generate lower VMT, no additional VMT analysis is necessary.

3.18 TRIBAL CULTURAL RESOURCES

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

The cultural resources study that was conducted for the project site is included in Appendix C.

3.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

<p>A. <i>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: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? • Less than Significant Impact with Mitigation.</i></p>
--

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

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The following mitigation was recommended by the San Manuel Band of Mission Indians as part of the AB-52 consultation for the proposed project:

- The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed previously in Section 3.5.3 (refer to Mitigation Measure No. 2), of any pre-contact 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 the 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.
- 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.

The following mitigation was recommended by the Gabrieleño Band of Mission Indians Kizh -Nation as part of the AB-52 consultation for the proposed project:

- *Retain a Native American Monitor/Consultant:* The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission’s (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the project shall provide the Native American monitor. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to,

pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

- *Unanticipated Discovery of Tribal Cultural and Archaeological Resources:* Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.
- *Public Resources Code Sections 21083.2(b) for unique archaeological resources.* Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.
- *Unanticipated Discovery of Human Remains and Associated Funerary Objects:* Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.
- *Resource Assessment & Continuation of Work Protocol:* Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The

monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

- *Kizh-Gabrieleno Procedures for burials and funerary remains:* If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.
- *Treatment Measures:* Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- *Professional Standards:* Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and

associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

The above mitigation will reduce the proposed project's impacts on cultural resources to levels that are less than significant.

B. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. • Less than Significant Impact with Mitigation.*

As previously mentioned under subsection A, the project site is located within the cultural area that was formally occupied by the Gabrieleño-Kizh and it was determined that the site may be situated in an area of high archaeological significance. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project site is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous subsection. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

3.18.2 CUMULATIVE IMPACTS

The proposed project would result in less than significant impacts to tribal cultural resources. The chances of cumulative impacts occurring as a result of the proposed project's implementation together with the related projects implementation in the region is not likely since all past, present, and reasonably foreseeable project would be have been or will be subject to individual project-level environmental review. Since there would be no project-related impacts, and because existing laws and regulations are in place to protect tribal cultural resources and prevent significant impact to such resources, the potential incremental effects of the proposed project would not be cumulatively considerable.

3.18.3 MITIGATION MEASURES

The following mitigation was recommended by the San Manuel Band of Mission Indians as part of the AB-52 consultation for the proposed project:

Mitigation Measure No. 4 (Tribal/Cultural Resources Impacts). The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed previously in Section 3.5.3 (refer to Mitigation Measure No. 2), of any pre-contact 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 the 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.

Mitigation Measure No. 5 (Tribal/Cultural Resources Impacts). 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.

The following mitigation was recommended by the Gabrieleño Band of Mission Indians Kizh -Nation as part of the AB-52 consultation for the proposed project:

Mitigation Measure No. 6 (Tribal/Cultural Resources Impacts). *Retain a Native American Monitor/Consultant:* The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the project shall provide the Native American monitor. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Mitigation Measure No.7 (Tribal/Cultural Resources Impacts). *Unanticipated Discovery of Tribal Cultural and Archaeological Resources:* Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

Mitigation Measure No. 8 (Tribal/Cultural Resources Impacts). Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

Mitigation Measure No. 9 (Tribal/Cultural Resources Impacts). Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

Mitigation Measure No. 10 (Tribal/Cultural Resources Impacts). Resource Assessment & Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Mitigation Measure No. 11 (Tribal/Cultural Resources Impacts). Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Mitigation Measure No. 12 (Tribal/Cultural Resources Impacts). Treatment Measures: Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy

equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Mitigation Measure No. 13 (Tribal/Cultural Resources Impacts). Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

The above mitigation will reduce the proposed project's impacts on tribal/cultural resources to levels that are less than significant.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				×
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			×	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			×	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			×	
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				×

3.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • No Impact*

There are no existing wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for water disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections). As a result, no impacts will occur.

B. *Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant Impact*

The project site was previously developed as a *Lazy O Ranch* and has an existing horse stable. Since the project site is within an urbanized area, the project and surrounding area will consume water from the City of Rialto. The City of Rialto receives its water from three water agencies: the City of Rialto Department of Public Works Water Division (RPWDWD), the West Valley Water District (WVWD), and the Fontana Water

Company (FWC). According to the City's Urban Water Management Plan, the City is projected to have a combined supply (groundwater, surface water, and imported water) of 14,040-acre feet of water by 2030. Demand is projected to total 10,964 acre-feet by the year 2030. In addition, the City is projected to have a surplus of water during a single dry year and multiple dry year scenarios.⁶⁵ Table 3-15 shows the amount of water that will be consumed by the proposed project. According to Table 3-15, the proposed project is projected to consume 2,155 gallons of water on a daily basis.

**Table 3-15
Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Warehouse	43,208 sq. ft.	0.05 gallons/sq. ft./day	2,155 gals/day
Total			2,155 gals/day

Source: San Bernardino County Sanitation District rates

As a result, the impacts are considered to be less than significant and no mitigation is required.

C. *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact*

The City of Rialto provides wastewater services throughout the city and the project site. The Public Works Department oversees the treatment of over two and a half billion gallons of wastewater per year and the maintenance of over 150 miles of sewer mains. The sanitary sewer system includes gravity sewer pipes, sewer lift stations and sewage pressure pipes. This system conveys the wastewater to the Rialto Sewage Treatment Plant located south of Santa Ana Avenue near the Rialto Channel. The combined total treatment design capacity of the plant is over 12 mgd.⁶⁶ Table 3-16 indicates the future wastewater generation in gallons per day. As indicated in Table 3-16, the proposed project is expected to generate 1,293 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

**Table 3-16
Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Warehouse	43,208 sq. ft.	0.03 gallons/sq. ft./day	1,293 gals/day
Total			1,293 gals/day

Source: San Bernardino County Sanitation Districts

⁶⁵ SA Associates. 2010 *City of Rialto Urban Water Management Plan*. Plan dated August 2011.

⁶⁶ Hogle Ireland. *City of Rialto 2010 General Plan*. Plan dated December 2010.

As depicted in the table, the proposed project is anticipated to generate an average of 1,308 gallons of waste water per day. This quantity of wastewater will not necessitate the expansion of any waste water treatment capacity. As a result, the potential impacts are considered to be less than significant.

D. Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure? • Less than Significant Impact

Rialto contracts with private waste haulers for the collection, transfer, recycling, and disposal of waste. Most refuse is disposed of at the Mid-Valley Sanitary Landfill located within the City limits. The Mid-Valley Sanitary Landfill is owned and operated by the County of San Bernardino Solid Waste Management Division and is located north of Highland Avenue, between Alder Avenue and Sierra Avenue. The plant has a remaining capacity of 67,520,000 cubic yards and a maximum permitted capacity of 101,300,000 cubic yards.⁶⁷ The landfill has a maximum throughput of 7,500 tons per day. As shown in Table 3-17 the proposed project is anticipated to generate approximately 385 pounds of waste per day. This quantity of solid waste is within the capacity of Mid-Valley Sanitary Landfill. As a result, the potential impacts are considered to be less than significant.

**Table 3-17
Solid Waste Generation (lbs/day)**

Use	Unit	Factor	Generation
Warehouse	43,208 sq. ft.	8.93 lbs/1,000/sq. ft./day	385 lbs/day
Total			385 lbs/day

Source: City of Los Angeles Average Solid Waste Generation Rates

E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact

The proposed use, like all other development in the City, would be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation would result from the proposed project's implementation.

3.19.2 CUMULATIVE IMPACTS

The proposed project would have a less than significant impact with respect to utilities/service systems. The proposed project would require water and wastewater infrastructure, as well as solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources

⁶⁷ CalRecycle. SWIS Facility Detail: Mid-Valley Sanitary Landfill (36-AA-0055). <https://www2.calrecycle.ca.gov/sufacilities/Directory/36-AA-0055>

and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, the proposed project taken in sum with past, present, and reasonably foreseeable projects would not result in significant cumulative utility impacts.

3.19.3 MITIGATION MEASURES

The analysis of utilities impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				×
B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				×
C. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				×
D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				×

3.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact*

The project site and surrounding areas is located in an urbanized area. The proposed project would not result in a closure or alteration of any existing emergency response and evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • No Impact*

The project site and surrounding areas are relatively flat land. Furthermore, the project site and the adjacent properties are urbanized and there are no native or natural vegetation found within the project area. The project site is in the vicinity of the San Bernardino Mountains, the Loma Hills, Jurupa Hills, and Box Spring Mountains. The proposed project will not be exposed to certain criteria pollutant emissions generated by wildland fires given the project site's distance to fire hazard severity zones. The potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may

affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • No Impact*

There is no risk of wildlife within the project site or surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the 2016 Building Code and the City Fire Department's recommendations and will not exacerbate wildfire risks. As a result, no impacts will occur.

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact*

The analysis determined that there is no significant risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes. As a result, no impacts will occur.

3.20.2 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any impacts relative to potential wildfire risk. Furthermore, these impacts are typically site specific. As a result, no cumulative wildfire impacts are anticipated to result from the proposed project's implementation.

3.20.3 MITIGATION MEASURES

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

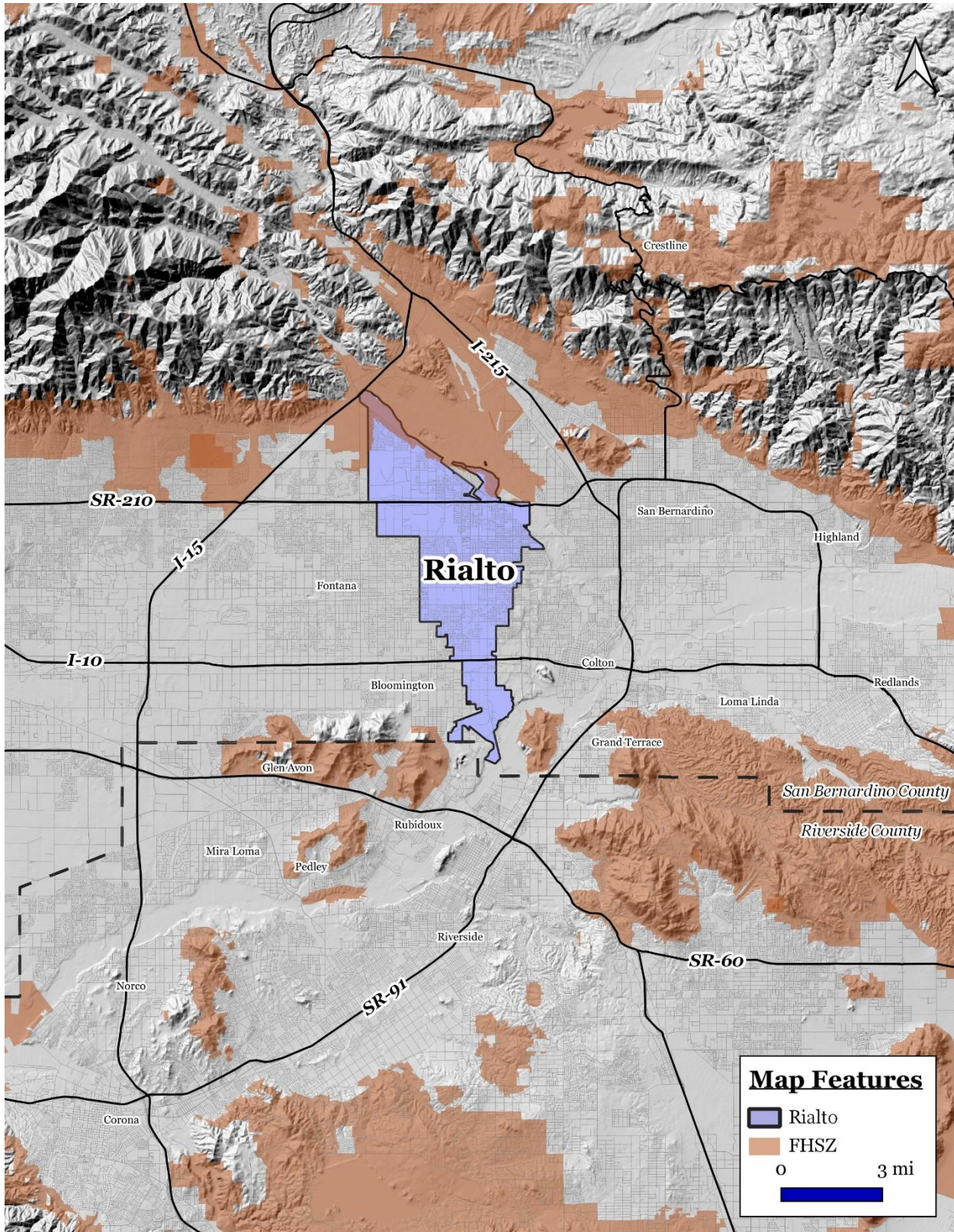


EXHIBIT 3-10
FHSZ MAP
SOURCE: CALFIRE

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* • No Impact

The proposed project will not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project would not result in any significant unmitigable environmental impacts.

- *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)?* • No Impact

The proposed project will not have impacts that are individually limited, but cumulatively considerable. The proposed project will not lead to cumulatively significant impact on any of the issues herein.

- *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* • No Impact

The proposed project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. A mitigation measure has been included in the IS/MND to protect avian species from potential tree removal impacts.
- With the exception of potential traffic impacts, the proposed project *will not* have impacts that are individually limited, but cumulatively considerable. Mitigation has been recommended for cultural resources and tribal/cultural resources in the event such resources are encountered during grading and/or excavation though these impacts are typically site specific and not cumulative. The proposed project will be required to pay its fair share to improve four impacted intersections.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required for mitigation measures related to biological resources impacts, cultural resources impacts, transportation impacts, and tribal/cultural resources impacts.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 5 REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 South Hacienda Boulevard, Suite 107
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Principal
Bryan Hamilton, Project Manager

5.2 REFERENCES

The references herein are noted using footnotes.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

APPENDIX A—AIR QUALITY WORKSHEETS

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 1 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

RILT 005

Mojave Desert Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-Rail	43.11	1000sqft	0.99	43,108.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	180.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	NumDays	1.00	15.00

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 3 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	18.2418	23.1005	17.6048	0.0389	4.9601	0.9704	5.9305	2.5792	0.8929	3.4721	0.0000	3,792.2690	3,792.2690	1.1108	0.0283	3,827.9418
Maximum	18.2418	23.1005	17.6048	0.0389	4.9601	0.9704	5.9305	2.5792	0.8929	3.4721	0.0000	3,792.2690	3,792.2690	1.1108	0.0283	3,827.9418

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	18.2418	23.1005	17.6048	0.0389	4.9601	0.9704	5.9305	2.5792	0.8929	3.4721	0.0000	3,792.2690	3,792.2690	1.1108	0.0283	3,827.9418
Maximum	18.2418	23.1005	17.6048	0.0389	4.9601	0.9704	5.9305	2.5792	0.8929	3.4721	0.0000	3,792.2690	3,792.2690	1.1108	0.0283	3,827.9418

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 4 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1966	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101
Energy	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941
Mobile	0.2706	0.3346	2.2900	4.7700e-003	0.4627	4.0600e-003	0.4667	0.1234	3.8200e-003	0.1272		485.2191	485.2191	0.0259	0.0242	493.0856
Total	1.4697	0.3579	2.3139	4.9100e-003	0.4627	5.8500e-003	0.4685	0.1234	5.6100e-003	0.1290		513.1567	513.1567	0.0265	0.0247	521.1898

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1966	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101
Energy	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941
Mobile	0.2706	0.3346	2.2900	4.7700e-003	0.4627	4.0600e-003	0.4667	0.1234	3.8200e-003	0.1272		485.2191	485.2191	0.0259	0.0242	493.0856
Total	1.4697	0.3579	2.3139	4.9100e-003	0.4627	5.8500e-003	0.4685	0.1234	5.6100e-003	0.1290		513.1567	513.1567	0.0265	0.0247	521.1898

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 5 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	12/30/2022	5	0	
2	Site Preparation	Site Preparation	1/14/2023	2/3/2023	5	15	
3	Grading	Grading	1/17/2023	2/6/2023	5	15	
4	Building Construction	Building Construction	1/19/2023	9/27/2023	5	180	
5	Paving	Paving	6/8/2023	7/19/2023	5	30	
6	Architectural Coating	Architectural Coating	6/15/2023	9/6/2023	5	60	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 64,662; Non-Residential Outdoor: 21,554; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 6 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	18.00	7.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 7 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0354	0.0000	0.0354	3.8200e-003	0.0000	3.8200e-003			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	0.5348	6.1887	3.9239	9.7300e-003	0.0354	0.2266	0.2619	3.8200e-003	0.2084	0.2123		942.4317	942.4317	0.3048		950.0517

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0183	0.0100	0.1472	3.7000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		37.8982	37.8982	1.0800e-003	1.0100e-003	38.2248
Total	0.0183	0.0100	0.1472	3.7000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		37.8982	37.8982	1.0800e-003	1.0100e-003	38.2248

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 8 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0354	0.0000	0.0354	3.8200e-003	0.0000	3.8200e-003			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	0.5348	6.1887	3.9239	9.7300e-003	0.0354	0.2266	0.2619	3.8200e-003	0.2084	0.2123	0.0000	942.4317	942.4317	0.3048		950.0517

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0183	0.0100	0.1472	3.7000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		37.8982	37.8982	1.0800e-003	1.0100e-003	38.2248
Total	0.0183	0.0100	0.1472	3.7000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		37.8982	37.8982	1.0800e-003	1.0100e-003	38.2248

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 9 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6226	0.0000	4.6226	2.4941	0.0000	2.4941			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364,771 3	1,364,771 3	0.4414		1,375,806 2
Total	0.9335	10.1789	5.5516	0.0141	4.6226	0.4201	5.0427	2.4941	0.3865	2.8806		1,364,771 3	1,364,771 3	0.4414		1,375,806 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0292	0.0160	0.2355	6.0000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		60.6372	60.6372	1.7300e-003	1.6100e-003	61.1597
Total	0.0292	0.0160	0.2355	6.0000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		60.6372	60.6372	1.7300e-003	1.6100e-003	61.1597

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 10 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6226	0.0000	4.6226	2.4941	0.0000	2.4941			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364,771 3	1,364,771 3	0.4414		1,375,806 2
Total	0.9335	10.1789	5.5516	0.0141	4.6226	0.4201	5.0427	2.4941	0.3865	2.8806	0.0000	1,364,771 3	1,364,771 3	0.4414		1,375,806 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0292	0.0160	0.2355	6.0000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		60.6372	60.6372	1.7300e-003	1.6100e-003	61.1597
Total	0.0292	0.0160	0.2355	6.0000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		60.6372	60.6372	1.7300e-003	1.6100e-003	61.1597

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 11 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104,608.9	1,104,608.9	0.3573		1,113,540.2
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104,608.9	1,104,608.9	0.3573		1,113,540.2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0102	0.2522	0.1196	1.3800e-003	0.0475	2.2600e-003	0.0497	0.0137	2.1700e-003	0.0156		145.4882	145.4882	6.3000e-004	0.0203	151.5499
Worker	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094
Total	0.0760	0.2882	0.6495	2.7300e-003	0.1954	2.9900e-003	0.1963	0.0529	2.8500e-003	0.0557		281.9218	281.9218	4.5100e-003	0.0239	289.1592

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 12 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104,608.9	1,104,608.9	0.3573		1,113,540.2
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104,608.9	1,104,608.9	0.3573		1,113,540.2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0102	0.2522	0.1196	1.3800e-003	0.0475	2.2600e-003	0.0497	0.0137	2.1700e-003	0.0156		145.4882	145.4882	6.3000e-004	0.0203	151.5499
Worker	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094
Total	0.0760	0.2882	0.6495	2.7300e-003	0.1954	2.9900e-003	0.1963	0.0529	2.8500e-003	0.0557		281.9218	281.9218	4.5100e-003	0.0239	289.1592

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 13 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036,087.8	1,036,087.8	0.3018		1,043,633.1
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036,087.8	1,036,087.8	0.3018		1,043,633.1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094
Total	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 14 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036,087.8	1,036,087.8	0.3018		1,043,633.1
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036,087.8	1,036,087.8	0.3018		1,043,633.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094
Total	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 15 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6505					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	16.8421	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0146	8.0100e-003	0.1178	3.0000e-004	0.0329	1.6000e-004	0.0330	8.7200e-003	1.5000e-004	8.8700e-003		30.3186	30.3186	8.6000e-004	8.0000e-004	30.5799
Total	0.0146	8.0100e-003	0.1178	3.0000e-004	0.0329	1.6000e-004	0.0330	8.7200e-003	1.5000e-004	8.8700e-003		30.3186	30.3186	8.6000e-004	8.0000e-004	30.5799

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 16 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6505					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	16.8421	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0146	8.0100e-003	0.1178	3.0000e-004	0.0329	1.6000e-004	0.0330	8.7200e-003	1.5000e-004	8.8700e-003		30.3186	30.3186	8.6000e-004	8.0000e-004	30.5799
Total	0.0146	8.0100e-003	0.1178	3.0000e-004	0.0329	1.6000e-004	0.0330	8.7200e-003	1.5000e-004	8.8700e-003		30.3186	30.3186	8.6000e-004	8.0000e-004	30.5799

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 17 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2706	0.3346	2.2900	4.7700e-003	0.4627	4.0600e-003	0.4667	0.1234	3.8200e-003	0.1272		485.2191	485.2191	0.0259	0.0242	493.0856
Unmitigated	0.2706	0.3346	2.2900	4.7700e-003	0.4627	4.0600e-003	0.4667	0.1234	3.8200e-003	0.1272		485.2191	485.2191	0.0259	0.0242	493.0856

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-Rail	75.01	75.01	75.01	218,986	218,986
Total	75.01	75.01	75.01	218,986	218,986

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-Rail	0.531780	0.056022	0.172399	0.135630	0.029743	0.007796	0.007114	0.023242	0.000520	0.000194	0.028649	0.001160	0.005752

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 18 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941
NaturalGas Unmitigated	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-Rail	237.389	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941
Total		2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 19 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-Rail	0.237389	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941
Total		2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003		27.9282	27.9282	5.4000e-004	5.1000e-004	28.0941

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1966	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101
Unmitigated	1.1966	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 20 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9225					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1000e-004	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101
Total	1.1966	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 21 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9225					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1000e-004	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101
Total	1.1966	4.0000e-005	4.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.4300e-003	9.4300e-003	2.0000e-005		0.0101

7.0 Water Detail

7.1 Mitigation Measures Water

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

CalEEMod Version: CalEEMod.2020.4.0

Page 22 of 22

Date: 6/14/2022 8:37 AM

RILT 005 - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

APPENDIX B – UTILITY WORKSHEETS

Table 1 Project Name: Madrona Rialto Phase 2

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent	Factor
Residential Uses	Variable	Total Units
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	Variable	Total Floor Area
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	Variable	Floor Area/Rooms
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	Variable	Total Floor Area
Business Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	43,208
Public/Institutional	Variable	Total Floor Area
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

Summary of Project Impacts - Results of analysis identified below. No modifications should be made to this Table.

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	207
Natural Gas Consumption	cubic feet/day	6,753
Water Consumption	gallons/day	2,155
Sewage Generation	gallons/day	1,293
Solid Waste Generation	pounds/day	385

Table 3: Electrical Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	kWh	Variable	kWh/Unit/Day
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	Sq. Ft./Rooms	kWh	Variable	kWh/Sq. Ft./Day
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Business Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	43,208	4.80	kWh/Sq. Ft./Year	207.4
Public/Institutional	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				207.4
Sources:				
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).				
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989				

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0	2.90	Cu. Ft./Mo./Room	0.0
Manufacturing Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Business Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	43,208	4.70	Cu. Ft./Mo./Sq. Ft.	6,753.0
Public/Institutional Use	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				6,753.0
Sources:				
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993				

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Water	Variable	Gals./Day
Single-Family Residential	0	390.00	Gals./Day/Unit	0.0
Medium Density Residential	0	300.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	234.00	Gals./Day/Unit	0.0
Mobile Home	0	234.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Office	0	0.30	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.30	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.30	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.15	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Room	Gals. of Water	Variable	Gals./Day
Specialty Retail Commercial	0	0.15	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.15	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.20	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.50	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.50	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.12	Gals./Day/Sq. Ft.	0.0
Hotel	0	187.50	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Business Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.30	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.30	Gals./Day/Sq. Ft.	0.0
Warehouse	43,208	0.05	Gals./Day/Sq. Ft.	2,155.0
Public/Institutional Use	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Public/Institutional	0	0.12	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.12	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				2,155.0
Sources:				
Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation).				

Table 6: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Effluent	Variable	Gals./Day
Single-Family Residential	0	260.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	156.00	Gals./Day/Unit	0.0
Mobile Home	0	156.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Office	0	0.20	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.20	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.20	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.10	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Gals. of Effluent	Variable	Gals./Day
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.13	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.33	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.00	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	125	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Business Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.20	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.20	Gals./Day/Sq. Ft.	0.0
Warehouse	43,208	0.03	Gals./Day/Sq. Ft.	1,293.0
Public/Institutional Use	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				1,293.0
Source: Los Angeles County Sanitation Districts.				

Table 7: Solid Waste Generation				
Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	No. of Units	Lbs.of Waste	Variable	Lbs./Day
Single-Family Residential	0	12.23	Lbs./Day/Unit	0.0
Medium Density Residential	0	12.23	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	12.23	Lbs./Day/Unit	0.0
Mobile Home	0	12.23	Lbs./Day/Unit	0.0
Office Uses	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Lbs.of Waste	Variable	Lbs./Day
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0		Lbs./Day/Room	0.0
Manufacturing Uses	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Business Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	43,208	385.00	Lbs./Day/1,000 Sq. Ft.	385.0
Public/Institutional Use	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				385.0
Source: City of Los Angeles CEQA Thresholds Guide, 2006, and City of Los Angeles Average Solid Waste Generation Rates, April 1981				

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

APPENDIX C – TRAFFIC MEMO



Memo

To:	David Hammer, City Engineer	From:	Sandhya Perumalla, and Daryl Zerfass PE, PTP
	City of Rialto		Stantec
File:	2042634400	Date:	June 30, 2022

Reference: Traffic Impact Analysis Scope of Work for Phase 2 of the 185 W. Santa Ana Avenue Warehouse Project in the City of Rialto, California

Madrone Real Estate Rialto, LLC is planning to build and expand a previously approved project located at 185 W. Santa Ana Avenue in the City of Rialto, California. The purpose of this memo is to define the scope of work necessary for traffic analysis and to present the Project's new proposed land use (i.e., warehouse) trip generation to the City of Rialto to determine if any additional traffic analysis is required.

A traffic study for the Project site was previously approved by the City in 2021 for a proposed use of the site by SC Fuels. The Project at that time consisted of an approximately 54,500 square-foot warehouse style of building, which would not change and will be Phase 1 of the development. The future occupant of that building, however, will no longer be SC Fuels, and instead the building will be constructed as a "generic" style of warehouse to be sold or leased to a yet-to-be determined occupant. The Project is now proposing a second phase (Phase 2) to increase the size of the approved building by approximately 43,600 square feet.

The site is located on the southwest corner of the Santa Ana Avenue and Riverside Avenue intersection. Primary access to the project would be via two driveways on Santa Ana Avenue. The Project proposes to provide a total of 81 parking spaces. See attachment for the Project site plan.

Trip Generation

Table 1 below summarizes the anticipated trip generation of Phase 1 and Phase 2 of the proposed Project with a comparison to the previously approved use. Trip generation estimates for the proposed use were prepared using standardized Institute of Transportation Engineers (ITE) 11th Edition trip generation rates for the Warehouse land use (150) category. Trip generation estimates for the previously approved use were obtained from the previously approved traffic study¹. See attachment for the trip generation summary from the approved SC Fuels 2021 traffic study.

It should be noted that the trip generation also accounts for truck traffic converted to a Passenger Car Equivalent (PCE), which recognizes that trucks utilize more roadway capacity than does a smaller passenger vehicle. A conservative assumption that all trucks would be 4+ axle trucks has been utilized for the PCE calculation. As shown in Table 1, the proposed Phase 2 of the Project is expected to generate approximately 169 PCE average daily trips (ADT), with 31 PCE trips occurring during the AM peak hour and 34 PCE trips occurring during the PM peak hour. In total, Phase 1 and Phase 2 combined would generate approximately 367 PCE ADT, with 63 PCE trips occurring during the AM peak hour and 71 PCE trips occurring during the PM peak hour.

For comparison, the trip generation from the previously approved SC Fuels 2021 traffic study is also shown in the table. As shown, the construction of Phase 1 and Phase 2 of the generic warehouse use would generate approximately 1,495 fewer PCE daily trips, 266 fewer PCE AM peak hour trips and 300 fewer PCE PM peak

¹Traffic Impact Study, SC Fuels Rialto, 185 W. Santa Ana Avenue, Rialto, California, December 2020

Design with community in mind

\\us0300-pfss01\shared_projects\2042634400\traffic_trans\reports\scoping_phil\mem_rialto_warehouse_phil_scoping_memo_20220630.docx

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

June 30, 2022
David Hammer, City Engineer
Page 2 of 3

Reference: Traffic Impact Analysis Scope of Work for Phase 2 of the 185 W. Santa Ana Avenue Warehouse Project in the City of Rialto, California

hour trips, which is significantly lower than what was evaluated in the approved SC Fuels Project's 2021 traffic study.

Table 1 Project Trip Generation Summary

	Amount	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Trip Generation Warehouse (150)									
Phase 1 Trips	54.500	TSF	23	7	30	9	24	33	124
Trucks Only			0	1	1	1	1	2	37
Passenger Cars Only			23	6	29	8	23	31	87
Trucks with PCE Factor (4+ axle trucks = 3 PCE)			0	3	3	3	3	6	111
Phase 1 Trips (in PCE)			23	9	32	11	26	37	198
Phase 2 Trips	43.600	TSF	22	7	29	9	23	32	107
Trucks Only			0	1	1	0	1	1	31
Passenger Cars Only			22	6	28	9	22	31	76
Trucks with PCE Factor (4+ axle trucks = 3 PCE)			0	3	3	0	3	3	93
Phase 2 Trips (in PCE)			22	9	31	9	25	34	169
Phase 1 + Phase 2 Total Trips (in PCE)			45	18	63	20	51	71	367
Approved Project Trips in PCE (SC Fuels Traffic Study 2021)			169	160	329	177	194	371	1,862
Difference between Current Project and Approved Project			-124	-142	-266	-157	-143	-300	-1,495
Trip Rate Source: Fitted Curve Equation, Institute of Transportation Engineers (ITE), 11th Edition, 2021, with ITE code in parentheses									
ADT - Average Daily Trips									
DU - Dwelling Unit									

Compared to the Project's approved traffic study, since the construction of Phase 1 and Phase 2 of the proposed Project does not generate any net new trips, and a less than one year old comprehensive traffic study exists, the Project is exempt from Traffic Impact Analysis requirements.

As a result of the final rulemaking surrounding Senate Bill 743, Vehicle Miles Traveled (VMT) is used in support of the Project's environmental documentation and complies with the updated California Environmental Quality Act (CEQA) guidelines that incorporates the requirements of Senate Bill 743 (SB 743). The City of Rialto does not have the VMT guidelines. However, per OPR's technical advisory, San Bernardino County, and San Bernardino County Transportation Authority (SBCTA) VMT guidelines, if a project generates less than 110

(See Public Works
Note Below)

Design with community in mind

\\us0300-pfss01\shared_projects\2042634400\traffic_trans\reports\scoping_phil\mem_rialto_warehouse_phii_scoping_memo_20220630.docx

CITY OF RIALTO • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
MADRONA RIALTO PHASE II • 185 W. SANTA ANA AVENUE, RIALTO, CALIFORNIA 92316

June 30, 2022
David Hammer, City Engineer
Page 3 of 3


Reference: Traffic Impact Analysis Scope of Work for Phase 2 of the 185 W. Santa Ana Avenue Warehouse Project in the City of Rialto, California

project trips per day, the project can be presumed to have a less than significant VMT impact. As shown in Table 1 above, since the proposed Project is anticipated to result in fewer trips than the previously approved Project, the Project meets the VMT trip screening criteria of generating fewer than 110 trips per day. Therefore, the Project would have a less than significant impact, and a VMT analysis is not required. (See Public Works

Note Below)
Thank you for the opportunity to provide this scope of work for Phase 2 of the 185 W. Santa Ana Avenue Warehouse project. Please feel free to contact Sandhya or Daryl if you have any questions or if you would like to discuss.

Sincerely,

Stantec Consulting Services Inc.


Daryl Zerfass PE, PTP
Principal, Transportation Planning & Traffic Engineering
Phone: 949 923 6058
Daryl.Zerfass@stantec.com


Sandhya Perumalla ENV SP
Senior Transportation Planner
Phone: 949 923 6074
Sandhya.Perumalla@stantec.com

Attachment: Project Site Plan
Excerpts from Traffic Impact Study, SC Fuels Rialto, 185 W. Santa Ana Avenue, Rialto, California, December, 2020

Approved by:



7/1/22

Public Works Department

Date

Rialto Public Works Note: All previous project conditions including trip generation monitoring still apply to the project. Fair-share calculations may be increased due to trip generation counts in the field per project conditions. In addition, the VMT analysis is not required due to the previous/recent environmental analysis for the SC fuels project on the site. The proposed project would not qualify under the small project threshold. However, as VMT was evaluated previously and/or information regarding VMT could have reasonably been derived or understood from the previous environmental analysis on the site and the project, from a transportation perspective, would generate fewer trips and therefore would likely generate lower VMT, no additional VMT analysis is necessary.



Approved with Note Above: TKE Engineering on behalf of City of Rialto

Design with community in mind
\\us0300-ppfss01\shared_projects\2042634400\traffic_trans\reports\scoping_phil\mem_rialto_warehouse_phil_scoping_memo_20220630.docx

TRAFFIC IMPACT STUDY
SC FUELS RIALTO
185 W. SANTA ANA AVENUE
RIALTO, CALIFORNIA



Prepared for
XEBEC BUILDING COMPANY

3010 Old Ranch Parkway, Suite 480
Seal Beach, CA 90740
Attn: Ms. Brandi Smith,
Development Manager
Tel: 562-284-5001
Email: brandis@xbsinc.com



Prepared by
Crown City Engineers, Inc.

1475 Glen Oaks Boulevard
Pasadena, CA 91105
Tel: 818-730-1970

Under the Supervision of:
Patrick B. Lang, P.E.
Registered Traffic Engineer

December 2, 2020
CCE2019-16 PBL/MYR

APPROVED TRIP GENERATION TABLE PER TRAFFIC IMPACT ANALYSIS REPORT DATED
DECEMBER 2, 2020 AT TRANSPORTATION COMMISSION MEETING HELD ON 12/2/2020 AND
PLANNING COMMISSION HEARING HELD ON 4/14/2021

TABLE 5
TRIP GENERATION BY SC FUELS RIALTO PROJECT

ITE Code/ Land Use	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily* Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
Total Vehicle Trip Generation															
- Fuel Storage and Service, 54.460 KSF	Office 6.440 KSF (Car Trips)	61.18	2.60	75%	25%	9.11	36%	64%	394	13		417	21		3859
	Service 6.357 KSF + Storage 41.663 KSF = 48.020 KSF (Truck Trips)	10.18	2.15	50%	50%	2.15	50%	50%	489	52	52	104	52	52	104
	Passenger Car Equivalent (PCE) Trips (1 truck=3 cars)								1,468	154	154	308	154	154	308
	Total Trips (in PCE)								1,862	169	160	329	177	194	371

Notes:

All trip rates are average rates based on actual traffic counts conducted at the driveway of an existing similar SC Fuels facility located at 2143 S. Cactus Avenue, Rialto, California.

* Daily trips rates were determined from 24-hour manual counts conducted at existing similar SC Fuels facilities at 2143 S. Cactus Avenue, Rialto, California and 218-220 E. Meats Avenue, Orange, California. (See Appendix for details).

Trip generation rates for this type of facility is not available from Institute of Transportation Engineers (ITE)'s publication manual "Trip Generation", 10th Edition, 2017.