



City of Rialto

Council Chambers
150 S. Palm Ave.
Rialto, CA 92376

Regular Meeting Planning Commission

Jerry Gutierrez Chair
John Peukert Vice Chair
Pauline Tidler Commissioner
Dale Estvander Commissioner
Artist Gilbert Commissioner
Al Twine Commissioner
Frank Gonzalez Commissioner
Pam Lee Asst. City Attorney
Gina Gibson Planning Manager
Angela Morales Commission Secretary

Wednesday, July 13, 2016

6:00 PM

Call To Order

Pledge of Allegiance

Roll Call

Chair Jerry Gutierrez, Vice-Chair John Peukert, Artist Gilbert, Al Twine, Dale Estvander, Pauline Tidler, Frank Gonzalez

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

- 1 [16-502](#) Minutes from the June 29, 2016 Planning Commission meeting.
Attachments: [PC Minutes 6-29-2016](#)
- 2 [16-443](#) Minutes from the June 8, 2016 Planning Commission meeting.
Attachments: [PC Minutes 6-8-2016](#)
- 3 [16-504](#) Minutes for the May 25, 2016 Planning Commission meeting.
Attachments: [PC Minutes 5-25-2016](#)

Public Hearings

- 1 [16-494](#) Request Planning Commission to adopt a Resolution recommending approval of **Conditional Development Permit No. 816** for a 1,094,900 square foot distribution center for Monster Energy within the Business Center (B-C) Zone of the Renaissance Specific Plan located at the northeast corner of Locust Avenue and Miro Way and **Environmental Assessment Review No. 16-33** for an Addendum to the previously certified Environmental Impact Report for the Renaissance Specific Plan.

Attachments: [Aerial](#)
[Site Plan without Mezzanine](#)
[Public Hearing- Location Map](#)
[Monster Property Boundary Dims](#)
[Monster Energy Site Photos](#)
[Monster- Addendum to EIR_062816](#)
[Monster-Appendix A](#)
[EAR 16-33 PC Resolution Addendum](#)
[Draft Resolution for CDP 816](#)

Action Items

None

Planning Division Comments

Next Meeting Date July 27, 2016

Planning Commission Comments

Adjournment



City of Rialto

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Legislation Text

File #: 16-502, Version: 1

Minutes from the June 29, 2016 Planning Commission meeting.



City of Rialto

Council Chambers
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Legislation Text

File #: 16-443, Version: 1

Minutes from the June 8, 2016 Planning Commission meeting.



City of Rialto

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Legislation Text

File #: 16-504, Version: 1

Minutes from the May 25, 2016 Planning Commission meeting.



City of Rialto

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Legislation Text

File #: 16-494, Version: 1

For Planning Commission Meeting July 13, 2016

TO: Chair and Members of the Planning Commission

APPROVAL: Robb Steel, Asst. CA/Development Services Director

FROM: Gina M. Gibson, Planning Manager

Request Planning Commission to adopt a Resolution recommending approval of **Conditional Development Permit No. 816** for a 1,094,900 square foot distribution center for Monster Energy within the Business Center (B-C) Zone of the Renaissance Specific Plan located at the northeast corner of Locust Avenue and Miro Way and **Environmental Assessment Review No. 16-33** for an Addendum to the previously certified Environmental Impact Report for the Renaissance Specific Plan.

BACKGROUND:

Monster Energy, located at 1 Monster Way, Corona CA 92879 filed a request to construct a 1,094,900 square feet industrial building located at the northeast corner of Locust Avenue and Miro Way. The site consists of six lots (Assessor Parcel Numbers 0240-251-21, 0240-251-22, 0240-251-23, 0240-251-24, 0240-251-25, and 0240-251-32). Property formerly owned by the Rialto Airport is adjacent to the site on the north; Miro Way lies to the south; and Locust Avenue lies to the east. The eastern property line is approximately 760 feet west of Linden Avenue within the Renaissance Specific Plan area (60b).



Surrounding Land Use and Zoning

Location	Existing Land Use	Zoning
Site	Vacant Land	Business Center
North	Vacant	Business Center
East	Vacant	Business Center
South	Miro Way	Public Right of Way/Employment
West	Locust Avenue	Public Right of Way/Business Center

General Plan Designations

Location	General Plan Designation
Site	Specific Plan (Renaissance SP)
North	Specific Plan (Renaissance SP)
East	Specific Plan (Renaissance SP)
South	Specific Plan (Renaissance SP)
West	Specific Plan (Renaissance SP)

Site Characteristics

The property is relatively flat and slopes slightly towards the south/southeast. The project site is located on the USGS 7.5-Minute Topographic Map of the Devore, California Quadrangle, 1996. It is approximately 1,430 feet above mean sea level. The project site is located on a portion of the former

Rialto Municipal Airport. Developed areas of the project site are comprised of impervious surfaces such as runways, taxiways, building foundations and vehicle parking lots. Active demolition is occurring on the project site to remove the developed areas. The vegetation present in the undeveloped areas of the airport between taxiways and runways consist of predominately disturbed, Riversidian Sage Scrub.

Entitlements Requirements

Per the EDC Review Procedure of the Administration portion of Section 7 (Implementation) of the Renaissance Specific Plan, the establishment of a building larger 500,000 square feet requires a Conditional Development Permit. The Applicant filed Conditional Development Permit No. 816 to seek approval for the construction of the 1,094,900 square foot distribution center.

ANALYSIS/DISCUSSION

Proposal

The proposed development is subject to the standards set forth in the Renaissance Specific Plan approved in 2010. This report analyzes development plans submitted to the Planning Division on July 7, 2016. Monster Energy will modify the plans to meet the development standards of the Renaissance Specific Plan and the City’s Design Guidelines. The project site is approximately 48.8 acres. Monster Energy will construct a single building of approximately 1,094,900 square feet in size comprised of:

Square Feet	Use	Parking	Spaces
624,609	warehouse		1 space per 1,029 square feet up to 40,000 square feet plus 1 space per 4,000 square feet for area in excess of 40,000 square feet
221,520	marketing products storage		
221,520	events equipment storage		
27,251	office		1 space for every 250 square feet
1,094,900	TOTAL		407

The table below compares the site plan for the Monster Energy project with the development standards for industrial development in the Renaissance Specific Plan Business Center zone:

Renaissance Specific Plan Business Center Standards	
Standard	Proposed
0.55 FAR maximum	2,125,728 sq. ft./1,094,900 sq. ft. 0.51 FAR
1 acre minimum	48.8 acres
200 feet lot width minimum	1,798.5 feet along Miro Way

200 feet lot depth minimum	1,119 feet along Locust Ave
10% site landscaping	14%
30-foot average / 25-foot minimum front side setback (Miro Way)	88-foot minimum including an 8 foot landscape easement
30-foot average / 25-foot minimum front side setback (Locust Avenue)	30-foot minimum with an 8 foot landscape easement
20-foot interior side setback	20 feet
25-foot average/20-foot minimum rear setback	25-foot average
75 feet height maximum	45 feet high
6 maximum stories	1 story
10-foot building separation	Not applicable
Parking (407 auto spaces): 297 warehouse 110 spaces for office 1 trailer space for every dock door	Parking (407 auto spaces minimum): 297 warehouse 110 spaces for office Exceeds 1 trailer space for every dock door
General Business Development Standards	Added as a Condition of Approval
Screening	Minimum 14-foot screen wall
Locust Avenue secondary arterial	84 foot ROW with an 8 foot parking bike line, signed and striped
Miro Way secondary arterial	84 foot ROW with an 8 foot parking bike line, signed and striped
Business Marker sign required at the SE of the site	Will be required to denote and label sign on the site plan
Rialto Municipal Code Design Guidelines	
Standard	Proposed
10% of parking area landscape	26%
Minimum 3 foot architectural projections and height variations	3-foot height and depth architectural projections shown

The project must be modified to meet the standards in the Renaissance Specific Plan. First, the Resolution includes a Condition of Approval requiring specification of the dimensions of the parking area and the parking lot landscaped areas on the site plan and landscape plan. Second, the Resolution also includes a Condition of Approval addressing the minimum screening height for the wall. The proposed 14-foot screen wall is the minimum height needed to screen the dock doors. The wall height may increase from 14 feet depending on the manner in which the site is graded. Third, the Resolution includes a Condition of Approval requiring architectural articulation to create variation in the building height and wall depth every 150 linear feet. Lastly, the Resolution includes a Condition of Approval requiring compliance with the General Business Standards for Refuse and Recycling, Walls and Fences, Screening, Property Maintenance, Lighting, Noise Control, Operational Restrictions, Transportation Control Measures. The Renaissance Specific Plan requires these general business standards for all non-residential development.

Monster expects to commence construction in 2016.

Parcelization

Currently, the legal parcel as shown on the Site plan does not exist and must be conveyed from the City to the developer by a metes and bounds survey. The survey will not address the merger of the individual parcels into one developable lot and Monster Energy will file either a A Tentative Map or a Lot Merger shall be filed to consolidate the lots into one 48.8-acre site. Two remainder parcels will be created as a result of creating the subject parcel, which will be required to meet the minimum lot depth, width, and size or be merged with existing adjacent parcels.

Wireless Telecommunications Facility

A wireless telecommunication facility currently exists along the property frontage on Miro Way, which will remain operational. Negotiations among the City of Rialto, Lewis-Hillwood and Monster Energy are ongoing to determine whether the parties will create a separate legal parcel for the facility or incorporate the facility into the site design. The Development Review Committee will address the determination as a condition of approval during the Precise Plan of Design entitlement phase of the project.

Site Access

Vehicular access provisions for the project site consist of three full-movement driveways -- two on Locust Avenue and one on Miro Way. Passenger vehicles would enter the site via any of the driveways, depending on which is closest to their parking area destination. Trucks would enter the site via the Miro Way driveway or the south Locust Avenue driveway, if destined for the loading docks on the south side of the building; and via the north Locust Avenue driveway, if destined for the loading docks on the north side of the building. Monster Energy will modify the truck entry access points to allow appropriate stacking of vehicles on-site. The Resolution adds a Condition of Approval regarding minimum stacking for trucks.

All points of ingress/egress are unsignalized. All gated areas have required access control for Fire Department/Safety access; the site will be designed for truck staging and circulation, which would also provide Fire Department access to and circulation throughout the project site.

The Transportation Commission conditioned the project to install the traffic signal at Locust Avenue and Miro Way on June 1, 2016. The Commission approved the project, if Monster Energy accepts mitigation measures, fair share costs for improvements and Conditions of Approval. .

Bicycle Lanes

Both Miro Way and Locust Avenue require an 8-foot bike/parking lane. The Resolution includes a Condition of Approval that requires signing and striping according to the street cross sections in the Renaissance Specific Plan.

Parking

The site plan shows all automobile and truck trailer parking on site for employees, visitors and operators. A total of 407 spaces for vehicular parking is required and one truck space for each dock door. The majority of auto parking is on the west side of the warehouse adjacent to Locust Avenue and along the east side of the warehouse. Truck trailer parking is located on the north and south sides of the site.

Landscaping

The landscape plan shows an 88-foot minimum landscaped setback including an 8-foot landscape easement on Miro Way and a 30-foot minimum landscaped setback with an 8-foot landscape easement on Locust Avenue. Landscaping within the parkways would include irrigated trees and groundcover. According to the grading and site plans, Monster will utilize a portion of the landscape buffer adjacent to Miro Way as a detention basin. In addition to the landscaped setbacks, a minimum of 10% of the parking areas will be landscaped.

Grading

The project site slopes from the highest point at the north property line to the lowest point at the south property line. The total cut quantity associated with site grading is approximately 170,000 cubic yards (CY), and the total fill quantity is approximately 170,000 CY, which will result in a balanced site.

Lighting

The site plan shows lighting for circulation, safety, and security. Light poles are shown at a maximum of 30 feet above finished grade and enclosed within landscape planters in the passenger vehicle parking lot. Lighting levels would be a minimum of 1.5 foot-candle maintained across the surface of the parking areas. The parking areas will be lit at night seven days per week. The City requires a lighting plan with submittal of the construction plans.

Hours of Operation

The proposed project would operate 24 hours per day, seven days a week.

Infrastructure and Off-site Improvements

Water, sewer, and power extensions to the project site will be extended from existing or from future lines in Locust Avenue and Miro Way as designated in the infrastructure and utility maps in the Specific Plan. The project site is located within a larger tributary of the Cactus Basin System. Ultimately, the site will discharge storm water to Storm Line C in Miro Way and discharge into Basin 3 of the Cactus Basin System. Line C is a constructed 78-inch storm sewer in Miro Way between Locust Avenue and Linden Avenue fronting the project site. Cactus Basin 3 has not been constructed to its ultimate condition and the County Flood Control District limits storm water discharges. As such, on-site detention basins will detain the near-term storm water which will function as infiltration basins in the near-term condition. Once the Flood Control District constructs Cactus Basin 3 to its ultimate condition, the detention basins will discharge into a 42-inch reinforced concrete pipe (RCP) storm drain, which will connect to the 78-inch storm sewer within Miro Way. Any other improvements required as a part of the proposed Project would either be completed as a part of the Project or through the payment of fair-share fees.

Fiscal Impact/Economic Development

The applicant will pay development impact fees to the City to mitigate the capital facility burdens upon the City. The applicant will pay approximately \$5,500,000 for various development impact and fair share fees levied by Ordinance as identified in the Traffic Impact Analysis.

The project will generate approximately \$201,200 in direct annual recurring revenues to the City General Fund. The applicant will pay increased property taxes, business license taxes, and utility

taxes as estimated in the table below. The project will also produce indirect revenues to the City, such as sales taxes from employee purchases. Furthermore, the project will generate approximately 150 jobs with a warehouse use tenant. Not only will the project provide additional employment opportunities for City of Rialto residents, but it will also result in employees spending their discretionary income as they frequent local restaurants, gas stations, and other local businesses.

Estimated Economic Benefits of Monster Project

Property Taxes

Current AV		\$0
FY16/17 AV	1,100,000@ \$70.00	\$77,000,000
Incremental AV		\$77,000,000
General Levy Tax Rate		1.0%
City Share		14.0%
Estimated Annual Property Tax (Rialto)		\$107,800

Utility Taxes

Monthly Utility Costs		\$40,000
Annual Utility Costs		\$480,000
Annual Utility Taxes @ 8%		\$38,400

Business License Taxes

Distribution Use	\$0.05 psf	1,100,000	\$55,000
			\$0
Total Business License Taxes			\$55,000

Total Annual Economic Benefit (A+B+C) \$201,200

<u>Employment</u>	<u>Ratio</u>	<u>Job psf</u>	<u>Jobs</u>
Warehouse User			150

ENVIRONMENTAL

The City of Rialto is the Lead Agency as set forth in CEQA Section 21067 and is responsible for reviewing and approving the Addendum to the Renaissance Specific Plan Final EIR. The City will consider the following discretionary approvals for the Monster Energy Distribution Center Project:

- Addendum to the 2010 Program EIR
- Conditional Development Permit (CDP)
- Precise Plan of Design (PPD)

An Addendum to the Renaissance Specific Plan Final EIR (Final EIR) and associated technical studies evaluate the potential impacts associated with the construction and operation of the project. The addendum and the associated technical studies are included as an attachment to this report.

STAFF RECOMMENDATION:

It is recommended that the Planning Commission:

- 1) Adopt a Resolution recommending approval of the Conditional Development Permit to the City Council; and
- 2) Adopt a Resolution recommending approval of the Addendum to the previously certified Environmental Impact Report for the proposed project.



Renaissance Specific Plan
 Project Area

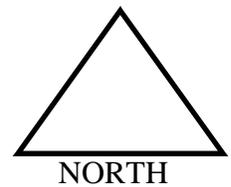
Figure 2: Project Vicinity

Location Map

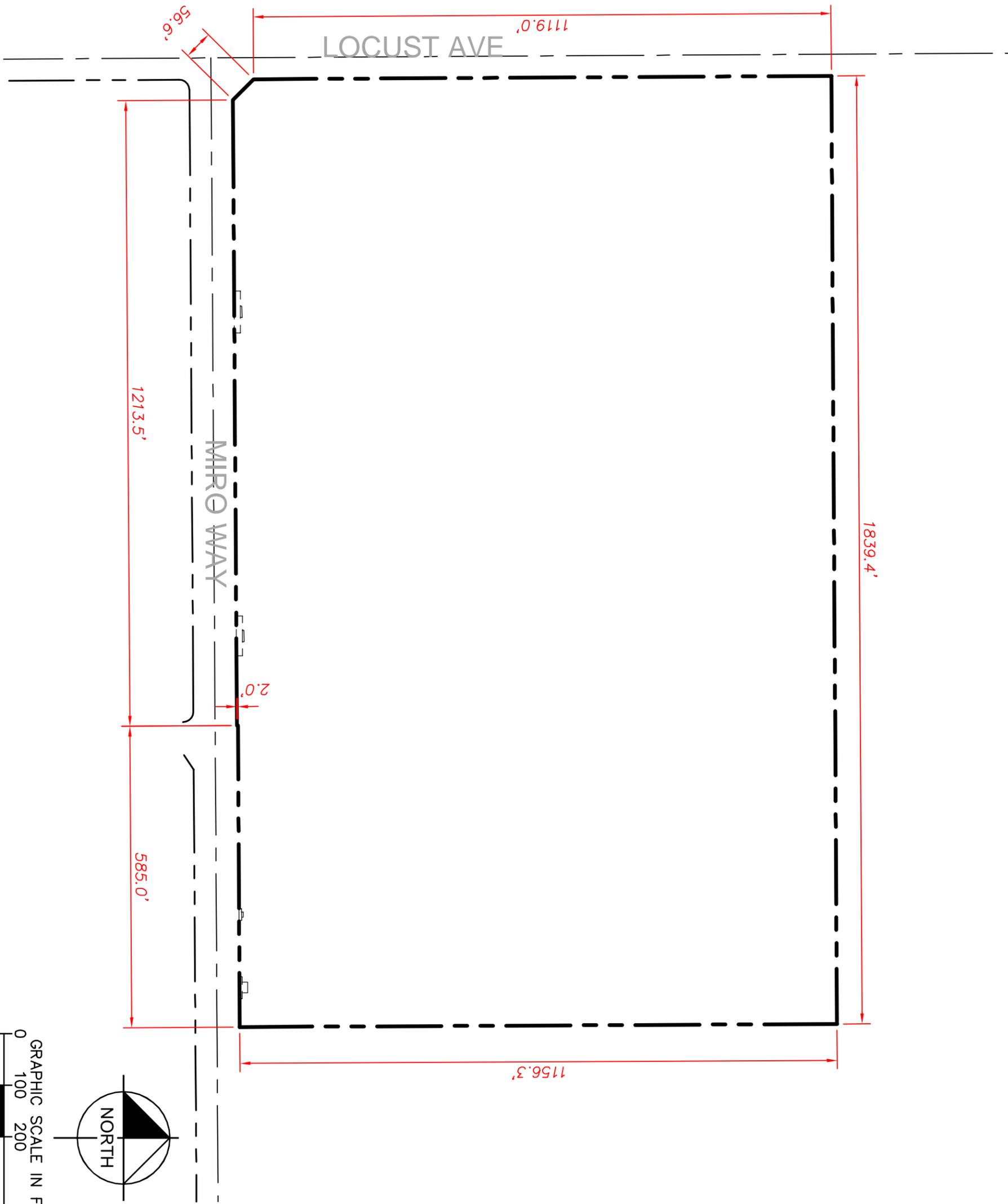


CITY OF RIALTO PLANNING DIVISION

CONDITIONAL DEVELOPMENT PERMIT NO. 816 TO ALLOW THE CONSTRUCTION OF A 1,099,046 SQUARE DISTRIBUTION CENTER FOR MONSTER ENERGY IN THE BUSINESS CENTER ZONE OF THE RENAISSANCE SPECIFIC PLAN LOCATED AT THE NORTHEAST CORNER OF LOCUST AVENUE AND MIRO WAY AN ADDENDUM **ENVIRONMENTAL ASSESSMENT REVIEW NO. 16-33** TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE RENAISSANCE SPECIFIC PLAN HAS BEEN PREPARED FOR THIS PROJECT IN ACCORDANCE WITH SECTION 15164 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. (APPLICANT: MONSTER ENERGY, INC).



**Planning
Commission Date:
July 13, 2016**



KHA PROJECT	LICENSED PROFESSIONAL
DATE	_____
SCALE AS SHOWN	
DESIGNED BY	
DRAWN BY	
CHECKED BY	DATE:

Kimley»Horn
 401 B STREET, SUITE 600, SAN DIEGO, CA 92101
 PHONE: 619-234-9411
 WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY

SHEET NUMBER	
--------------	--



Photo 1: Former Airport office, demolished to pad.



Photo 2: View facing east former airport entrance.

 <p>765 The City Drive, Suite 200 Orange, California 92868 Phone (714)939-1030</p>	Site Photos	
	NWC Maple Ave and Miro Way Rialto, CA	
	Job No. 095992001	
		Not to scale
		Page 1 of 6



Photo 3: View facing north from southeastern corner of Site.



Photo 4: Cell tower and associated generator located in southeastern corner of Site.

 <p>765 The City Drive, Suite 200 Orange, California 92868 Phone (714)939-1030</p>	Site Photos	
	NWC Maple Ave and Miro Way Rialto, CA	
	Job No. 095992001	
		Not to scale
		Page 2 of 6



Photo 5: Stockpiles of materials stored in former infield areas. Stockpiles are from demolition activities taking place at the airport.



Photo 6: Concrete pipe stored near stockpiles. Pipe was collected during demolition.

 <p>765 The City Drive, Suite 200 Orange, California 92868 Phone (714)939-1030</p>	Site Photos	
	NWC Maple Ave and Miro Way Rialto, CA	
	Job No. 095992001	
		Not to scale
		Page 3 of 6



Photo 7: View facing east from western edge of former runway.



Photo 8: View facing south from northwestern corner of Site.

 <p>765 The City Drive, Suite 200 Orange, California 92868 Phone (714)939-1030</p>	Site Photos	
	NWC Maple Ave and Miro Way Rialto, CA	
	Job No. 095992001	
		Not to scale
		Page 4 of 6



Photo 9: View facing west from midpoint of Site.



Photo 10: Loose gravel and fill material and location of former USTs associated with Sherriff's facility.

 <p>765 The City Drive, Suite 200 Orange, California 92868 Phone (714)939-1030</p>	Site Photos	
	NWC Maple Ave and Miro Way Rialto, CA	
	Job No. 095992001	
		Not to scale
		Page 5 of 6



Photo 11: Loose gravel and fill material at location of former UST associated with airport fuel island.

Kimley»Horn <i>765 The City Drive, Suite 200 Orange, California 92868 Phone (714)939-1030</i>	Site Photos	
	NWC Maple Ave and Miro Way Rialto, CA	
	Job No. 095992001	Not to scale
		Page 6 of 6

MONSTER ENERGY DISTRIBUTION CENTER

ADDENDUM TO THE RENAISSANCE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT

**STATE CLEARINGHOUSE #2006071021
VOLUME 1 OF 3**

Prepared For:

City of Rialto
150 South Palm Avenue
Rialto, CA 92376

Prepared By:

Kimley-Horn and Associates, Inc.
401 B Street, Suite 600
San Diego, California 92101

June 2016

TABLE OF CONTENTS VOLUME I

1	Purpose of the Addendum	1
2	Description of Proposed Project	4
3	Renaissance Specific Plan Environmental Impact Analysis Summary	10
4	Monster Energy Distribution Center Project Environmental Impact Analysis and Project Approvals.....	12
5	Determination of Appropriate CEQA Documentation	102
6	Conclusion	105
7	References.....	106

LIST OF FIGURES

Figure 1: Regional Location.....	7
Figure 2: Project Vicinity	8
Figure 3: Site Plan.....	9

LIST OF TABLES

Table 1: Construction Emissions Without Mitigation	20
Table 2: Construction Emissions With Mitigation.....	21
Table 3: Maximum Daily Operational Emissions	22
Table 4: Risk Assessment Findings	28
Table 5: Greenhouse Gas Emissions – Construction.....	43
Table 6: Greenhouse Gas Emissions – Operations with GHG Reductions and Mitigation	43
Table 7: Traffic-Related Noise Levels along Project Roadways (dBA CNEL)	68
Table 8: Existing Conditions – Intersection Operations.....	80
Table 9: Existing Conditions – Roadway Operations	80
Table 10: Existing Plus Growth – Intersection Operations	81
Table 11: Existing Plus Growth – Roadway Operations	82
Table 12: Existing Plus Growth Plus Project – Intersection Operations.....	84
Table 13: Existing Plus Growth Plus Project – Roadway Operations.....	85
Table 14: Cumulative Without Project – Intersection Operations	86
Table 15: Cumulative Without Project – Roadway Operations	87
Table 16: Cumulative Plus Project – Intersection Operations	89

Table 17: Cumulative With Project – Roadway Operations..... 90
Table 18: Estimated Wastewater Generation 97
Table 19: Solid Waste Generation 100

LIST OF APPENDICES

- A. Mitigation Monitoring and Reporting Program
- B. Air Quality and Greenhouse Gas Technical Report
- C. Burrowing Owl Survey Report
- D. Geotechnical Investigation
- E. Phase I Environmental Site Assessment (see Volumes I and II)
- F. Noise and Vibration Impact Assessment (see Volume II)
- G. Traffic Impact Analysis (see Volume III)

1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§ 21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§ 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Rialto.

Section 15164(a) of the State CEQA Guidelines states that “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent EIR or Negative Declaration is only required when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Renaissance Specific Plan Final Environmental Impact Report (Final EIR)¹ (State Clearinghouse [SCH] No. 2006071021) was prepared by the City of Rialto (City), acting as the Lead Agency, in accordance with CEQA and the State CEQA Guidelines to evaluate the potential environmental impacts associated with the implementation of the Renaissance Specific Plan (Specific Plan) Project inclusive of roadway and infrastructure requirements to support the Specific Plan. The Final EIR was certified and the Specific Plan Project was approved by the City Council on November 9, 2010. The Specific Plan area is 1,445.3 gross acres located within the northwestern portion of the City. It is planned as an integrated community of

¹ As set forth in CEQA Guidelines Section 15132, the Final EIR consists of the Draft EIR, comments received on and responses to comments on the Draft EIR, and any other information added by the Lead Agency.

varied housing types located near, and linked to, places of employment, retail uses, services, and schools. The Specific Plan will accommodate 16.2 million square feet (sf) of business and commercial uses (inclusive of 835,200 sf of already existing uses); 1,667 dwelling units; a school; a community park; and multiple neighborhood parks proximate to one another and organized in a grid pattern. Required infrastructure improvements were identified in the Specific Plan and their potential environmental impacts were evaluated as a part of the Specific Plan Project in the Final EIR. As addressed in the Final EIR, infrastructure improvements associated with the Specific Plan include circulation; water, wastewater and sewer systems; the storm water drainage system; and other utility systems.

Monster Energy (Applicant) is currently proposing the development of a single building of approximately 1,099,046 square feet in size with 624,609 square feet of warehouse use, 221,520 square feet of marketing products storage use, 221,520 square feet of events equipment storage use and 31,397 square feet of office space, located on 48.8 acres of land within the boundaries of the Renaissance Specific Plan. The proposed Project will house integrated storage and maintenance operations, as well as marketing and sales support operations. The proposed Project will support only Monster Energy activities which shall be phased in over time.

The proposed Monster Energy Distribution Center site (project site) comprises the western and central portion of Planning Area 60b within the Renaissance Specific Plan. A strip of land approximately 123 feet in width along the northern portion of Planning Area 60b is excluded from the project site. The project site is located approximately one-half mile south of State Route 210 (SR-210), north of Miro Way, east of Locust Avenue and 760 feet west of Linden Avenue. Vehicular access for the project site would consist of three full-movement driveways for both trucks and passenger vehicles: two on Locust Avenue and one on Miro Way. Passenger vehicles would enter the site via any of the driveways, depending on which is closest to their parking area destination. Trucks would enter the site via the Miro Way driveway or the south Locust Avenue driveway, if destined for the loading docks on the south side of the building; and via the north Locust Avenue driveway, if destined for the loading docks on the north side of the building. All entrances to the site would be unsignalized. The proposed Project will be located on land that was part of the Rialto Airport, which is currently being demolished. The Applicant, or a wholly-owned subsidiary, will own the land and building. The Specific Plan zoning designation for the site is "Renaissance Specific Plan – Business Center;" permitted uses include but are not limited to larger industrial, distribution, and manufacturing.

The purpose of this Addendum is to analyze any potential differences between the impacts identified in the Final EIR and those that would be associated with the proposed Project. Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding whether to approve development on the project site. As part of its decision-making process, the City is required to review and consider whether the proposed Project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the Final EIR. Additional CEQA review beyond this Addendum would only be triggered if the project created new significant impacts or impacts that are more severe than those disclosed in the Final EIR used to approve the Specific Plan Project in 2010. To use an Addendum as the appropriate CEQA document for the proposed Project, the City must find that major revisions to the Final EIR are not necessary and that none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of additional CEQA documentation has occurred.

As detailed herein, the proposed Project would result in no new significant impacts that were not analyzed in the Final EIR, nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project

would either be the same or less than those described in the Final EIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Final EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the previously certified Final EIR is the appropriate environmental documentation for the proposed Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the Final EIR and the previously adopted Mitigation Monitoring and Reporting Program (MMRP), as augmented by this Addendum.

Please note that a Notice of Preparation (NOP) for the Renaissance Specific Plan (RSP) Amendment Project was issued in January 2015. The Draft Subsequent Environmental Impact Report (SEIR) for the RSP Amendment is in process; therefore, this Addendum will analyze the changes between the proposed Project and those analyzed in the 2010 Final EIR and not the pending RSP Amendment SEIR.

2 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Setting and Location

The project site is located within the northwestern area of the City of Rialto (City) in San Bernardino County. The site is generally bound by property formerly owned by the Rialto Airport to the north; Miro Way to the south; and Locust Avenue to the east. The eastern property line is approximately 760 feet west of Linden Avenue within the Specific Plan area. This Addendum to the Renaissance Specific Plan Final EIR (Final EIR) and the associated technical studies evaluate the potential impacts associated with the construction and operation of a 1,099,046-square-foot distribution center. The building is being planned to accommodate a single-tenant user; Monster Energy. **Figure 1: Regional Location** and **Figure 2: Project Vicinity**, depict the site in a regional and local context, respectively.

The project site is approximately 48.8 acres and will involve the development of a single building of approximately 1,099,046 square feet in size with 624,609 square feet of warehouse use, 221,520 square feet of marketing products storage use, 221,520 square feet of events equipment storage use and 31,397 square feet of office space. Assessor Parcel Numbers (APNs) 0240-251-21, 0240-251-22, 0240-251-23, 0240-251-24, and 0240-251-25 comprise the property. The site is located in Specific Plan Planning Area 60b.

The City will convey the project site to the Applicant by way of a metes and bounds description. Once conveyed, the project site will contain lot lines related to the former underlying parcels. The Applicant will execute an agreement which will tie the former underlying strips of land together and the Applicant will subsequently pursue a parcel map or lot merger, to actually merge the former underlying strips of land.

Following conveyance of the project site to the Applicant, the City will retain ownership of a strip of land to the north of the project site and a strip of land to the east of the project site. Those remnant strips of land will be incorporated into adjacent parcels to the north, at such time as those adjacent parcels are subdivided.

The property is relatively flat and slopes slightly towards the south/southeast. The project site is located on the USGS 7.5-Minute Topographic Map of the Devore, California Quadrangle, 1996. It is approximately 1,430 feet above mean sea level. The project site is located on a portion of the former Rialto Municipal Airport. Developed areas of the project site are comprised of impervious surfaces such as runways, taxiways, building foundations and vehicle parking lots. Active demolition is occurring on the project site to remove the developed areas. The vegetation present in the undeveloped areas of the airport between taxiways and runways consist of predominately disturbed Riversidian sage scrub.

Both existing and planned industrial uses border the project site on the eastern, western and southern boundaries. To the immediate north is an approximately 123 foot strip of vacant land that has a Specific Plan land use designation of Business Center. Beyond that is vacant land that has a Specific Plan land use designation of Buffer (Private Park/Paseo) (Planning Area 61a), Public Park (Planning Area 40) and Medium High Density Residential (Planning Area 41).

Site Access

Vehicular access provisions for the project site would consist of three full-movement driveways for both trucks and passenger vehicles -- two on Locust Avenue and one on Miro Way. Passenger vehicles would enter the site via any of the driveways, depending on which is closest to their parking area destination.

Trucks would enter the site via the Miro Way driveway or the south Locust Avenue driveway, if destined for the loading docks on the south side of the building; and via the north Locust Avenue driveway, if destined for the loading docks on the north side of the building.

All points of ingress/egress would be unsignalized. All gated areas would have required access control for Fire Department access; the site would be designed for truck staging and circulation, which would also provide Fire Department access to and circulation throughout the project site.

2.1.1 Parking

All automobile and truck trailer parking would be provided on site. The project site would provide 423 parking stalls for employees and visitors. The majority of auto parking would be provided along the west side of the warehouse adjacent to Locust Avenue and along the east side of the warehouse.

The project site includes 243 trailer parking stalls to support the 164 dock doors. The City requires a 1 to 1 ratio of dock doors to trailer stalls. All truck parking would be provided on the north and south sides of the site.

2.1.2 Landscaping

Of the 48.8 acre site, approximately 7.85 acres (or approximately 16.1% of the site) would be landscaped. The landscaping requirements for development under the Specific Plan Business Center designation and City of Rialto landscaping guidelines is 10 percent site coverage. This includes an 8-foot-wide landscape easement along Miro Way and Locust Avenue. Landscaping within the parkways would include irrigated trees and groundcover.

2.1.3 Lighting

Site lighting would be used to provide adequate lighting for circulation, safety, and security. The project site assumes that night lighting would be provided seven days per week. Outdoor lighting for the parking areas would be provided consistent with the requirements set forth in the Specific Plan. Light poles would be a maximum of 30 feet above finished grade and enclosed within landscape planters in the passenger vehicle parking lot. Lighting levels would be a minimum of 1.0 foot-candle maintained across the surface of the parking areas. Additionally, a lighting plan is required by the City and would be submitted with construction plans.

2.1.4 Hours of Operation

The proposed project would operate 24 hours per day, seven days a week.

2.1.5 Infrastructure and Off-site Improvements

Consistent with the assumptions set forth in the Final EIR, development of the site would be served via water, sewer, and power extensions, as available, to the project site from existing or from future lines in Locust Avenue and Miro Way per the Specific Plan. The project site is located within a larger tributary of the Cactus Basin System. Ultimately the site will discharge storm water to Storm Line C in Miro Way and discharge into Basin 3 of the Cactus Basin System. Line C is a constructed 78-inch storm sewer in Miro Way between Locust Avenue and Linden Avenue fronting the project site. Cactus Basin 3 has not been constructed. As such, in the near-term storm water will be detained on-site in detention basins, which will function as infiltration basins in the near-term condition. Once Cactus Basin 3 has been constructed, the detention basins will discharge into a 42-inch reinforced concrete pipe (RCP) storm drain which will connect to the 78-inch storm sewer within Miro Way. Any other improvements required as a part of the proposed Project would either be completed as a part of the Project or through the payment of fair-share fees.

2.2 Construction Schedule

Construction is expected to begin in 2016. The total cut quantity associated with site grading would be approximately 170,000 cubic yards (cy), and the total fill quantity would be approximately 170,000 cy resulting in a balanced site. The Addendum analysis has assumed that the proposed Project would require approximately twelve months of construction to complete.

2.3 Project Approvals

The City of Rialto is the Lead Agency as set forth in CEQA Section 21067 and is responsible for reviewing and approving the Addendum to the Renaissance Specific Plan Final EIR. The City will consider the following discretionary approvals for the Monster Energy Distribution Center Project:

- Precise Plan of Design (PPD)
- Conditional Development Permit (CDP)
- Tentative Parcel Map or Lot Merger

Additional permits may be required upon review of construction documents. Other permits required for the Project may include but are not limited to the issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; and permits for new utility connections.

Figure 1: Regional Location

Figure 2: Project Vicinity

Figure 3: Site Plan

3 RENAISSANCE SPECIFIC PLAN ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The Final EIR found the following to be significant unavoidable impacts:

- Air Quality: Construction and operational emissions;

Air Quality: Inconsistency with Air Quality Management Plan;

- Air Quality: Cumulative air quality emissions;
- Noise: Cumulative and project level vehicular noise off site (permanent increase);
- Traffic: Freeway segments from project and cumulative traffic;
- Greenhouse Gas Emissions (Climate Change): Generation of GHG emissions; and
- Greenhouse Gas Emissions (Climate Change): Conflict with applicable plans.

The Final EIR found the following effects to be less than significant with the incorporation of mitigation:

- Air Quality: Exposure of sensitive receptors to substantial pollutant concentrations (health risk);
- Biological Resources: Modification of Coastal California Gnatcatcher habitat;
- Biological Resources: Modification of San Bernardino Kangaroo Rat habitat;
- Biological Resources: Modification of Burrowing Owl habitat;
- Biological Resources: Construction during bird nesting season;
- Biological Resources: Riparian habitat;
- Cultural Resources: Damage to prehistoric archaeological resources;
- Cultural Resources: Damage to historic resources;
- Cultural Resources: Damage to paleontological resources;
- Geology and Soils: Exposure of persons or structures to seismic hazards;
- Geology and Soils: Erosion during construction;
- Hazards and Hazardous Materials: Removal and disposal of contaminated soils during construction;
- Hydrology and Water Quality: Storm water discharge requirements and water quality;
- Hydrology and Water Quality: Drainage facility capacity;
- Noise: Expose persons or generate noise levels in excess of established standards during construction and operations;
- Noise: Construction-related and operation-related groundborne vibration;
- Noise: Result in substantial permanent increase in ambient noise levels;
- Noise: Result in substantial temporary or periodic increase in ambient noise levels;
- Traffic: Conflict with the performance of the circulation system (cause an increase in traffic, which is substantial in relation to existing traffic load); and
- Traffic: Conflict with an applicable Congestion Management Plan (exceed, either individually or cumulatively, an established level of service).

Implementation of mitigation measures identified in the Final EIR would reduce potentially significant impacts to below a level of significance. As applicable, mitigation measures in the Final EIR will be incorporated into the proposed Project.

The Final EIR found that buildout of the Specific Plan would have a less than significant impact or no impact to the remaining topical areas evaluated in accordance with CEQA and the State CEQA Guidelines.

4 MONSTER ENERGY DISTRIBUTION CENTER PROJECT ENVIRONMENTAL IMPACT ANALYSIS AND PROJECT APPROVALS

The scope of the City's review of the proposed Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the proposed Project to the Specific Plan Project as set forth in the Final EIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the Final EIR was certified. This evaluation includes a determination as to whether the changes proposed for the Project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

Although State CEQA Guidelines Section 15164 does not stipulate the format or content of an Addendum, the topical areas identified in the City of Rialto Environmental Checklist (Checklist) were used as guidance for this Addendum. This comparative analysis provides the City with the factual basis for determining whether any changes in the Project, any changes in circumstances, or any new information since the Final EIR was certified would require additional environmental review or preparation of a Subsequent EIR or Supplemental EIR.

Pursuant to Section 15162 of the State CEQA Guidelines, the City has determined, on the basis of substantial evidence in the light of the whole record, that implementation of the proposed Project does not propose substantial changes to the Specific Plan Project, no substantial changes in circumstances would occur which would require major revisions to the Final EIR, and no new information of substantial importance has been revealed since the certification of Final EIR that would result in either new significant effects or an increase in the severity of previously analyzed significant effects.

A Mitigation Monitoring and Reporting Program (MMRP) was adopted as a part of the Final EIR that minimized impacts associated with implementation of the Specific Plan Project. The previously adopted mitigation measures applicable to the proposed Project will be imposed as conditions of the project, and the MMRP, as applicable to the proposed Project, is contained in Appendix A.

4.1 Aesthetics

Threshold (a) Have a substantial adverse effect on a scenic vista.

The Monster Energy Distribution Center (proposed Project) would not have a substantial adverse effect on a scenic vista. The dominant scenic views from the project site and the surrounding area include the San Gabriel Mountains and the San Bernardino Mountains. The foothills of the San Bernardino National Forest are located approximately five miles to the north. Existing and planned Business Center uses, as well as Medium High Density Residential, Public Park, and Employment uses border the project site. The proposed Project is at a similar elevation as the surrounding area and would be consistent with surrounding development. The proposed Project would not exceed the height limit established by the Specific Plan for this area (75 feet). The maximum proposed building height would be 55 feet. For these reasons, the Project's encroachment into the viewshed would not be significant. This determination is consistent with the finding of less than significant impact for the Specific Plan Project, which allows for greater height on the project site than is proposed by the Project.

In addition, similar larger industrial, distribution, and manufacturing uses either have been physically or conceptually established within the immediate vicinity of the project site. Industrial uses in the form of distribution or processing facilities are located or are under construction to the northwest and west of the project site. Therefore, the change in views of the project site from the surrounding area would not cause a significant impact on a scenic vista. Impacts are less than significant.

Accordingly, no new impacts relative to adverse effects on a scenic vista or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No significant impacts to aesthetics are identified in the Final EIR. The proposed Project would be designed consistent with the guidelines and standards within the Specific Plan. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

There are no State- or County-designated scenic highways in the vicinity of the project site.² Further, the Rialto General Plan does not identify any designated scenic corridors. The project site is located on a portion of the former Rialto Municipal Airport. Developed areas of the project site are comprised of impervious surfaces such as runways, taxiways, building foundations and vehicle parking lots. The surrounding area is developed or planned for development. As discussed in Cultural Resources Section of

² California Department of Transportation. Official Designated Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm. Accessed March 11, 2016.

this Addendum, the City prepared a separate CEQA analysis to address the potential significance of the buildings located on the Airport property prior to demolition. As such, any potential impacts to historic and archaeological resources on the project was evaluated and mitigation would have been implemented as part of the separate CEQA analysis.

The Final EIR also determined that future development that is consistent with the Specific Plan would not result in any adverse aesthetic impacts. Therefore, no adverse impacts on scenic resources, including resources within a State scenic highway, would result from the proposed Project's implementation. Accordingly, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No significant impacts to aesthetics are identified in the Final EIR. The proposed Project would be designed consistent with the guidelines and standards within the Specific Plan. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (c) Substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed Project would change the site appearance from disturbed vacant land on a portion of the former Rialto Municipal Airport to a modern distribution center. The aesthetic appearance of the development would be consistent with the overall Specific Plan as design guidelines are intended to create a uniform and consistent theme within the overall Specific Plan area. The visual characteristics of the site would change although it would be consistent with existing development regulations. Additionally, similar light industrial/warehouse uses either have been physically or conceptually established within the immediate vicinity of the project site. Industrial uses in the form of distribution or processing facilities have been approved and are under construction to the west and northwest of the project site. Therefore, the change in visual character would not significantly impact the site or the surrounding area. Impacts are less than significant.

Accordingly, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No significant impacts to aesthetics are identified in the Final EIR. The proposed Project would be designed consistent with the guidelines and standards within the Specific Plan. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Existing sources of light and glare include street lighting and lights from commercial and industrial uses, and limited residential uses, in the area. Residential land uses are considered to be sensitive to excessive amounts of light and glare because light trespass can interfere with sleep and other nighttime activities. Poorly designed lighting can also affect the nighttime vision of drivers due to glare. The existing residential uses located within the Specific Plan area are legally non-conforming uses that would be eliminated as a part of the ongoing development of the Specific Plan Project. Additionally, residential and community uses are planned within the Specific Plan area. Residential, school, and park uses are proposed to the east of Locust Avenue generally between Renaissance Parkway to the north; planned Business Center uses in Planning Areas 60 a, b, and c to the south of Walnut Street; and Ayala Drive to the east. These residential and community uses would be located approximately 123 feet north of the project site.

The proposed Project would have safety and security lighting. Lighting levels will not exceed 1.0 candle/foot measured at ground level throughout the parking area as required per the Specific Plan and Municipal Code Section 18.61.140. New lighting would also be reviewed by the City to ensure conformance with the 2013 California Building Code, Title 24 (California Code of Regulations), as well as the 2013 California Green Building Standard Code (Part 11 of Title 24, California Code of Regulations) such that only the minimum amount of lighting is used and no light spillage occurs. Consistent with City requirements, where a solid wall is required adjacent to a public street, a maximum of eight feet of the wall will be visible from the public street or sidewalk. These walls would also have the effect of reducing light effects on adjacent development. For these reasons, lighting and glare impacts from the proposed Project are not significant.

Accordingly, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No significant impacts to aesthetics are identified in the Final EIR. The proposed Project would be designed consistent with the guidelines and standards within the Specific Plan. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Overall Aesthetics Impact Conclusion

With regard to CEQA Section 21166 and the State CEQA Guidelines Section 15162(a), the proposed Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to aesthetics. Therefore, the preparation of a subsequent environmental analysis is not warranted.

4.2 Agricultural and Forestry Resources

Threshold (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; and

Threshold (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract; and

Threshold (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

The project site is located on a portion of the former Rialto Municipal Airport. No agricultural resources exist on or adjacent to the project site. No Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance is mapped in the project vicinity; the project site is designated Other Land and Urban and Built-Up Land³. Furthermore, the project site is not the subject of a Williamson Act Contract. Additionally, the property does not include forest resources, including timberlands. No impacts related to the loss of farmland would occur. No significant impacts to agricultural resources are identified in the Final EIR relative to any property within the Specific Plan area, including the project site. Accordingly, no new impact relative to agricultural resources or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Overall Agricultural Resources Impact Conclusion

No significant impacts to agricultural resources are identified in the Final EIR. The proposed Project is located within the boundaries of the Specific Plan; therefore, no new and/or refined mitigation measures are required for issues related to agricultural resources.

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to agricultural resources. Therefore, preparation of a subsequent environmental analysis is not warranted.

³ <http://maps.conservation.ca.gov/ciff/ciff.html> (accessed March 11, 2016)

4.3 Air Quality

The Renaissance Specific Plan Final EIR identifies the potential for air quality impacts as a result of Specific Plan implementation. An Air Quality Technical Report was prepared by Scientific Resources Associated (SRA, February 2016) for the proposed Project. For purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the proposed Project relative to impacts identified in the Final EIR. The Air Quality Technical Report is included in this Addendum as Appendix B and the results are summarized herein.

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan.

The project site is located in the South Coast Air Basin (air basin) which includes parts of San Bernardino, Los Angeles, and Riverside counties and all of Orange County. The South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) monitor air quality within the air basin.

Air quality plans describe air pollution control strategies and measures to be implemented by a city, county, region, and/or air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. In addition, air quality plans are developed to ensure that an area maintains a healthful level of air quality based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The Air Quality Management Plan (AQMP) is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both State and federal ambient air quality standards.

The SCAQMD's California Environmental Quality Act (CEQA) Handbook, as updated in 2015, identifies two key indicators of consistency with the AQMP:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of project buildout and phase.

The Final EIR concluded that without mitigation, development of the Renaissance Specific Plan area would exceed the following SCAQMD regional emission significance thresholds during construction and operation and would therefore conflict with or obstruct implementation of the AQMP:

- Construction: volatile organic compounds (VOC) reactive organic gases (ROG), nitric oxide (NO_x), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM₁₀), and particulate matter with a diameter of 2.5 microns or less (PM_{2.5});
- Operations: VOC (ROG), NO_x, CO, PM₁₀, and PM_{2.5}; and
- Combined Construction and Operations: VOC, NO_x, CO, PM₁₀, and PM_{2.5}.

The Final EIR identified impacts during construction as a significant and unavoidable impact on air quality. Mitigation Measures AQ-1 through AQ-14 were identified in the Final EIR to reduce air emissions from implementation of the Renaissance Specific Plan. Mitigation Measures AQ-1 through AQ-9 would reduce emissions from construction to the extent feasible.

Construction Emissions

Emissions from the construction phase were estimated based on information from the Applicant for construction equipment requirements and schedule. It was assumed that construction would commence in 2016 and require approximately 12 months to complete. Site preparation includes the mass grading of the project site. Following site preparation activities, activities would include the construction of the office/warehouse/distribution building, architectural coatings application, and the paving of the parking areas. For conservative purposes, it is assumed that the entire development would be constructed in one phase following initial site preparation activities. The construction emissions were evaluated using the CalEEMod Model (ENVIRON 2013), which is the SCAQMD's recommended model for evaluating air quality impacts from land use projects. **Table 1: Construction Emissions Without Mitigation**, provides a summary of the emission estimates for construction of the proposed Project without the implementation of mitigation measures, including standard fugitive dust control measures. Construction emissions would be below the SCAQMD maximum daily threshold significance criteria, with the exception of ROG which would exceed the SCAQMD significance threshold. The maximum simultaneous daily emissions for the proposed Project are within the levels identified in the Final EIR.

The Final EIR identifies impacts associated with the construction of the Renaissance Specific Plan Project as significant and unavoidable. Mitigation measures are identified in the Final EIR to reduce emissions from construction activities to the extent feasible. Mitigation Measures AQ-1 through AQ-9 are applicable to development projects within the Renaissance Specific Plan area, including the proposed Project. **Table 2: Construction Emissions With Mitigation**, identifies emissions associated with construction activities with the implementation of fugitive dust control measures (Mitigation Measure AQ-1) and Tier II equipment (Mitigation Measure AQ-9). Construction emissions would be below the SCAQMD maximum daily threshold significance criteria, with the exception of ROG. The proposed Project would generate 76.55 pounds per day (lbs/day) of ROG during construction; the Final EIR estimated that the Renaissance Specific Plan Project would generate 603 lbs/day of ROG during construction activities. Emissions of ROG for construction of the proposed Project would be above the daily significance threshold established by the SCAQMD during construction but within the levels disclosed in the final EIR for implementation of the Renaissance Specific Plan Project. No additional feasible mitigation measures are available to reduce emissions of ROG to a less than significant impact.

The Final EIR identified air quality construction impacts associated with the Renaissance Specific Plan as significant and unavoidable. Mitigation Measures AQ-1 through AQ-9 were identified that would reduce construction emissions to the extent feasible. The proposed Project would be required to implement these mitigation measures during construction operations.

Table 1: Construction Emissions Without Mitigation

Emission Source	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Total Construction Emissions, lbs/day						
Grading						
Fugitive Dust	–	–	–	–	7.29	3.45
Offroad Diesel	6.48	74.81	49.14	0.07	3.58	3.30
Worker Trips	0.08	0.10	1.30	0.003	0.23	0.06
TOTAL	6.56	74.91	50.44	0.07	11.11	6.81
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Building Construction						
Building Construction Heavy Equipment Exhaust	3.41	28.51	18.51	0.03	1.97	1.85
Building Construction Vendor Trips	2.46	25.53	29.33	0.06	2.25	0.90
Building Construction Worker Trips	3.14	3.93	48.91	0.11	8.50	2.30
TOTAL	9.01	57.97	96.75	0.20	12.72	5.05
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Architectural Coatings Application						
Architectural Coatings Emissions	64.02	–	–	–	–	–
Architectural Coatings Heavy Equipment Exhaust	0.37	2.37	1.88	0.003	0.20	0.20
Architectural Coatings Worker Trips	0.63	0.79	9.79	0.02	1.70	0.46
TOTAL	65.02	3.16	11.67	0.02	1.90	0.66
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Paving						
Paving Offgassing	0.38	–	–	–	–	–
Paving Offroad Diesel	2.09	22.39	14.82	0.02	1.26	1.16
Paving Worker Trips	0.06	0.08	0.97	0.002	0.17	0.05
TOTAL	2.53	22.47	15.79	0.02	1.43	1.21
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Maximum Simultaneous Daily Emissions	76.55	83.59	124.21	0.25	16.05	6.92
Significance Criteria	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No
Final EIR Maximum Daily Construction Emissions	603	657	1,006	2	470	118
ROG: Reactive Organic Gases; NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter. Source: SRA 2016.						

Table 2: Construction Emissions With Mitigation

Emission Source	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Total Construction Emissions, lbs/day						
Grading						
Fugitive Dust	–	–	–	–	2.84	1.34
Offroad Diesel	6.48	74.81	49.14	0.07	3.58	3.30
Worker Trips	0.08	0.10	1.30	0.003	0.23	0.06
TOTAL	6.56	74.91	50.44	0.07	6.65	4.70
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Building Construction						
Building Construction Heavy Equipment Exhaust	3.41	28.51	18.51	0.03	1.97	1.85
Building Construction Vendor Trips	2.46	25.53	29.33	0.06	2.25	0.90
Building Construction Worker Trips	3.14	3.92	48.91	0.11	8.50	2.30
TOTAL	9.01	57.97	96.75	0.20	12.72	5.05
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Architectural Coatings Application						
Architectural Coatings Emissions	64.02	–	–	–	–	–
Architectural Coatings Heavy Equipment Exhaust	0.37	2.37	1.88	0.003	0.20	0.20
Architectural Coatings Worker Trips	0.63	0.79	9.79	0.02	1.70	0.46
TOTAL	65.02	3.16	11.67	0.02	1.90	0.66
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Paving						
Paving Offgassing	0.38	–	–	–	–	–
Paving Offroad Diesel	2.09	22.39	14.82	0.02	1.26	1.16
Paving Worker Trips	0.06	0.08	0.97	0.002	0.17	0.05
TOTAL	2.53	22.47	15.79	0.02	1.43	1.21
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Maximum Simultaneous Daily Emissions¹	76.55	83.59	124.21	0.25	16.01	6.92
Significance Criteria	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No
Final EIR Maximum Daily Construction Emissions	603	657	1,006	2	470	118
ROG: Reactive Organic Gases; NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter; lbs/day: pounds per day. ¹ Dust control measures are only quantifiable during grading activities. The total maximum daily emissions from combined construction phases are the same for unmitigated and mitigated scenarios because they occur after grading activities are completed. Source: SRA 2016.						

Operational Emissions

The primary operational impacts associated with the proposed Project would be associated with vehicles (traffic). Minor impacts would be associated with area sources such as energy use, including the combustion of natural gas in on-site water heaters and furnaces, which is included in the CalEEMod calculations.

Table 3, Maximum Daily Operational Emissions, identifies the maximum daily operational emissions estimated for the proposed Project. The table also identifies an estimate of the emissions disclosed in the Final EIR for operations. As shown, emissions would be within the emission levels identified in the Final EIR. With the exception of ROG and NO_x (discussed below), operational emissions would not exceed the SCAQMD maximum daily threshold significance criteria.

Table 3: Maximum Daily Operational Emissions

Emission Source	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Warehouse Operations, lbs/day						
Area Sources	39.27	0.001	0.12	0.00	0.00	0.00
Energy Use	0.07	0.63	0.53	0.00	0.05	0.05
Vehicle Emissions	712.45	1,138.31	407.28	3.22	113.19	26.40
Total	751.79	1,138.94	407.93	3.22	113.19	26.45
SCAQMD Significance Criteria	55	55	550	150	150	55
Significant?	Yes	Yes	No	No	No	No
Final EIR Operational Emissions	755	4,542	5,077	13	1,279	346
Note: Quantities reflect pounds per day (lbs/day). ROG: Reactive Organic Gases; NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter; lbs/day: pounds per day. Source: SRA 2016.						

The proposed Project would generate 751.79 pounds per day (lbs/day) of ROG and 1,138.94 lbs/day of NO_x; the Final EIR estimated that the Renaissance Specific Plan Project would generate 755 lbs/day of ROG and 4,542 lbs/day of NO_x. Emissions of ROG and NO_x for the proposed Project would be above the daily significance threshold established by the SCAQMD during operations but within the levels disclosed in the Final EIR for implementation of the Renaissance Specific Plan Project. No additional feasible mitigation measures are available to reduce emissions of ROG and NO_x to a less than significant level.

The Final EIR identified air quality operational impacts associated with the buildout of the Renaissance Specific Plan as significant and unavoidable. Mitigation Measures AQ-10 through AQ-14 were identified that would reduce operational emissions to the extent feasible. The proposed Project would be required to implement the following mitigation measures from the Final EIR.

Mitigation Program

The Final EIR includes measures to reduce potential impacts associated the implementation of the Renaissance Specific Plan Project. The following measures from the Final EIR are applicable to the proposed Monster Energy Distribution Center Project.

Mitigation Measures from the Final EIR: Construction

Mitigation Measure AQ-1: Prior to construction of the proposed Project, the project proponent shall prepare a Large Operation Notification that will describe the application of standard best management practices to control dust during construction. Best management practices will include application of water on disturbed soils a minimum of three times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other dust control measures, as deemed appropriate to the site or as included in the South Coast Air Quality Management District (SCAQMD) Rule 403. The Large Operation Notification shall be submitted to the City and SCAQMD for approval prior to construction.

Mitigation Measure AQ-2: During proposed Project construction, construction equipment shall be properly maintained at an off-site location in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. The equipment maintenance records and equipment design specification data sheets shall be available during construction and subject to inspection.

Mitigation Measure AQ-3: During project construction, the proposed Project proponent shall require all contractors to turn off all construction equipment when not in use or limit idling to less than 5 minutes.

Mitigation Measure AQ-4: Prior to construction of the proposed Project, the proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the proposed Project construction site and congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non-peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles onsite and offsite. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

Mitigation Measure AQ-5: Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable; and use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. All paints shall be low VOC content paints.

Mitigation Measure AQ-6: Prior to issuance of a grading permit, a Construction Employee Trip Reduction Plan shall be created. Included in the Plan shall include a shuttle service to and from retail establishments during lunch hour and/or an on-site lunch service. The Plan shall also include carpooling and/or transit incentives for the construction employees.

Mitigation Measure AQ-7: During project construction, on-site electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators.

Mitigation Measure AQ-8: Grading activity shall not occur on days with an Air Quality Index forecast for San Bernardino County greater than 100 for particulates or ozone. The categories where grading shall not occur are: unhealthy for sensitive groups, unhealthy, very unhealthy, or hazardous. Air Quality Index forecasts can be obtained at the website: www.airnow.gov/index.cfm?action=airnow.showlocal&CityID=211.

Mitigation Measure AQ-9: All diesel-powered off-road construction equipment in excess of 50 brake horsepower shall be required to have emission control equipment with a minimum of Tier II diesel particulate filter emission controls resulting in a minimum of 50 percent particulate matter control, if such a filter is available for that piece of equipment. Off-road diesel emission control equipment meeting this requirement can be found at: www.aqmd.gov/ceqa/handbook/mitigation/offroad/AQ_offroad.html.

Mitigation Measures from the Final EIR: Operations

Mitigation Measure AQ-10: The following shall be required for all development occurring with the Renaissance Specific Plan:

- Synchronize traffic lights on streets impacted by development;
- Light colored roofing materials shall be used on all exposed roofs;
- Preferential parking for carpool/vanpool vehicles at non-residential uses;
- Secure weather-protected bicycle parking for employees at the non-residential uses;
- Connect bicycle lanes/paths to project-wide network;
- Provide showers and lockers for employees bicycling or walking to work at the nonresidential uses where feasible;
- Short-term bicycle parking for retail customers and other non-commuting trips; and
- Construct transit facilities such as bus turnouts, benches, and shelters that encourage use of mass transit and provides safe pedestrian access from proposed project facilities to transit stops.

Mitigation Measure AQ-11: Within warehouse and distribution center uses, warehouse managers and employees shall be trained on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:

- a) Truck drivers shall turn off engines when not in use; and
- b) All diesel delivery trucks servicing the proposed Project shall not idle for more than five (5) minutes per truck trip per day;
- c) Make available telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

Mitigation Measure AQ-12: A minimum of ten percent of the loading docks for the warehouse/distribution center uses shall contain outdoor electrical hook-up sources for service equipment and trucks such as transportation refrigeration units. In addition, electrical hookups shall be provided at the loading docks located at refrigerated warehouses for transportation refrigeration units visiting these locations. All trucks with transportation refrigeration units are required to connect to the electrical hookups while loading or unloading deliveries to the proposed Project. Trucks with transportation refrigeration units are prohibited from accessing refrigerated warehouses unless they have the capability to connect to the electrical hookups.

Conclusion

Mitigation Measures AQ-1 through AQ-12 would reduce construction and operational emissions; however, emissions would still exceed the SCAQMD regional significance thresholds for ROG during both construction and operation and NO_x during operation. The proposed Project's impacts would be consistent with development in the area and would be in compliance with applicable AQMP measures. Therefore, no new impact relative to air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur with implementation of the proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the significance determination in the Final EIR.

Threshold (b) Violate an air quality standard or contribute to an existing or projected air quality violation.

The air basin is currently considered a nonattainment area for the NAAQS for ozone, PM₁₀, and PM_{2.5}. In addition, the Los Angeles County portion of the air basin has been designated a nonattainment area for the NAAQS for lead. The air basin is considered a nonattainment area for CAAQS for NO₂, ozone, and PM₁₀, and PM_{2.5}. Levels of PM₁₀ and PM_{2.5} are locally high enough that contributions from new sources may add to the concentrations of those pollutants and contribute to a projected air quality violation. Two criteria are used to assess the significance of this impact: (1) the localized significance analysis; and (2) the carbon monoxide (CO) hot spots analysis.

(1) Localized Significance Analysis

The localized significance analysis in the Final EIR demonstrated that the Specific Plan Project would not exceed the localized thresholds for CO, NO₂, PM₁₀, or PM_{2.5}.

To evaluate potential localized impact for the proposed Project, a modeling analysis was conducted in accordance with the recommended approach in the Local Significance Thresholds (LST) Methodology, which includes representing the construction site as a series of volume pollution sources located where on-site construction would occur. This approach conservatively assumes that the entire site is undergoing construction at one time. The maximum daily emissions were allocated to the volume pollution sources. For the proposed Project, the maximum daily on-site construction emissions are 35.21 lbs/day for CO; 6.42 lbs/day for PM₁₀; 4.64 lbs/day for PM_{2.5}; and 53.27 lbs/day for NO_x. Based on the LST Methodology, construction emissions were modeled with the USEPA-approved AERMOD model using SCAQMD-processed Fontana meteorological data and urban dispersion coefficients.

The LST analysis performed for the proposed Project found that emissions of CO, NO₂, PM₁₀, and PM_{2.5} would be below allowable standards. Localized impacts related to the proposed Project are less than significant; no new impacts would occur and there would be no change in the severity of an identified significant impact relative to the Final EIR.

(2) Carbon Monoxide “Hot Spots” Analysis

The CO hotspot analysis prepared as a part of the Final EIR demonstrated that emissions of CO from traffic operations, along with emissions from other foreseeable projects in the area, would not result in an exceedance of the most stringent ambient air quality standards for CO (see Table 4.3-11 in the Final EIR).

A CO hot spot is an area of localized carbon monoxide (CO) pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. The purpose of the analysis is to verify that a project would not cause or contribute to a violation of the CO standard at intersections for which a significant impact would occur. The SCAQMD studied the four most congested intersections within the air basin in order to support their CO “attainment” demonstration to the USEPA. The modeled intersections experienced more than 100,000 average daily trips, and the SCAQMD found that even these highly congested intersections would not cause a CO hot spot to result. Accordingly, the proposed Project would not have the potential to cause CO hot spots and no significant impact would result.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impacts relative to CO hot spots or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact under this issue area.

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

The regional analysis of construction and operational emissions conducted for the Final EIR indicates that without mitigation, the Specific Plan Project would exceed the SCAQMD regional significance thresholds for NO_x and VOC (ozone precursors). Mitigation Measures AQ-1 through AQ-12 were disclosed within the Final EIR that would reduce cumulative emissions to the extent feasible. However, the Final EIR concluded that cumulative impacts would be significant and unavoidable.

The Monster Energy Distribution Center Project’s emissions would exceed the SCAQMD ROG emissions thresholds during both construction and operations, and would exceed NO_x emission thresholds during operation. Thus, the impact would be cumulatively considerable. The cumulatively considerable net increase of criteria pollutants generated by the proposed Project is consistent with the impact findings disclosed in the Final EIR.

Mitigation Program

Mitigation Measures from the Final EIR

Mitigation Measures AQ-1 through AQ-12 are applicable.

Conclusion

No new impact relative to cumulative air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur with implementation of the Monster Energy Distribution Center Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (d) Expose sensitive receptors to substantial pollutant concentrations.

The State CEQA Guidelines indicate that a potentially significant impact could occur if a project would expose sensitive receptors to substantial pollutant concentrations. The criteria used in the Final EIR to address this impact included the preparation of a localized impact analysis, a CO hot spots analysis, and a health risk analysis; use of the guidance and criteria set forth in the Air Resources Board's Land Use Handbook; and compliance with the State of California school siting requirements.

Criterion 1: Localized Impact Analysis. The localized significance analysis provided in the Final EIR demonstrated that Specific Plan implementation would not exceed the localized thresholds for CO, nitrogen dioxide, PM₁₀, or PM_{2.5}. As described above, the proposed Project would result in emissions of CO, NO₂, PM₁₀, and PM_{2.5} that are below allowable standards. Therefore, impacts are similar.

Criterion 2: CO Hot Spot Analysis. The CO hot spots analysis provided in the Final EIR demonstrated that project emissions of CO during operation, along with emissions from other foreseeable projects in the area, would not result in an exceedance of the most stringent ambient air quality standards for CO. The Air Quality Technical Report (Appendix B) finds that emissions of CO concentrations would also be below the CAAQS and NAAQS, and that CO hot spots would not result from proposed Project traffic. Therefore, impacts are similar with regard to CO hot spots.

Criterion 3: Health Risk Assessment. The Health Risk Assessment conducted as part of the Air Quality Technical Report addressed the potential contribution of public exposure to diesel particulate matter emitted from diesel trucks associated with the proposed Project. Preparation of the Health Risk Assessment fulfills the requirements of Mitigation Measure AQ-14. The Health Risk Assessment prepared for the Final EIR identified that the Specific Plan Project would not exceed SCAQMD's cancer risk threshold or the non-cancer threshold; impacts would be less than significant with mitigation.

Two types of health effects were evaluated in the Health Risk Assessment prepared for the proposed Monster Energy Distribution Center Project: (1) cancer risk, which represents the potential for increased risk of cancer in a lifetime associated with exposure to emissions from the diesel truck traffic; and (2) chronic non-cancer hazards which represent the potential for a non-cancer health effect due to exposure on a chronic basis to emissions from a facility. In accordance with the risk assessment guidance from the

State of California Office of Environmental Health Hazard Assessment (OEHHA 2015), sensitive receptors are assumed to be exposed for a lifetime in a residential exposure scenario, which is defined as 30 years.⁴

The closest fixed-site monitoring location to the project site is the Inland Valley-San Bernardino station. A significant excess cancer risk would be predicted if the individual's excess cancer risk is greater than 10 in one million. The estimated cancer risk at the Inland Valley-San Bernardino station is estimated to be approximately 1,100 in one million using current OEHHA methodology. **Table 4, Risk Assessment Findings**, presents the findings of the risk assessment at the maximum exposed individual resident (MEIR). The MEIR is located in the residential area to the south of Renaissance Specific Plan area, south of Baseline Road, near Linden Avenue. With respect to the proposed Project, excess cancer risks at the point of maximum impact, the MEIR, would be 1.30 in one million; this is below the 10 in one million threshold. Excess cancer risks for all other receptors evaluated in the analysis, including workers, would be less than 10 in one million. The chronic non-cancer risks for all receptors would also be below the significance threshold of 1.0 (project increment); therefore, both the cancer and chronic non-cancer risks are less than significant. However as previously noted, background excess cancer risks are already above the threshold of 10 in one million.

Table 4: Risk Assessment Findings

Receptor	Incremental Cancer Risk	Significant Risk Threshold	Chronic Non-Cancer Hazard Index	Significant Hazard Index
Maximally Exposed Individual Resident	1.30 in a million	10 in a million	0.00153	1
Source: SRA 2016.				

The SCAQMD has not developed a significance threshold for cumulative health risks, nor has it identified a methodology for analyzing cumulative health risks by combining impacts from a cumulative project list. The significance threshold is based on the incremental contribution of a project rather than cumulative impacts. Therefore, because the proposed Project's health risks are below the SCAQMD's thresholds, there would be no cumulatively considerable contribution to health risks and cumulative impacts are less than significant.

Criterion 4: CARB Land Use Handbook. The CARB Air Quality and Land Use Handbook contains recommendations that will "help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution," including recommendations for distances between sensitive receptors and certain land uses. With mitigation, the Final EIR determined that impacts would be less than significant. The conclusion reached from the Health Risk Assessment prepared for the proposed Project indicated that the proposed Project would not cause a health risk in excess of the SCAQMD's health risk significance thresholds at any nearby sensitive receptor located adjacent to the project site. The proposed Project's Health Risk Assessment concludes that overall health risks are less than significant and no new impact or exceedance in the severity of an identified impact would occur.

Criterion 5: California School Siting Requirements. Criterion 5 deals with the State law regarding the siting of a new source of toxic air contaminants within 1,000 feet of a school boundary; the siting of a proposed school site within ¼ mile of facilities including but not limited to freeways and other busy traffic corridors,

⁴ The 30-year exposure duration is based on the most recent OEHHA guidance. The Draft EIR used an exposure period of 70 years because it was based on the previous OEHHA guidance.

large agricultural operations and rail yards that might reasonably be expected to emit hazardous air pollutants; and the siting of a school site within 500 feet of a freeway or busy traffic corridor. The results of the localized air quality impact analysis, Health Risk Assessment, and CO hot spot assessment concluded that the construction and operation of the Specific Plan Project would not subject any sensitive receptor including those located within the residential and school areas of the Specific Plan to substantial levels of air pollution. The proposed Project would not cause a change in the severity of this impact finding.

Air quality impacts related to the proposed Project are within the limit of impacts identified in the Final EIR. No new impact relative to air quality or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available.

Mitigation Program

Mitigation Measures from the Final EIR

Mitigation Measures AQ-1 through AQ-12 are applicable.

Conclusion

Air quality impacts related to the proposed Project are within the limit of impacts identified in the Final EIR. No new impact relative to air quality or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (e) Create objectionable odors affecting a substantial number of people.

The SCAQMD CEQA Air Quality Handbook, as amended in 2015, (SCAQMD 2015) identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project is a warehouse/distribution center facility and does not propose to include any odor-inducing uses on the project site. The proposed Project would not be a source of objectionable odors; no impact would occur.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to air quality.

Overall Air Quality Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to air quality. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.4 Biological Resources

The Final EIR determined that potentially significant impacts would occur to special status wildlife species, including Coastal California Gnatcatcher (*Polioptila californica*) (CAGN), San Bernardino Merriam's Kangaroo Rat (*Dipodomys merriamii*) (SBKR), Western Burrowing Owl (*Athene cunicularia*) (BUOW), and nesting birds. Specifically, implementation of land uses within the Specific Plan site would directly impact suitable habitat for CAGN, SBKR, BUOW, as well as habitat to support nesting grassland bird species. Mitigation Measure B-2 is not applicable to the proposed Project because the Final EIR identified that the project site does not have suitable habitat for SBKR. Implementation of Mitigation Measures B-2, B-3 and B-4 would reduce impacts to special status wildlife species to a less than significant level. Mitigation Measures B-2, B-3 and B-4 require that surveys be performed for individual projects to determine the presence/absence of special status species. Pre-construction bird nest surveys are also required if construction would occur during the nesting season (March through August). Rocks Biological Consulting (RBC) prepared a Burrowing Owl Survey Report in January 2016. The results of this report are summarized herein and included as Appendix C to this Addendum. In addition, RBC is in the process of conducting breeding season surveys for BUOW and CAGN.

Threshold (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

California Gnatcatcher

Although the Final EIR did not identify Planning Area 60b as suitable habitat for the CAGN, Exhibit 4.4-2c of the Final EIR depicted a small area in the northwest corner of the project site as suitable CAGN habitat. Coastal California Gnatcatcher (*Polioptila californica californica*, CAGN) – the coastal California gnatcatcher is federally listed as threatened and is considered a California Species of Special Concern. CAGN is a year-round resident of southern California and is found in the six southernmost California counties located within the coastal plain (San Bernardino, Ventura, Los Angeles, Orange, San Diego, and Riverside). RBC is currently conducting U.S. Fish and Wildlife Service (USFWS) protocol focused surveys for CAGN within habitat suitable for CAGN on the project site. The CAGN surveys were completed in April 2016 and all were negative for CAGN. Implementation of Mitigation Measure B-1 would reduce potential impacts to CAGN to a less than significant level.

Burrowing Owl

Planning Areas 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, and 70 were identified in the Final EIR as containing suitable habitat for BUOW (see Exhibit 4.4-2c of the Final EIR). The California Department of Fish and Wildlife (CDFW) lists the BUOW as a Species of Special Concern. The project is located within Planning Area 60b and therefore, the project site contains suitable habitat for BUOW. RBC conducted non-breeding season surveys for BUOW on the project site. The BUOW surveys were conducted in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (2012) from November 17 to December 8, 2015 on the project site and a 500-foot buffer (survey area). Two BUOW and at least five active burrows were observed within the survey area. The RBC report recommended BUOW breeding season surveys (February 1 through August 31) be conducted to determine if the site is occupied by breeding BUOW. In addition, CDFW was consulted to determine the appropriate survey, avoidance, minimization and/or mitigation actions regarding BUOW. CDFW also requested that breeding season surveys be conducted before clearing, grubbing or other construction activity takes place within suitable and/or occupied BUOW

habitat. In addition, passive relocation of BUOW through the installation of one-way doors across suitable burrow opening may be necessary to avoid direct impacts on BUOW. A project-specific passive relocation plan would be required as part of the consultation process with CDFW and passive relocation is typically only permitted during the non-breeding season to avoid impacts on breeding BUOW. RBC is in the process of conducting breeding season surveys for BUOW on the project site.

In addition, the Final EIR identified the requirement for a pre-construction clearance survey to be conducted prior to any vegetation removal or ground disturbing activities to ensure burrowing owls remain absent from a project site. If the survey determines the BUOW to be present, a passive relocation plan would be required in consultation with CDFW. Implementation of Mitigation Measure B-3 would reduce potential impacts to BUOW to a less than significant level.

Nesting Birds

Nesting birds and their nests are protected under the provisions of the Migratory Bird Treaty Act and CDFW codes. Suitable habitat for birds protected by the MBTA occurs on the project site. The intentional loss of any active bird nests during Project construction, it would be considered a significant impact. Implementation of Mitigation Measure B-4 would reduce potential impacts to nesting birds to a less than significant level.

Mitigation Program

The Final EIR includes measures to reduce potential impacts associated the implementation of the Specific Plan Project. The following measures from the Final EIR are applicable to the proposed Monster Energy Distribution Center Project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Mitigation Measures from the Final EIR

Mitigation is required to reduce this potentially significant impacts to a level of less than significant. In accordance with the Final EIR, Mitigation Measures B-2, B-3 and Mitigation Measure B-4 would reduce potentially significant impacts to CAGN, BUOW and nesting birds, respectively, to a less than significant level.

Mitigation Measure B-1: Portions of the ~~project site~~ Renaissance Specific Plan area have been determined to contain suitable habitat for coastal CAGN, as illustrated in Exhibit 4.4-2a of ~~this DEIR~~ the Final EIR (PAs 24, 28, 31, 32, 33, 35, 37, 38, 40-50, 55-57 as appropriate). Prior to development of those planning areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the USFWS. In the event that CAGN is detected or observed within the disturbance footprint, avoidance, minimization, and mitigation measures shall be developed and implemented through consultation with the USFWS under Section 10 of the FESA (or Section 7 as appropriate). At a minimum, mitigation measures will include the timing of construction activities outside of the breeding season (February 15 to August 31) and/or the purchase/conservation of offsite suitable habitat that is known to support CAGN at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with USFWS. Prior to the issuance of occupancy permits, the developer shall provide evidence of applicable species mitigation agreements/permits to the City.

Mitigation Measure B-3: Portions of the ~~project site~~ Renaissance Specific Plan area have been determined to contain suitable habitat for BUOW, as illustrated in Exhibit 4.4-2c of ~~this DEIR~~ the Final EIR (PAs 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 64, 69, and 10 as appropriate). Prior to development

in these areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the ~~CDFG~~ California Department of Fish and Wildlife (CDFW). If the ground disturbance commences after the expiration of the most recent Burrowing Owl (BUOW) focused survey, a pre-construction survey for BUOW will be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determines the BUOW to be present, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable ~~California Department of Fish and Game (CDFG)~~ CDFW Code requirements and include, but are not limited to the following:

- Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg-laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.
- All relocation shall be approved by the ~~CDFG~~ CDFW. The permitted biologist shall monitor relocated owls a minimum of three days per week for a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the ~~CDFG~~ CDFW within 30 days following completion of the relocation and monitoring of the BUOW.
- A BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the ~~CDFG~~ CDFW for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BUOW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of offsite suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with ~~CDFG~~ CDFW. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.
- If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.

Mitigation Measure B-4: Due to the size of the project site, the complexity of the habitat, and the secretive nesting grassland bird species that may be present (including the California horned lark and western meadowlark), the initial clearing and grubbing of the site should occur outside of the nesting season (March through August). If ground disturbing activities and removal of vegetation or other potential nesting habitat must occur during the nesting period, a pre-construction nesting bird survey shall be conducted prior to any ground disturbing activities. If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.

Conclusion

Although there is suitable habitat proximate to the project site, this is not a new impact relative to special status wildlife species (including BUOW and nesting birds) nor does it represent a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur with implementation of the proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would alter the impact finding of special status wildlife species.

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

No impacts to riparian habitat or other sensitive natural community listed in local or regional plans, policies, and regulations or by the CDFW or USFWS are identified in the Final EIR. The project site is located within the limits of the Specific Plan area. Therefore, no new impacts relative to riparian habitat or other sensitive natural community or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur with implementation of the proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the Final EIR

Not applicable.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

The proposed Project would not impact any jurisdictional waters, including federally protected wetlands such as marshes, vernal pools, or coastal areas, since no channels or other features that carry water, including blue line features or drainages with ordinary high water marks (OHWM) are present on site.⁵ This finding of no significant impact to wetlands is consistent with the Final EIR for the Specific Plan. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The project site is located within the boundaries of the Specific Plan area which abuts urban areas and is not located within a known wildlife corridor.⁶ Construction of the proposed Project would not impact a wildlife corridor. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance.

The proposed Project would not conflict with any local policies or ordinances protecting biological resources. While the proposed Project would remove common shrubs and trees found on site, these biological elements do not have any legal protection and their removal would not constitute a significant impact under CEQA. The City does not have a tree protection ordinance. Therefore, no associated impacts would occur. Additionally, no new information of substantial importance that was not known and could

⁵ Michael Brandman Associates. Final Environmental Impact Report for the Renaissance Specific Plan, Rialto, California. July 28, 2010; revised October 26, 2010. p. 4.4-10.

⁶ Ibid. p. 4.4-12.

not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The project site is located within Planning Area 60b of the Specific Plan. The project site is zoned for urban development and is not included in a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan⁷. No impact relative to conservation plans would occur. No impacts to riparian habitat or other sensitive natural community listed in local or regional plans would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Biological Resources Impacts Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to biological resources. Therefore, preparation of a subsequent environmental analysis is not warranted.

⁷ <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline;>
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=15329&inline> (accessed March 8, 2016)

4.5 Cultural Resources

Threshold (a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5; and

Threshold (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Both prehistoric and historic archaeological resources identified in the Final EIR are known to be located within the boundaries of several planning areas, including the project site (see Table 4.5-2 of the Final EIR). Development of the Renaissance Specific Plan Project could disturb or destroy identified resources. Impacts to cultural resources were determined to be less than significant with implementation of Mitigation Measures CR-1 through CR-4. Because the material would be removed during grading and site preparation activities, the implementation of Mitigation Measures CR-1 through CR-4 would reduce potential impacts to less than significant. According to Table 4.5-2 of the Final EIR, Rialto Municipal Airport Structures are located within Planning Area 60b and have the potential to be considered significant resources. The Rialto Municipal Airport property is now closed and under demolition. The City prepared a separate IS/MND (adopted in January 2015) to address the potential significance of the buildings located on the Airport property prior to demolition. The Rialto Municipal Airport Demolition IS/MND concluded that impacts to cultural resources are less than significant. As such, Mitigation Measures CR-1, CR-2 and CR-3 are not applicable. In addition, the Rialto Municipal Airport Demolition IS/MND implemented Mitigation Measure CR-4 during the excavation and demolition of the airport; therefore, impacts to unknown cultural resources has been mitigated.

Implementation of the proposed Project would have a less than significant impact with mitigation on cultural resources. No new impact relative to cultural resources or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the Renaissance Specific Plan Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Mitigation Program

Mitigation Measures from the Final EIR

The Final EIR includes measures to reduce potential impacts associated the implementation of the Specific Plan Project. The following measure from the Final EIR is applicable to the proposed Monster Energy Distribution Center Project.

Mitigation Measure CR-4: Monitoring of development-related excavation is required during all construction-related ground disturbances that take place along Baseline Road, Alder Avenue, Laurel Avenue, Locust Avenue, Linden Avenue and Maple Avenue in the southern portion of the project area. Specifically, monitoring is recommended for the entire southern portion of the project area, from Baseline Road to a northern point marked by an east-west extension of Walnut Avenue. This is due to the high level of historic development in the southern portion of the project area, and the resultant high probability that significant, intact subsurface deposits would be found. These monitoring procedures shall be directed by the project archaeologist and discussed with the general contractor onsite before construction begins. Construction-related disturbances in the southern portion of the project area should be monitored on a full-time basis by qualified

cultural resource professional or project archaeologist. Once 50 percent of the earth to be moved during grading has been examined, the project archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected. If buried cultural resource sites are detected during monitoring, no matter whether such resources are significant or not, monitoring must continue until 100 percent of the earth within the southern portion of the project has been disturbed and inspected by the monitor(s). If sites are exposed during construction, they should be handled in the manner established in Mitigation Measures CR-1 through CR-3. This measure shall be implemented to the satisfaction of the City Development Services Director.

Conclusion

Implementation of the proposed Project would have a less than significant impact to historic and prehistoric archaeological resources. No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Threshold (c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

The Final EIR concluded that paleontological sensitivity is low to undetermined; because the sensitivity of some resources is unknown (undetermined), potential impacts to these resources may be significant. Implementation of Mitigation Measure CR-5 is required on portions of the Specific Plan area located between Linden Avenue and the eastern Specific Plan boundary (Planning Areas 6 through 9, 28, 29, 45 through 48, 49a, 49b, 49c, 50, 53 through 58, 60c, 62, 63, and 72 through 81). Because the project site is not located within these planning areas; no mitigation is required.

Implementation of the proposed Project would have a less than significant impact to paleontological resources. No new impact relative to paleontological resources or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of less than significant impact for the proposed Project.

Mitigation Program

Mitigation Measures from the Final EIR

Not applicable.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (d) Disturb any human remains, including those interred outside of formal cemeteries.

According to the Final EIR, the project site is not located within a known or suspected cemetery and there are no known human remains within the project site.⁸ State law related to the discovery of human remains, specifically California Health and Safety Codes 7050.5 to 7055, provides guidance should human remains be discovered during construction. The likelihood of finding human remains is low and the resulting impact is considered less than significant. This finding is consistent with the findings made in the Final EIR prepared for the Specific Plan. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program**Mitigation Measures from the Final EIR**

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Cultural Resources Impacts Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to cultural resources. Therefore, preparation of a subsequent environmental analysis is not warranted.

⁸ Ibid. p. 4.5-13.

4.6 Geology and Soils

A site-specific geotechnical investigation and infiltration testing study was performed by GEOCON WEST, INC. (Dec 2015) for the project site and is included as Appendix D of this Addendum. The investigation study was prepared in response to Mitigation Measure GS-1 within the Final EIR which states:

Mitigation Measure GS-1: Prior to the issuance of grading permits for each planning area of the project, the project applicant or its designee shall provide design-level geotechnical reports for those areas. These reports shall consider, but shall not necessarily be limited to, such factors as manufactured slope stability (if applicable), compressible soils, corrosive soils, and the engineering and construction of occupied or inhabited structures. The findings and recommendations contained in these reports shall be implemented. As necessary, the City may require additional studies and/or engineering protocols to meet its requirements. This measure shall be implemented to the satisfaction of the City Development Services Director.

Threshold (a) (i-iv) Expose persons or structures to seismic hazards.

Faulting and Seismicity

The Final EIR concluded that the Renaissance Specific Plan would be subject to strong ground shaking during a large earthquake event occurring on the San Andreas, San Jacinto, and Cucamonga faults, or any unknown faults in the vicinity. Horizontal accelerations likely to be experienced on the project site were analyzed in the Final EIR using computer models that considered such factors as the nature of nearby active faults, their historic seismicity, their distance to the site, and response characteristics specific to the site. The results of the analysis indicated that the peak horizontal ground acceleration with a 10 percent probability of being exceeded in 50 years is estimated to be between 0.86g and 0.96g. This was identified in the Final EIR as a potentially significant impact.

According to the geotechnical investigation prepared for the proposed Project, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage due to economic reasons. Therefore, significant damage to structures may be unavoidable during large earthquakes. However, the proposed structure would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life. The proposed development would be designed in accordance with the requirements of the 2013 edition of the California Building Code (CBC). The CBC provides procedures for earthquake-resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height.

The proposed Project shall implement mitigation measures as identified in the Final EIR and the geotechnical design considerations in the geotechnical evaluation to avoid potentially significant seismic impacts. Mitigation Measures GS-2 through GS-6 are applicable to the proposed Project:

Mitigation Measure GS-2. See as revised below.

Mitigation Measure GS-3. Prior to the issuance of building permits for each planning area, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be constructed to the standards outlined in the Uniform Building Code, the California Building Code, the design-level geotechnical reports, and/or other such standard as identified and required by the City. This measure shall be implemented to the satisfaction of the City Development Services Director.

Mitigation Measure GS-4. During construction and excavation activities on the proposed project site, all temporary slopes (i.e., excavations and trenching) shall be adequately shored and/or flattened to a shallower gradient to lessen the possibility of failure. All Cal-OSHA regulations shall be implemented for excavations that will be entered by people. All excavations will be open only as long as is necessary and shall be backfilled immediately upon completion of work. This measure shall be implemented to the satisfaction of the City Development Services Director.

Mitigation Measure GS-5. Prior to the issuance of grading permits, the project applicant or its designee shall present an Erosion Control Plan (ECP) designed to lessen the impacts of erosion during construction. This plan shall comply with all applicable grading codes and water quality protection protocols. This plan shall be implemented during site construction. This measure shall be implemented to the satisfaction of the City Development Services Director.

Mitigation Measure GS-6. During grading and development of the project site, all oversized material (larger than 12 inches in largest dimension) shall be handled as recommended in the project geotechnical reports. This material may be placed in deeper fills, nonstructural areas, or disposed of offsite.

With implementation of measures identified above, significant impacts would be mitigated to a less than significant level. This significance finding is consistent with the finding of less than significant impact with mitigation identified in the Final EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Threshold (b) Result in substantial erosion or loss of topsoil; and

Threshold (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; and

Threshold (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property.

The Final EIR concluded that impacts from naturally occurring landslides are considered negligible but that manufactured slopes can present significant hazards if not properly engineered and constructed. Therefore, impacts related to slope failure from manufactured slopes are considered potentially significant. Slope failure can also occur on temporary slopes, which are formed during excavations of soil for utility lines, trenches, etc. Because of the site's loose, coarse, and dry soil, the hazard presented to people working in and around these excavations can be significant. For this reason, and to consider a worst-case scenario, impacts related to slope failure from temporary slopes were considered potentially significant in the Final EIR.

The Final EIR also concluded that on-site soils could cause hazards relative to uneven compression upon loading of structures, susceptibility to erosion during ground disturbance (construction), and handling of oversized materials excavated during construction.⁹ Implementation of Mitigation Measures GS-2 through GS-6, mitigates for potentially significant impacts to faulting, seismicity, and soils. With implementation of Mitigation Measures GS-2 through GS-6, impacts on the proposed Project from

⁹ Ibid. p. 4.6-8.

geology and soils constraints will be less than significant. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under these thresholds.

Threshold (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewer are not available for the disposal of waste water.

No septic tanks would be used as part of the proposed Project. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed Project's implementation.

No new impact relative to geology and soils or a substantial increase in the severity of a previously identified significant impact evaluated in the Renaissance Specific Plan Final EIR would occur with implementation of the proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that changes the impact determination.

Applicable Proposed Project Mitigation Measures from the Final EIR

The proposed Project shall implement Mitigation Measures GS-2 through GS-6.

Refined Proposed Project Mitigation Measures

There are no new potentially significant impacts associated with the proposed Project; therefore, no new mitigation measures are required for issues related to geology and soils. However, Mitigation Measure GS-2 has been refined as follows:

Mitigation Measure GS-2. Prior to the issuance of building permits for each planning area of the project, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be able to withstand a horizontal seismic acceleration of 0.63g (2008 National Seismic Hazards Mapping Project Interactive Deaggregation Program). Specific design-level geotechnical reports shall be prepared by a State of California Certified Engineering Geologist for planning areas within the Specific Plan to determine that structures within those areas meet required design criteria. This measure shall be implemented to the satisfaction of the City Development Services Director.

4.7 Greenhouse Gas Emissions (Climate Change)

An Air Quality Technical Report, which includes an assessment of greenhouse gas emissions (GHG), was prepared by Scientific Resources Associated (SRA, February 2016) for the proposed Project. For purpose of this Addendum, the GHG assessment evaluates construction and operational impacts associated with the proposed Project relative to thresholds provided in the Final EIR, as well as the updated Environmental Checklist Form. The report is provided in this Addendum as Appendix B and the results are summarized herein.

Background

Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns and precipitation. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), as well as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These “greenhouse” gases (GHGs) allow solar radiation (sunlight) into the Earth’s atmosphere but prevent radiative heat from escaping, thus warming the Earth’s atmosphere. GHGs are emitted by both natural processes and human activities. Concentrations of GHG have increased in the atmosphere since the industrial revolution. Human activities that generate GHG emissions include combustion of fossil fuels (CO₂ and N₂O); natural gas generated from landfills, fermentation of manure and cattle farming (CH₄); and industrial processes such as nylon and nitric acid production (N₂O).

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the “cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas.” The reference gas for GWP is CO₂; therefore, CO₂ has a GWP factor of 1. The other main GHGs that have been attributed to human activity include CH₄, which has a GWP factor of 28, and N₂O, which has a GWP factor of 265. When accounting for GHGs, all types of GHG emissions are expressed in terms of CO₂ equivalents (CO₂e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established a State goal of reducing GHG emissions to 1990 levels by the year 2020, which would require a reduction of approximately 173 MMT net CO₂e below “business as usual” emission levels. Senate Bill (SB) 97, a companion bill, directed the California Natural Resources Agency (Resources Agency) to certify and adopt guidelines for the mitigation of GHGs or the effects of GHG emissions. SB 97 was the State Legislature’s directive to the Resources Agency to specifically establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis. Executive Order (EO) S-3-05 was enacted in June 2005 and calls for an 80 percent reduction below 1990 levels by 2050. EO B-30-15 was enacted in April 2015 and establishes an interim GHG emission reduction goal for the State to reduce GHG emissions to 40 percent below 1990 levels by the year 2030.

Threshold (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

The Final EIR concluded that, due to uncertainties in implementation of federal, State and local programs to reduce GHGs and the reliance of the Renaissance Specific Plan Project on these programs to reduce GHG emissions, impacts to global climate change would be cumulatively considerable and unavoidable. A GHG emissions inventory was prepared for the Renaissance Specific Plan Project and detailed in the Final EIR. Warehouse-related emissions estimates in the Final EIR included construction activities, the use of

refrigerants, truck trips, and operational emissions. Renaissance Specific Plan design features were also identified and incorporated into the GHG emission calculations for the Specific Plan area within the Final EIR.

Construction Emissions

GHG emissions would be generated during construction and operation of the proposed Project. As shown in **Table 5: Greenhouse Gas Emissions – Construction**, the total emissions are estimated at 2,062 metric tons of CO₂e for the duration of construction. Amortized over 30 years, the annual CO₂ emissions resulting from construction would be 69 metric tons per year.

Table 5: Greenhouse Gas Emissions – Construction

Construction Year	CO ₂ Emission, metric tons	CH ₄ Emissions, metric tons	N ₂ O Emissions, metric tons	CO ₂ e Emissions, metric tons
2016	2,052	0.19	0.00	2,062
Source: SRA 2016				

Operational Emissions

Operational emissions were calculated using the CalEEMod Model (ENVIRON 2013) for energy use (including electricity and natural gas usage including a natural gas generator), water use, and solid waste management. Because the proposed Project identified a specific vehicle mix, emissions of GHGs from on-road vehicles (passenger vehicles and trucks) were calculated using emission factors from EMFAC2014 model, which is the CARB's current model for mobile source emissions. **Table 6, Greenhouse Gas Emissions – Operations with GHG Reductions and Mitigation**, presents a summary of the proposed Project's operational GHG emissions inclusive of the State-mandated Renewable Portfolio Standard; Final EIR project design features, and Final EIR Mitigation Measures AQ-2, AQ-3, AQ-4, AQ-6, AQ-7, AQ-10, AQ-11, and AQ-12 and Mitigation Measures CC-1, CC-3, CC-4, and CC-5. As shown in the table, emissions are above the SCAQMD's threshold of 10,000 metric tons per year for industrial sources.

Table 6: Greenhouse Gas Emissions – Operations with GHG Reductions and Mitigation

Emission Source	Annual Emissions (Metric tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Operational Emissions				
Area Sources	0.03	0.0001	0.0000	0.0328
Energy Use Emissions	720	0.0297	0.0078	723
Water Usage	572	6.6474	0.1611	801
Waste Management	52	3.0984	0.0000	139
Vehicle Emissions	36,085	0.3248	3.7777	37,095
Amortized Construction Emissions	69	0.0063	0.0000	69
Total	37,498	10.1067	3.9466	38,827
Global Warming Potential Factor	1	28	265	
CO ₂ Equivalent Emissions	37,498	283	1,046	38,827
TOTAL CO₂ Equivalent Emissions	38,827			
CO₂ Equivalent Emissions – Final EIR	301,445			

Source: SRA 2016.

In the Final EIR, warehousing sources are discussed, including use of refrigerants, truck trips, and operational emissions. Project design features were identified that were incorporated into the GHG emission calculations for the Renaissance Specific Plan Area. The following project design features would reduce GHG emissions from warehouse operations:

- The Project will require all new non-residential buildings to be 10 percent more energy efficient than Title 24 2008 standards, or 10 percent more energy efficient on a total daily valuation basis.
- The CARB's Heavy-Duty Vehicle Greenhouse Gas Reduction Measure aims to reduce fuel consumption of heavy-duty diesel-fueled trucks through improvements in aerodynamic drag and tire rolling resistance. According to CARB, currently certified aerodynamic devices achieve between 7 percent and 10 percent fuel savings at 60 miles per hour (mph). To account for the improvement in fuel efficiency, truck emissions were reduced by 8.5 percent in the Final EIR.

In addition, the State-mandated Renewable Portfolio Standard, when implemented fully, will reduce indirect emissions from electricity use associated with the proposed Project and with the embodied energy of water. It was assumed that the Renewable Portfolio Standard will be 33 percent implemented by the year 2020, and that emissions would be reduced accordingly for electricity use and water use.

Additional project design features applicable to the Monster Energy Distribution Center Project that were not included in the GHG emissions analysis but would be likely to yield further GHG emissions reductions beyond what is projected in the Final EIR include the following:

- The proposed Project involves the redevelopment of an underutilized site which is accessible from the SR-210 and entirely surrounded by existing and planned warehouse uses. As a result of the extensive transportation network in this part of western San Bernardino County, the project site is located in one of the largest warehouse and distribution regions in the United States, through which 80 percent of California's imported cargo is shipped. By focusing resources and development in an infill land area that has been previously developed, the proposed Project takes development pressure off further outlying, undeveloped areas. The design of the proposed Project reduces GHG emissions via smart land use patterns.
- Because the Renaissance Specific Plan Project provides eight jobs for every housing unit, the Renaissance Specific Plan overall provides increased employee opportunities in excess of the City's jobs/housing ratio and employees will be drawn from within the Renaissance Specific Plan Project or other nearby residences, reducing the length of work trips and therefore GHG emissions.
- Minimal landscaping will be used on site. High-efficiency, xeriscape irrigation systems will reduce the amount of water devoted to landscaped areas and an automated irrigation systems will reduce water use. Drought tolerant, heat resistant, hardy native plants will be used and planted in groupings. Large turf areas will be prohibited and where professional management is available, recycled water will be used.

In addition to the Renaissance Specific Plan project design features listed above, the Final EIR identified mitigation measures that would further reduce GHG emissions, as previously identified (Mitigation Measures CC-1, CC-3, CC-4, and CC-5 and Mitigation Measures AQ-2, AQ-3, AQ-4, AQ-6, AQ-7, AQ-10, AQ-11, and AQ-12). Proposed Project-related GHG emissions are above the SCAQMD's threshold of 10,000

metric tons per year. The proposed Project would result in significant and unavoidable impacts to Climate Change as a result of the generation of GHG emissions. As shown in the above table, GHG emissions are within the emissions disclosed in the Renaissance Specific Plan Project Final EIR. The proposed Project would, therefore, not increase the severity of the impact identified in the Renaissance Specific Plan Final EIR. This significance finding is consistent with the determination made in the Final EIR for impacts related to climate change. No new impact or increase in the severity of an identified impact would therefore occur with implementation of the proposed Project.

Mitigation Program

According to the Final EIR, implementation of Mitigation Measures AQ-02, AQ-03, AQ-04, AQ-06, AQ-07, AQ-10, AQ-11, and AQ-12 and CC-1, CC-3, CC-4, and CC-5 would reduce but not avoid significant impacts related to GHG emissions.

The Final EIR includes measures to reduce potential impacts associated the implementation of the Renaissance Specific Plan Project. The following measures from the Final EIR are applicable to the proposed Project.

Mitigation Measures from the Final EIR

Mitigation Measures AQ-02, AQ-03, AQ-04, AQ-06, AQ-07, AQ-10, AQ-11, and AQ-12 and the following measures are applicable to the proposed Project.

Mitigation Measure CC-1: Homes and businesses will exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards by at least 10 percent.

Mitigation Measure CC-3: The proposed project will comply with any applicable local Climate Action Plan or mitigation program for the reduction of GHGs adopted by the City of Rialto or the County of San Bernardino that is adopted prior to the issuance of building permits for subsequent project phases.

Mitigation Measure CC-4: The proposed project shall promote the use of alternative fuel technologies for construction vehicles by including language in construction bid specifications and weighting the use of alternative fuel technologies in the selection of construction contractors.

Mitigation Measure CC-5: Throughout construction, the proposed project shall maintain a centralized information repository for available recycled building materials. Recycled building materials shall be incorporated where practicable.

Conclusion

The proposed Project would result in significant GHG impacts. The proposed Project would result in significant and unavoidable impacts to Climate Change as a result of the generation of GHG emissions. As shown in the above table, GHG emissions are within the emissions disclosed in the Renaissance Specific Plan Project Final EIR. This significance finding is consistent with the determination made in the Final EIR for impacts related to climate change. No new impact or increase in the severity of an identified impact would therefore occur with implementation of the proposed Project.

Compliance with climate change and air quality mitigation measures, along with the incorporation of Renaissance Specific Plan design features, would reduce GHG emissions generated by land uses and related infrastructure improvements proposed in the Specific Plan. This reduction in emissions to meet

the goal of AB 32 (i.e., greater than a 28 percent reduction in GHG emissions from business as usual conditions) cannot be fully assured due to uncertainties in the implementation of federal, State, and local programs to meet the goal established under AB 32 that are also relied on by the Renaissance Specific Plan Project to meet the reduction target. Therefore, the Final EIR determined that impacts to global climate change from the Specific Plan Project were cumulatively significant and unavoidable.

Threshold (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measures CC-1, CC-3, CC-4, and CC-5 and AQ-2, AQ-3, AQ-4, AQ-6, AQ-7, AQ-10, AQ-11, and AQ-12 would be implemented and would reduce emissions of GHGs generated by the proposed Project; however, emissions would continue to be above the SCAQMD's threshold of 10,000 metric tons of CO₂e annually under both business as usual conditions and conditions for the project. The proposed Project would still have a significant and unavoidable impact on an applicable plan adopted for the purpose of reducing GHG emissions. GHG emissions are within the emissions disclosed in the Renaissance Specific Plan Project Final EIR. Therefore, this significance finding is consistent with the determination made in the Final EIR for impacts related to climate change.

Mitigation Program

Measures from the Final EIR

As previously identified, Mitigation Measures AQ-02, AQ-03, AQ-04, AQ-06, AQ-07, AQ-10, AQ-11, and AQ-12 and CC-1, CC-3, CC-4, and CC-5 from the Final EIR are applicable to the proposed Project.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Greenhouse Gas Emissions Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the proposed Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to GHG. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.8 Hazards and Hazardous Materials

The scope of discussion and findings herein are based in part on the Final EIR and the Phase I Environmental Site Assessment (ESA) prepared for the Specific Plan area. The Phase I ESA prepared by Kimley-Horn and Associates (December 2015) for the Monster Energy Distribution Center Project is provided in Appendix E of this Addendum.

Threshold (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

Threshold (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment; and

Threshold (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment.

In April 2010, Tetra Tech prepared a Draft Cleanup Plan for the Rialto Municipal Airport. The purpose of this plan was to describe the site assessments for the Airport and propose a Cleanup Plan to the RWQCB. The Airport encompasses Properties A, B, C and D (see Final EIR Exhibit 4.7-1). The proposed Monster Energy Distribution Center project site is located within a portion of Properties C and D. According to the Cleanup Plan, the Airport is intended to be redeveloped for a variety of land uses including residential, retail and commercial. According to the Cleanup Plan, the project site was anticipated to be redeveloped for industrial use.

The Cleanup Plan for contaminated soils consists of excavating impacted soil from the Airport property exceeding the residential or industrial standards California Human Health Screening Levels (CHHSLs) and Regional Screening Levels (RSLs) based on plans for future uses of different areas within the Airport property. The excavated soils are to be managed by either relocating soils on site or disposing of the soils off site at an appropriate disposal facility. Soils excavated and relocated on site would be placed in cells located under future, publicly-owned City streets, or within dedicated impoundment areas within the Renaissance Specific Plan area that will ultimately be used as parking lots, parkways, parks and landscaping. Land use restrictions would document the relocation of contaminated soil and restrict land use in certain areas. The project site includes areas proposed for excavation of impacted soil. The RWQCB concurred with the proposed soil excavation areas and volumes in May 2010.

In September 2015, Converse Consultants prepared an updated version of the Draft Cleanup Plan for the Rialto Municipal Airport. The April 2010 Cleanup plan is being reissued to reflect the change in the proposed use of the former airport. Some of the proposed residential and commercial/industrial land uses have changed since the Plan was prepared in 2010. In addition the soil and soil gas cleanup goals are updated in accordance with current DTSC criteria. There were no changes identified in regards to the recommended excavation and confirmatory samples for the Airport Property. According to Mr. Kamron Saremi with the RWQCB, the 2015 Cleanup Plan has been approved.

The Rialto Municipal Airport property is now closed and under demolition. Asbestos-containing materials (ACMs) have the potential to be present within interior and exterior materials and surfaces of the structures on the Airport property. The City prepared a separate IS/MND (adopted in January 2015) to address the closure and demolition of the Airport property. The Rialto Municipal Airport Demolition

IS/MND concluded that hazards and hazardous materials impacts to be less than significant with mitigation incorporated. Mitigation Measure HAZ-7 included in the Final EIR requiring a pre-demolition survey for ACMs was implemented as part of the separate CEQA analysis. Thus, any potential impacts from ASMs from the project site would have been mitigated to a level of less than significant.

The Final EIR found hazards and hazardous materials impacts to be less than significant with mitigation incorporated. These impacts are related to the presence of contaminated soils outside of this project site and disposal of contaminated soils during construction. A potentially significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be mitigated to a level of less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-10; MMs HAZ-4 through HAZ-7 and MM HAZ-10 are not applicable to the Project. Therefore, the following mitigation measures from the Final EIR is applicable to the proposed Project and shall be implemented. Any modifications to the original measure is shown in strikethrough for deleted text and new, inserted text is underlined.

Mitigation Measure HAZ-1. The remediation of soils containing Chemicals of Concern (COCs) at concentrations exceeding the residential or industrial screening level shall meet the Cleanup Plan Removal Goals for Soils as depicted in (see Final EIR Table 4.7-4). This measure shall be implemented to the satisfaction of the Development Services Director.

Soil Remediation Areas

The locations where COCs have been identified for potential soil removal or onsite relocation (i.e., COCs above applicable cleanup goals listed in Final EIR Table 4.7-4)) are described below. The endangerment control measures as described in the Draft Cleanup Plan (TTI 2010) shall be applied during the soil removal or onsite relocation process.

Soil Excavation Areas

The locations where COCs have been identified for potential soil excavation to achieve the Remediation Goals for future residential and industrial development are described below.

1. ~~The potential excavation of approximately 560 tons of impacted soil containing TPH-g from discrete areas along the sand drag race course located on Property B;~~
2. Potential excavation of approximately 6,430 tons of impacted soil containing PCBs, PAHs, and/or TRPH from areas along the alpha and bravo taxiways and north-south and east-west runways on Property C;
3. ~~Potential excavation of approximately 6,300 tons of impacted soil containing PAHs and TRPH from WeCare Charities on Property D; (Removal of the top 1.5 feet of the entire site is proposed for removal since samples were only collected in visibly stained areas where accessible (no vehicles present). It is likely that the inaccessible areas (vehicle occupancy) contain similar levels of contamination in soils.)~~
4. ~~Potential excavation of approximately 110 tons of impacted soil containing TRPH from E & M Aircraft Painting on Property D;~~
5. ~~Potential excavation of approximately 30 tons of impacted soils containing TRPH from Rialto Aircraft Services on Property D;~~

6. ~~Potential excavation of approximately 70 tons of impacted soil containing cadmium from West-Pac Restorations on Property D;~~

The calculated soil volumes for potential excavation on properties B, C and D combined is approximately 13,485 tons.

~~The excavation and removal of USTs from Mercy Air Services, Art Scholl Aviation, and the San Bernardino County Sheriff's Department of Aviation will be addressed separately from the Site Characterization Report and Cleanup Plan because the USTs are currently being used for on-going business operations and they will be removed and remediated through the local regulatory agency prior to redevelopment of the Site.~~

Remediating Strategy for Soil

Chemicals of concern (COCs) above cleanup goals will be excavated, segregated and managed by either relocating soils on site and/or off site for disposal at an appropriate disposal facility:

HAZ-1(a) Excavation and Stockpiling Management

The excavated materials will be segregated based upon type (e.g. tarmac, pavement, and soil) and will be temporarily stockpiled onsite for loading, transport and disposal to an offsite facility, or onsite management, as provided under the Cleanup Plan. Soil excavated will be placed in separate stockpiles based on the COC present in soil. For instance, soil containing PAHs shall be placed in a separate stockpile from soil containing TRPH and PCBs. The exception to this procedure will be in the case when soil excavated contains multiple constituents (e.g. PAHs/TRPH). In this case, soil containing multiple constituents shall be segregated accordingly based on the constituents present in soil (e.g. soil containing PAHs/TRPH shall be placed in a separate stockpile from soil containing TRPH/PCBs). The excavated soils may be further segregated based on field observation, and field monitoring results. All potentially contaminated soils excavated will be hauled offsite for disposal or relocated and contained onsite.

HAZ-1(b) Offsite Disposal of Excavated Soil

All excavated soils to be exported offsite will be transported to an appropriately permitted licensed treatment, storage, and disposal facility (TSDF) for disposal. Potential disposal facilities include TRS (located in Azusa, California) TPS Technologies (located in Adelanto, California) or Western Environmental (located in Mecca, California).

All transportation activities will be performed in strict compliance with regulations and ordinances. The hauling contractor(s) used to transport contaminated soils will be fully licensed and permitted by the USEPA and the State of California. All Department of Transportation (DOT) and California Highway Patrol (CHP) safety regulations will be strictly followed.

Transportation equipment will be chosen to safely transport the expected volumes of soil, taking into consideration the types of roads to be traveled and their loading capacity. Routine truck maintenance and repairs will be performed at the remediation contractor's premises prior to picking up loads of waste from the Site. The remediation contractor will be required to clean up, to the satisfaction of the regulatory agencies involved, any spills resulting from maintenance of the trucks due to road accidents during operation of this project. All vehicles, trailers, and containers of the subcontractors will be inspected by CRWQCB and/or San Bernardino County and contractor personnel on a routine basis.

Trucks will use only pre-planned and authorized routes, as approved by the City of Rialto, California. A detailed log of the loads hauled from the Site will be maintained in the Site field logbook. The log will include, at a minimum, the date and time trucks were loaded and off-loaded, the destination, size (volume and weight) of the load, description of the contents, name and signature of the hauler, and name and signature of the Contractor's representative. The waste will be off-loaded for disposal in a manner consistent with current Federal EPA, State, and local regulations.

Trucks for the offsite transportation of contaminated soil will remain on clean areas at all times to minimize the need to decontaminate the truck tires. During loading, dust, and odor emissions will be monitored and mitigated as necessary according to discussions earlier in this section. The hauling trucks will be equipped to fully cover all soils during transportation. At a minimum, the soils will be tightly covered by a heavy tarp. Trucks hauling soils will be developed prior to the initiation of remedial efforts.

HAZ-1(c) Onsite Relocation of Excavated Soil

All excavated soil to be relocated onsite, with the exception of soils affected by TPH-g at concentrations in excess of Cleanup Goals may be placed beneath publicly-owned streets, from edge of curb to edge of curb within in public right of way, (See Draft Cleanup Plan 2010, Figure 20). The relocation cells will be sized and excavated based on the estimated quantities of the removal areas. Further, individual relocation cells will be completed to accommodate soil based on the COC present in the soil stockpile. For instance, soil containing PAHs will be placed in a dedicated relocation cell designed to contain soils contaminated with PAHs. In the case when soil is contaminated with multiple constituents (e.g. PAHs/TRPH), these soils shall be placed in a dedicated relocation cell designed to contain these types of soils (e.g. soil containing PAHs/TRPH shall be placed in a relocation cell separate from soil containing TRPH/PCBs). The soil excavated during construction of the relocation cells will be temporarily stockpiled onsite for subsequent reuse and for cover of the relocation cell. Upon excavation, the soil from the relocation cells will be transported to a staging area for stockpiling and subsequent sampling and analysis.

The location(s) for the proposed relocation cell(s) will be constructed using appropriate excavation techniques, such as sloping the excavation sidewalls at a 45-degree angle or benching to ensure slope stability is maintained and the trenching is conducted in accordance with Cal-OSHA regulations regarding trenches. Land-use restrictions will be applied to the areas of the roadways which include the relocation cells. Impacted soil will be placed in the cells at a minimum of 2 feet below the lowest utility main which is estimated to be between 7 and 10 feet bgs, and clean backfill will be placed between the ground surface and the top of the remediation cell. Backfill and compaction will be conducted appropriately.

The placement of clean backfill above the relocation cell allows for the installation and maintenance of the proposed subgrade utility alignments within the area of the relocation cells without disturbing the relocated affected soil. The proposed utilities to be installed include storm drain, sanitary sewer, joint trench (i.e., electrical, telephone, cable), and water. A typical relocation cell cross section is shown on (See Draft Cleanup Plan 2010, Figure 20). The final site of the relocation cell(s) is subject to revision upon the written approval of CRWQCB staff. The engineered design and specifications of the relocation cell(s) will be determined through discussions with the RDA. The engineered design and specifications will be provided to CRWQCB staff for approval.

A geotextile fabric will be placed over the top of the affected soil to mark the interface between the clean backfill soil and the relocated affected soil. The geotextile will be extended along the edges of the right of way. The soil above the relocation cell(s) will be capped with road base material following placement and compaction of the clean backfill material. Asphaltic concrete pavement, curbs and gutters will be constructed during redevelopment of the Site. Placing the soil beneath publicly-owned city streets, separate from the rest of the development project, will allow unrestricted use of the unaffected portions of the development, which will be separately parceled.

HAZ-1(d) Excavation of Tarmac and Base Aggregate Material

The tarmac and base material down to native soil on Property C will be removed and the exposed native soil surface will be examined for discoloration and observation of chemical odor originating from the surface/subsurface. Areas exhibiting staining or a chemical odor will be included as part of the confirmation sampling program. It is intended that the tarmac paving be recycled and used in asphalt or as fill material onsite or offsite as part of a value engineering program. The tarmac could also be used onsite as aggregate base beneath streets and parking lots. Alternatives for onsite reuse of the aggregate material include the construction of landscape berm(s), placement of such material in below grade pits in dedicated areas of the Site that will be used as parkways, parks, and landscaping will also be an option. Implementation of these alternatives will control any potential exposure for future receptors, and will require a land-use restriction, including: (1) excluding use of the subject area for residential, hospital, schools or day care facility use; (2) requiring Regional Board notification prior to disturbance of such relocated tarmac or aggregate base materials.

Mitigation Measure HAZ-2. Confirmation sampling shall be collected following excavation activities and prior to backfilling as described in the Confirmation Sampling and Analysis Plan. All sampling activities shall be conducted in accordance with the approved Field Sampling Plan (FSP) prepared by the primary contractor. This measure shall be implemented to the satisfaction of the Development Services Director.

Mitigation Measure HAZ-3. To minimize the potential for exposure of construction personnel to unknown contaminated soil during excavation and grading activities, prior to initiating construction or soil disturbance activities and to address the contingency of the discovery of unknown hazardous materials, a Site Management Plan (SMP) will be developed and provided to construction contractors that summarizes applicable legal requirements regarding the discovery, reporting, management, and disposal of hazardous materials or hazardous wastes. Contractors will also be obligated to comply with applicable legal requirements. The SMP shall be prepared and implemented by a qualified environmental firm that has a registered civil engineer, a registered geologist, or a registered environmental assessor on their staff, and shall be subject to review and approval by the County of San Bernardino. As a component of the SMP, a contingency plan shall be prepared that shall identify parameters and physical observations that indicate potential hazardous materials contamination, including soil discoloration, suspicious odors, presence of underground storage tanks, or buried building material, including asbestos containing material. This contingency plan shall include measures to protect worker safety if signs of contamination are encountered, identify sampling and analysis protocols for various substances that might be encountered (e.g., volatile organic compounds, petroleum hydrocarbons, heavy metals, asbestos), and list required regulatory agency contacts if contamination is found. Such

worker safety measures may include use of personal environmental protection equipment, 40 hour HAZWOPER training, and use of real time monitoring devices. The SMP document shall specify procedures for sampling and profiling of soils, consistent regulatory requirements, prior to transport and disposal, and procedures for groundwater waste management.

Mitigation Measure HAZ-8. UST will be permanently closed in accordance with the San Bernardino County requirements. USTs will be purged, cleaned, and excavated. All above and below ground UST appurtenances such as dispensers will be removed and disconnected from vents or other above and below ground piping, including all other underground utilities associated with the buried UST. Prior to tank removal, preparation activities will be performed by purging and cleaning the USTs. The tanks will then be removed by exposing (excavating) soils over and around the USTs, lifting the USTs from the excavation, sampling the excavation, further excavation as required to meet applicable regulatory thresholds, and backfilling the excavation with clean certified soil.

The USTs and appurtenances will be transported as hazardous waste, accompanied by a California Hazardous Waste Manifest and taken to a licensed Treatment, Storage, and Disposal Facility (TSDF). USTs may only be handled as non-hazardous if they are triple rinsed on site and the rinsate is manifested and hauled to a licensed TSDF.

Soil samples will be collected per the San Bernardino County UST removal procedures. A minimum of one (1) sample will be collected from the fill end, and one (1) sample from the turbine end of the UST. Samples will also be collected at least 2 feet below native soil and a separate sample will be collected at each dispenser, and at every 20 linear feet of piping and/or at each joint, bend or connection. Soil samples will be collected from the soil stockpiled from the excavation. Soil samples will be submitted to a State of California, Department of Health Services certified Laboratory for chemical analysis of all constituents of the previously stored hazardous substances and their breakdown or transformation products.

Mitigation Measure HAZ-9. Prior to grading of the Site, the existing transformers will be inspected to determine whether or not they contain PCBs. If PCBs are present, the transformers will be replaced with newer models that do not contain PCBs. The old transformers will be disposed of through a commercially permitted PCB disposal company, as identified by the U.S. Environmental Protection Agency.

With implementation of the measures identified above, significant impacts would be mitigated to a less than significant level. This significance finding is consistent with the finding of less than significant impact with mitigation set forth in the Final EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

There are no new potentially significant impacts associated with the proposed Project; therefore, no new mitigation measures are required for issues related to hazardous materials.

Mitigation Measures from the Final EIR

Based on the location of the project site and nature of the proposed Project (no new well drilling on the site and no construction of schools on the site), Mitigation Measures HAZ-4 through HAZ-7 and Mitigation Measure HAZ-10 are not applicable to the proposed Project.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

There are no schools located within ¼-mile of the project site. As an industrial/warehouse/distribution facility, the proposed Project is not expected to generate hazardous emissions or use hazardous materials. Planning Area 31, which has a “School” designation, is approximately 800 feet to the north of the project site. Any future school developed within the surrounding area will be subject to the oversight of the DTSC, as required by State law. New school sites are required to be free of contamination or, if the properties were previously contaminated, they must be cleaned up under DTSC's oversight. No significant impacts are anticipated. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (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, result in a safety hazard for people residing or working the project area; and

Threshold (f) For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working the project area.

The Rialto Municipal Airport, which was located within the project site, closed in September 2014. The Specific Plan envisioned that this airport would be closed as development occurs within the area; therefore, no impact would result. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation from the Final EIR**

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The proposed Project would not impair or physically interfere with an adopted emergency response or evacuation plan. Primary access to all major roads would be maintained during construction of the proposed Project. Therefore, no associated impacts would occur. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation from the Final EIR**

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The proposed Project would not expose people or structures to a risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. According to the Final EIR, the County General Plan indicates that the area is categorized as having a “low” risk from wildland fires.¹⁰ Impacts related to wildland fires would not be significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

¹⁰ Ibid. p. 4.7-31.

Mitigation Program

Mitigation from the Final EIR

None identified in the Final EIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Hazards-Related Impacts Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to hazards and hazardous materials. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.9 Hydrology and Water Quality

The scope of discussion and findings herein are based in part on the Final EIR; and site specific Water Quality Management Plan (WQMP) and Drainage Study prepared for the proposed site by Kimley-Horn and Associates (February 2016).

Threshold (a) Violate any water quality standards or waste discharge requirements; and

Threshold (f) Otherwise substantially degrade water quality.

The Final EIR found hydrology and water quality impacts to be less than significant with mitigation incorporated. If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade storm water quality at downstream locations. Implementation of Mitigation Measures HYD-1 and HYD-2 require coordination with the City of Rialto Public Works Department and RWQCB during design and construction of the proposed Project to ensure the Project is consistent with long range planning efforts. To minimize water quality impacts associated with the proposed Project, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) prepared consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit) (as referenced in Mitigation Measures HYD-2).

The project site is located within a larger tributary of the Cactus Basin System. Ultimately the site will discharge storm water to Storm Line C in Miro Way and discharge into Basin 3 of the Cactus Basin System. Line C is a constructed 78-inch storm sewer in Miro Way between Locust Avenue and Linden Avenue fronting the project site. Cactus Basin 3 has not been constructed. As such, in the near-term storm water will be detained on site in two water quality detention/infiltration basins located along the southern boundary of the project site (see Figure 3 of this Addendum). Once Cactus Basin 3 has been constructed, the detention basins will discharge into a 42-inch RCP storm drain, which will connect to the 78-inch storm sewer within Miro Way. As required by Mitigation Measure HYD-03, the proposed Project would require a Water Quality Management Plan (WQMP) to manage storm water quality during operation. Compliance with the requirements would avoid or minimize any violations of water quality standards or waste discharge requirements. Water quality impacts are expected to remain less than significant.

Potentially significant impacts associated with storm water discharge requirements, and water quality, would be reduced to a level of less than significant with implementation of Mitigation Measures HYD-1 through HYD-4. These measures are applicable to the Project.

Mitigation Program

The Final EIR includes measures to reduce potential impacts associated the implementation of the Specific Plan Project. The following measures from the Final EIR are applicable to the proposed Project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Mitigation Measures from the Final EIR

Mitigation Measure HYD-1: Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in project hydrology studies. The developers or their designees shall provide evidence of this approval to the City Public Works Department. These improvements shall be consistent with any master planning efforts of the County to the satisfaction of the City Engineer.

Mitigation Measure HYD-2: The developers or their designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The developers or their designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of grading permits.

Mitigation Measure HYD-3: Prior to the issuance of grading permits, the developers or their designees shall prepare a Water Quality Management Plan (WQMP) and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City ~~Development Services~~ Public Works Department, Engineering Division shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may accept a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Department. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:

- a) Specify the timing of grading and construction to minimize soil exposure to winter rain periods experienced in southern California;
- b) Natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program;
- c) All slopes greater than five feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel;
- d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site;
- e) Construct man-made channels to minimize runoff velocities;
- f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established;
- g) Sediment traps, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of "first flush" urban pollutants, including sediment, from developed areas, including the emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City;
- h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis;
- i) An inspection and maintenance program shall be included to ensure that any erosion, which does occur either on or offsite as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;
- j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department.

Mitigation Measure HYD-4: Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within 180 days of completion of grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the ~~Development Services~~ Public Works Director.

Conclusion

Compliance with the requirements outlined in the WQMP would avoid or minimize any violations of water quality standards or waste discharge requirements. Implementation of the proposed Project would have a less than significant impact to water quality. No new impact relative to water quality or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Threshold (b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The project site is located within the service area of the Fontana Water Company (FWC). The use of groundwater for the Renaissance Specific Plan is discussed under Utilities and Service Systems. The use of groundwater for the Specific Plan Project is discussed later in this Addendum under Utilities and Service Systems. As discussed in that section, the proposed Project would have sufficient water supplies (groundwater is one of the sources) available to serve the project. In addition, the project would result in additional impervious surfaces on site. Therefore, the Project would construct two water quality detention/infiltration basins. Accordingly, the proposed Project would not significantly impact local groundwater recharge. Impacts would be less than significant.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact determination.

Threshold (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; and

Threshold (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The proposed Project would not substantially alter the existing drainage patterns of the site or vicinity. The site is relatively flat and slopes slightly towards the south/southeast. As previously addressed, the project site is located within a larger tributary of the Cactus Basin System and ultimately the site will discharge storm water to Storm Line C in Miro Way and discharge into Basin 3 of the Cactus Basin System. Line C is a constructed 78-inch storm sewer in Miro Way between Locust Avenue and Linden Avenue fronting the project site. Because Cactus Basin 3 has not been constructed, in the near term storm water will be detained on-site in a water quality detention/infiltration basins. Once Cactus Basin 3 has been constructed, the detention basins will discharge into a 42-inch RCP storm drain which will connect to the 78-inch storm sewer within Miro Way. The site does not include any streams or rivers, which could be altered by the proposed Project. In addition, the proposed on-site detention/infiltration basins would limit the release of storm water from the site; therefore, minimizing the potential for flooding to occur on site or off site. Therefore, impacts would be less than significant.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Threshold (e) 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.

The proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide additional sources of polluted runoff. The project would be required to comply with Mitigation Measure HYD-5 and Mitigation Measure HYD-6. As previously addressed, the implementation of Mitigation Measures HYD-1 and HYD-2 require the preparation of a WQMP and SWPPP with an associated Erosion and Sediment Control Plan that details construction and post-construction measures to control surface runoff in a manner that is consistent with master planning efforts. Therefore, associated impacts are considered less than significant with mitigation incorporated. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the Final EIR**

Mitigation Measure HYD-5: Prior to the issuance of occupancy permits, planting of developed land shall comply with the NPDES Best Management Practices Construction Handbook Section 6.2 to the satisfaction of the City Engineer and/or Public Works Director as applicable.

Mitigation Measure HYD-6: Prior to issuance of the first occupancy permit, the developers or their designees shall provide proof to the Public Works Department that the onsite drainage facilities will be maintained by the County, City, HOA, or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Department.

Conclusion

No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Threshold (g) Place housing/structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; and

Threshold (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The proposed Project does not involve the construction of residential units. The project site is outside of any mapped floodplain area (FEMA FIRM #06071C7920H, 2008). No flood hazard would occur with Project implementation. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the Final EIR**

None identified in the Final EIR.

Conclusion

No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact determination.

Threshold (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

As discussed above, the proposed improvements would not be located within a mapped 100-year floodplain. Additionally, the Project would construct drainage improvements to alleviate existing flood conditions at the site and reduce the risk of flood hazards. No reservoir dam structures are located within the vicinity of the project site. The closest dam or levee is the Lytle Creek Levee located approximately 2.5 miles northeast of the project site. Given the distance from the Lytle Creek Levee, resultant flooding from the unlikely failure of the levee would not expose people or structures to a significant risk of loss, injury, or death. The closest dams to the project site are the Wiggins Number 2 Dam and the Little Mountain Dam, both approximately six miles east of the site. The proposed Project is not within the flood inundation zones of these dams pursuant to dam inundation boundary files available from the State of California Emergency Management Agency.¹¹ No associated flood hazard impacts would occur.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact determination.

Threshold (j) Result in inundation by seiche, tsunami or mudflow.

The project site is located approximately 45 miles inland from the Pacific Ocean. Given the distance from the coast, the potential for the project site to be inundated by a large, catastrophic tsunami is extremely low. No steep slopes are located in the project vicinity; therefore the risk of mudflow is insignificant. No associated impacts would occur. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to hydrology and water quality.

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact determination.

¹¹ <http://myplan.calema.ca.gov>. Accessed March 11, 2016.

Overall Hydrology and Water Quality Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to hydrology and water quality. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.10 Land Use and Planning

Threshold a) Physically divide an established community; and

Threshold b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

No potentially significant impacts related to land use and planning are identified in the Final EIR. The proposed Project is located within the limits of the Specific Plan area and is consistent with the land use designation for Planning Area 60b; Planning Area 60b is designated “Renaissance Specific Plan – Business Center”. The Business Center designation is designed to accommodate larger industrial, distribution, and manufacturing uses. All development features would be consistent with Specific Plan requirements. Therefore, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Overall Land Use Impacts Conclusion

No new impacts relative to adverse land use impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to land use and planning. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.11 Mineral Resources

Threshold a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and

Threshold b) Result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

No potentially significant impacts to mineral resources are identified in the Final EIR. No new impact relative to mineral resources or substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur with implementation of the proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact to mineral resources.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Overall Mineral Resources Impacts Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to mineral resources. With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to mineral resources. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.12 Noise

A Noise and Vibration Impact Assessment Technical Report was prepared by dB Associates, Inc. (March 2016) for the proposed Project. For the purpose of this Addendum, the noise and vibration assessment evaluates construction and operational impacts associated with the proposed Project. The Noise and Vibration Impact Assessment Technical Report is included as Appendix F to this Addendum and has been prepared in compliance with Mitigation Measures N-05, N-06, N-07, and N-08 in the Final EIR which state:

Mitigation Measure N-05: The City shall require that a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed noise sensitive land uses. Each noise impact analysis shall identify potential construction noise impacts and provide mitigation, if necessary to reduce the construction noise impacts to within the City noise level standards of the Noise Element of the Rialto General Plan.

Mitigation Measure N-06: The City shall require that a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan, and any proposed commercial retail or business uses located adjacent to Alder Avenue, Baseline Road, SR-210, or adjacent to other sensitive on-site or off-site uses. Each noise impact analysis shall identify potential direct, project related, transportation noise impacts and provide mitigation, if necessary, to reduce the traffic noise impacts as well as other onsite stationary noise impacts to within the City noise level standards of the Land Use Element of the Rialto General Plan.

Mitigation Measure N-07: The City shall require that a vibration impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses. Each vibration impact analysis shall identify potential construction-related vibration impacts and provide mitigation, if necessary, to reduce the construction to within the County vibration level standards.

Mitigation Measure N-08: The City shall require that a vibration impact analysis be prepared for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses. Each vibration impact analysis shall identify potential sources of vibration impacts and provide mitigation, if necessary, to reduce the vibration impacts to within the County standards.

Threshold (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and

Threshold (d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

As part of the noise study prepared for the proposed Project, an ambient noise level survey was conducted on Tuesday, March 8, 2016, which was a non-holiday week day when schools were in session and therefore represents typical noise conditions for the project area. Noise measurements were performed to determine the existing noise environment near noise-sensitive areas within the vicinity of the project site. Sound measurement locations were selected at or near the property lines of the project site.

Attended short-term (20-minute) measurements were conducted during the daytime period (7:00 AM to 7:00 PM).

The dominant noise source in the project area is vehicular traffic on Miro Way. Primary access roadways include Alder Avenue, Baseline Road, Ayala Drive, Locust Avenue, and Miro Way. Noise sources observed during the noise survey included distant grading activity on the project site, distant construction activity on nearby warehouse sites, vehicular traffic on Miro Way, wind blowing trees and debris, and distant traffic on SR-210.

Noise-sensitive land uses potentially affected by the proposed Project consist of off-site single-family residences located across Miro Way to the south (two single-family residences), Specific Plan land use designated park and multi-family residential uses to the north, and along roadways that may be used by the proposed Project. Non-noise-sensitive land uses adjacent to the project site include vacant property to the northwest, north, and northeast; the I-210 Logistics Center II distribution center under construction to the southeast; the San Bernardino Sheriff's Department Dispatch Center to the south; and the Niagara Bottling facility to the west. The project site and all adjacent properties are in the City of Rialto. The project site and all adjacent properties are within the Renaissance Specific Plan area.

Construction

The Final EIR concluded that construction noise would be short term and would not create any long-term impacts on development sites or the surrounding area. However, future developments have the potential to be impacted by construction noise and therefore the noise impacts relating to construction would be potentially significant without implementation of mitigation measures.

Noise and vibration levels associated with the construction phase of the proposed Project were estimated based on information provided by the Applicant for construction equipment requirements and schedule. It was assumed that construction of the proposed Project would require approximately twelve (12) months. The initial phase of construction would involve mass grading of the project site, along with site development activities, including the construction of internal roadways which involves fine grading, trenching, and paving activities. Following project site preparation activities, the proposed Project structures would be constructed and would include the use of architectural coatings application, and paving associated with buildings.

Mass site grading is expected to produce the highest construction noise and vibration levels. Grading of the project site is estimated to require up to eight Caterpillar (CAT) 637 scrapers, one CAT D8 dozer, one CAT 824 rubber tire dozer, one CAT 637 water pull, and one motor grader. Rock crushing could be performed on-site.

Proposed project construction would result in a temporary increase in noise levels in the vicinity of the project site. Construction noise varies depending on the construction process, type of equipment involved, location of the construction activities with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

Construction activities would comply with applicable noise regulations as set forth in the City of Rialto Municipal Code Section 9.50.070. Construction activities would occur during daytime hours of 7:00 AM to 5:30 PM, Monday through Friday, from October 1 through April 30; and, 6:00 AM to 7:00 PM, Monday through Friday, from May 1 through September 30. In accordance with Mitigation Measures N-1 through N-4, the construction equipment would use noise-reduction features equal to or more effective than those originally installed by the manufacturer. To further minimize noise impacts associated with

construction activities, Mitigation Measure N-3 in the Final EIR, recommends stationary combustion equipment be located at least 300 feet from sensitive receptors or shielded with a noise protection barrier. In addition, rock crushing would occur more than 300 feet from the existing residences to the south. The proposed Project is consistent with this recommendation. With implementation of Mitigation Measures N-1 through N-4 in the Final EIR, impacts under these thresholds would be less than significant and consistent with the impacts disclosed in the Final EIR.

On-Site Operations

As noted in the Final EIR, ongoing operations within the Renaissance Specific Plan area could result in a potential long-term increase in ambient noise levels. Potential noise impacts associated with the operations include the exposure of future residences and other noise sensitive receptors to traffic noise, as well as noise from other adjacent stationary sources, in excess of City noise standards.

The City of Rialto General Plan Noise Element interior and exterior noise standards identifies that noise impacts are considered significant for residences and other noise sensitive uses if exterior noise levels exceed 60 dBA CNEL and interior noise levels exceed 45 dBA CNEL (see Table 4.11-1 of the Final EIR). As it applies to residential and hotel uses, the City's noise standards state "An exterior level of up to 65 CNEL will be allowed provided exterior levels have been substantially mitigated with a noise barrier of at least 6 feet in height and interior noise exposure does not exceed 45 CNEL with windows and doors closed...." (see footnote 3 of Table 4.11-1 of the Final EIR). Noise that may impact a noise sensitive use could include traffic noise or noise from a stationary source.

Proposed Project on-site noise would primarily consist of tractor-trailer trucks in the truck yards and rooftop mechanical equipment. According to the results of the Noise and Vibration Impact Assessment, on-site operational noise levels at various points along the property lines would range from approximately 45 dBA CNEL at the west property line, to approximately 61 dBA CNEL at the north property line.

The operational noise level at the residences across Miro Way to the south would be as high as 57 dBA CNEL, which is below the City of Rialto unmitigated property line limit of 60 dBA CNEL. The on-site operational noise levels at the planned park property line to the north would be as high as 58 dBA CNEL, which is below the City of Rialto unmitigated property line noise limit of 65 dBA CNEL. On-site operational noise levels at the planned multi-family residential property line to the north would be as high as 58 dBA CNEL, which is below the City of Rialto residential unmitigated property line noise limit of 60dBA CNEL. The on-site operations noise level at the exterior façade of the Sheriff's Department Dispatch Center would be as high as 57 dBA CNEL. The exterior-to-interior noise reduction achieved by standard construction is generally no less than 20 dBA. Therefore, the interior noise level within the facility is expected to be no higher than 37 dBA CNEL, which is below the City's office interior noise limit of 45 dBA CNEL.

Both existing and planned industrial uses border the project site on its eastern, western, southern and northern sides. None of the current or future permitted land uses on these properties are noise-sensitive, and the City of Rialto does not specific exterior noise limits for these land uses. In summary, impacts from the proposed Project's on-site operations to noise-sensitive receptors would be less than significant.

Operations – Off-site Traffic Noise

Significant and unavoidable impacts from vehicle noise would result from implementation of the Renaissance Specific Plan. The Final EIR determined that off-site vehicle noise impacts would be significant and unavoidable even with implementation of mitigation measures in connection with cumulative and

project-specific vehicular traffic. Consistent with the significance criteria set forth in the Final EIR, traffic-related noise generated by the proposed Project would be considered significant if the proposed Project would:

- Increase noise by 5 dBA CNEL, where the “without project” noise level is less than 60 dBA CNEL; or
- Increase noise by 3 dBA CNEL, where the “without project” noise level is 60 to 65 dBA CNEL; or
- Increase noise by 1.5 dBA CNEL, where the “without project” noise level is greater than 65 dBA CNEL.

An analysis was conducted of the proposed Project’s effect on traffic noise conditions. The modeling effort considered the peak-hour traffic volume, average estimated vehicle speed, and estimated vehicle mix (i.e., percentage of cars, medium trucks, heavy trucks, buses, and motorcycles). The near-term and proposed Project-generated peak-hour traffic volumes on roadway segments were obtained from the Traffic Impact Analysis prepared by Kimley-Horn and Associates (February 2016). Average speeds were obtained from the City of Rialto Speed Limits table in the General Plan or a field survey. As identified in **Table 7: Traffic-Related Noise Levels along Project Roadways**, Project-generated traffic noise level increases along Alder Avenue, Baseline Road, and Ayala Drive would be lower than the thresholds of significance for project-generated traffic-related noise. At the two single-family residences at the southwest corner of Miro Way at Maple Avenue (1382 and 1368 Maple Avenue), traffic noise levels with Project-generated traffic would increase by more than 5 dBA; however, noise levels would remain below the City of Rialto exterior noise standard of 60 dBA CNEL. Thus, the impacts of the proposed Project are not considered significant.

No new impact relative to noise or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. No new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Table 7: Traffic-Related Noise Levels along Project Roadways (dBA CNEL)

Roadway	Segment	Near-Term	Near-Term + Project	Project-Generated Noise Increase	Threshold of Significance	Adjacent Noise-Sensitive Use?	Impact?
Alder Avenue	Renaissance Parkway to Miro Way	69.2	70.0	+0.8	+1.5	No	No
Baseline Road	Linden Avenue to Ayala Drive	70.0	70.8	+0.8	+1.5	Yes	No
Ayala Drive	Renaissance Parkway to Fitzgerald Avenue	71.6	72.2	+0.6	+1.5	No	No
Miro Way	1382 Maple Avenue residence	44.9	56.9	+12.0	60/+5.0	Yes	No

Note: All noise levels are reported at 50 feet from centerlines of roadways.
 Source: dBF Associates, Inc., 2016.

Mitigation Program

The Final EIR includes measures to reduce potential impacts associated the implementation of the Renaissance Specific Plan. The following measures from the Final EIR are applicable to the proposed Monster Energy Distribution Center Project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Mitigation Measures from the Final EIR

Mitigation Measure N-1: Construction activities shall be limited to the City's allowable hours of construction activities in accordance with the City's Noise Ordinance.

Mitigation Measure N-2: All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

Mitigation Measure N-3: Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any nearby noise sensitive uses, unless safety or technical factors take precedence.

Mitigation Measure N-4: Stationary combustion equipment such as pumps or generators operating within 300 feet of any nearby noise sensitive uses shall be shielded with a noise protection barrier.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental analysis is not warranted.

Threshold (b) Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.

Construction

Consistent with the Final EIR, construction vibration levels are considered significant where they exceed the thresholds identified in Section 83.01.090 of the County of San Bernardino General Plan:

- (a) Vibration standard. No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line.
- (b) Vibration measurement. Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings shall be made at points of maximum vibration along any lot line next to a parcel within a residential, commercial and industrial land use-zoning district.
- (c) Exempt vibrations. The following sources of vibration shall be exempt from the regulations of this Section.
 - (1) Motor vehicles not under the control of the subject use.

- (2) Temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and Federal holidays.

The Final EIR found that short-term, construction-related vibration impacts could be potentially significant. The vibration analysis provided in this Addendum fulfills the requirements of Mitigation Measures N-7 and N-8, which require that a project-specific vibration study be performed for new developments. Because construction of the proposed Project is temporary and would occur during the hours permitted by the Rialto Municipal Code, vibration generated by construction of the proposed Project would be exempt from regulation per Section 83.01.090(c)(2) of the County of San Bernardino General Plan. Therefore, consistent with the significance criteria and findings set forth in the Final EIR, construction vibration levels as a result of the Project would be less than significant. No additional mitigation is required.

Operations

Consistent with the Final EIR, operational vibration levels are considered significant where they exceed the thresholds identified in Section 83.01.090 of the County of San Bernardino General Plan. According to the Noise and Vibration Impact Assessment prepared for the proposed Project, vibration associated with operation of the proposed Project would be generated by vehicular traffic and mechanical equipment operation. Vehicles traveling on a smooth pavement surface are rarely, if ever, the source of perceptible ground vibration. All vehicles on the project site would have rubber tires and suspension systems that isolate vibration from the ground, and would generally travel at a maximum speed of approximately 10 miles per hour. All vehicular traffic would operate over 25 feet from vibration-sensitive land uses. Vibration is expected to be negligible.

All mechanical equipment would be located more than 100 feet from vibration-sensitive land uses. Groundborne vibration levels resulting from mechanical equipment are dependent on the design of the equipment. All ground-mounted mechanical equipment would be installed using vibration-dampening resilient isolators designed to ensure that vibration levels would be lower than 0.2 in/sec peak particle velocity (PPV) at project property lines adjacent to vibration-sensitive land uses.

Therefore, consistent with the significance criteria and findings set forth in the Final EIR, no significant operational vibration impacts would be expected. Accordingly, no new impact relative to vibration or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the Final EIR

Mitigation Measures N-07 and N-08 require the preparation of a vibration impact analysis. This analysis has been prepared as a part of this Addendum. No impacts have been identified and no additional mitigation is required.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental analysis is not warranted.

Threshold (c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Noise levels associated with the proposed Project would increase over existing noise levels. This increase was identified in the Final EIR as a significant unavoidable impact associated with the Specific Plan. However, as discussed under Threshold A, above, operation of the proposed Project would not exceed noise levels established by the City for existing or designated uses. According to the Final EIR, Specific Plan implementation may result in a long-term increase in ambient noise levels associated with traffic noise and adjacent stationary sources. However, based on the analysis conducted in the Noise and Vibration Impact Assessment prepared for the proposed Project, on-site and off-site noise levels would be within allowable limits and consistent with the impacts disclosed in the Final EIR. Accordingly, no new impact relative to noise or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Although the Final EIR identified a significant unavoidable impact, the currently proposed Project would have a less than significant impact.

Mitigation Program**Mitigation Measures from the Final EIR**

Mitigation Measures N-5 and N-6 require the preparation of a noise impact analysis. This analysis has been prepared as a part of this Addendum. No impacts have been identified and no additional mitigation is required.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental analysis is not warranted.

Threshold (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; and**Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.**

The Rialto Municipal Airport site, which included the project site, closed in September 2014. Therefore, people residing or working in the project area would not be exposed to excessive noise levels from an airport.

Mitigation Program**Mitigation Measures from the Final EIR**

None identified in the Final EIR.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental analysis is not warranted.

Overall Noise Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.13 Population and Housing

- Threshold a)** Induce substantial population growth in an area, either directly or indirectly; and
- Threshold b)** Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and
- Threshold c)** Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

No potentially significant impacts to population and housing are identified in the Final EIR. The proposed Project would allow for the construction of one industrial/warehouse/distribution building, and would not involve residential development. There are no residential structures on the project site. Therefore, no growth or development beyond what was addressed in the Final EIR would occur. Accordingly, no new impact relative to population and housing or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact to population and housing.

Mitigation Program

Mitigation Measures from the Final EIR

No measures from the Final EIR are applicable. There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to population and housing.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to population and housing. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.14 Public Services

Threshold a) 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: fire protection, police protection, schools, parks, and other public facilities.

No potentially significant impacts to public services are identified in the Final EIR. The proposed Project is located within the limits of the Specific Plan area and is consistent with the designated land uses for Planning Area 60b. Accordingly, no new impact relative to public services or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact to public services.

To provide adequate funding for fire protection facilities, the City has established a fire facility fee that is charged to all new development within the City's boundaries. Continuous fire access roadways and public hydrants would be provided throughout the project site to allow adequate emergency service. The fee varies depending on development type and size. Individual developers within the Specific Plan area 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 would help the City provide fire service at the project site. The Project would pay its fair share of annual recurring costs to the City via various existing tax and revenue mechanisms. Payment of impact fees as the Project is developed would result in a less than significant impact in regards to fire services. Therefore, with payment of the required development impact fees, implementation of the proposed Project would result in a less than significant impact to fire services.

To provide adequate funding for law enforcement protection facilities, the City has established law enforcement fees that, like the fire facility fees, are based on development type and size. The fee is designed to cover the added expense to public services as a result of new development. The law enforcement fees associated with the proposed Project would help the City provide police services at the project site. Therefore, with payment of the required development impact fees, implementation of the proposed Project would result in a less than significant impact on law enforcement services.

The proposed Project does not involve residential development which would result in an increased demand for public school or public park facilities. Therefore, the impact from the Project on public services would be less than significant.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Overall Public Services Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to public services. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.15 Recreation

Threshold a) 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; and

Threshold b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

No potentially significant impacts to recreation are identified in the Final EIR. The proposed Project does not involve residential development and as such would not increase the use of existing neighborhood and regional parks or other recreational facilities. The proposed Project is located within the limits of Planning Area 60b of the Specific Plan and is consistent with the designated land uses for the planning area. Accordingly, no new impact relative to recreation or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact to recreation.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Overall Recreation Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to recreation. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.16 Transportation/Traffic

The Renaissance Specific Plan Final EIR identifies the potential for traffic and circulation impacts as a result of Specific Plan implementation. In summary, traffic generated from implementation of the Specific Plan Project would exceed the San Bernardino County Congestion Management Program (CMP) guidelines for 134 intersections. Traffic impacts to freeway segments were found to be potentially significant as well as impacts to the level of service (LOS) standards at Specific Plan traffic study area intersections including intersections evaluated herein for the proposed Project. Implementation of Mitigation Measure T-1, which includes fair-share contributions to traffic improvements when individual project impacts are identified, would reduce Specific Plan traffic impacts at impacted roadway segments and intersections to less than significant. However, significant and unavoidable impacts would occur to freeway segments since implementation of freeway improvements to accommodate the Specific Plan Project and regional demand cannot be guaranteed. The Final EIR included a list of recommended circulation improvements that are designed as a guide in evaluating specific improvements that may be necessary to maintain adequate roadway and intersection service levels as projects within the Specific Plan area are developed.

The Monster Energy Warehouse and Storage Project Traffic Impact Study was prepared by Kimley-Horn and Associates (February 2016) to address potential project-specific and cumulative traffic impacts. The Traffic Impact Study is summarized in this Addendum and included as Appendix G. The Renaissance Final EIR identified that individual projects constructed within the Specific Plan area could result in significant traffic impacts. Therefore, this Traffic Impact Analysis has been prepared in compliance with Mitigation Measure T-1 of the Final EIR which states:

Mitigation Measure T-1: Intersection Improvements: The City shall ensure that RSP generated traffic will not result in inadequate Level of Service (LOS) for RSP project intersections. Prior to any discretionary approval of development pursuant to the RSP, the City Traffic Engineer shall use the Traffic Impact Analysis (TIA - LSA 2009) to evaluate which portion of the above-listed improvements are attributable to the proposed development, and appropriate based upon the progress of cumulative development. Based upon this evaluation, the proposed development shall be required, to either, a) construct the applicable improvements; or b) pay appropriate fair-share fees for the development's contribution to a cumulative impact, as determined necessary to meet acceptable levels of service pursuant to the applicable jurisdiction.

Methodology

This study has been conducted in accordance with the City's Traffic Impact Analysis Report Guidelines and Requirements (December 2013) and the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) requirements. The project site is located in the Specific Plan area, and as such, is subject to the Renaissance Specific Plan Fair Share Traffic Mitigation Fee Program (RSP Traffic Fee) and the City's citywide traffic impact fee program. The RSP Traffic Fee Program was approved by the City Council as Resolution No. 6418 on March 11, 2014, for the purpose of levying fees on all development projects in the Specific Plan area to allow for the construction of traffic improvements necessary to mitigate for Specific Plan impacts. The RSP Traffic Fee Program identifies 34 intersection improvements. Projects approved prior to the approval of the fee program have development agreements that include the payment of fair-share fees for transportation improvements. As such, mitigation measures set forth in this Addendum implement the anticipated transportation improvements identified in the Final EIR and the intersection improvements identified in the RSP Traffic Fee Program.

The analysis evaluated traffic conditions for the following scenarios:

- Existing Conditions
- Opening Year 2017 – Existing Plus Growth
- Opening Year 2017 – Existing Plus Growth Plus Project
- Opening Year 2017 Cumulative – Without and With Project

The traffic study analyzes morning and evening peak hour conditions at 14 existing intersections, one future intersections, and three future driveways. In addition, three roadway segments were analyzed.

Intersections

1. Alder Avenue at SR-210 Westbound Ramps
2. Alder Avenue at SR-210 Eastbound Ramps
3. Alder Avenue at Renaissance Parkway
4. Alder Avenue at Walnut Avenue
5. Alder Avenue at Baseline Road
6. Locust Avenue at Casmalia Street
7. Locust Avenue at Renaissance Parkway
8. Locust Avenue at Baseline Road
9. Linden Avenue at Baseline Road
10. Ayala Drive at SR-210 Westbound Ramps
11. Ayala Drive at SR-210 Eastbound Ramps
12. Ayala Drive at Renaissance Parkway
13. Ayala Drive at Baseline Road
14. Miro Way at Alder Avenue (future intersection)

Future Intersections

- D1. Locust Avenue at North Driveway
- D2. Locust Avenue at South Driveway
- D3. Miro Way at Driveway

Roadway Segments

Alder Avenue: Renaissance Parkway to Miro Way

Baseline Road: Linden Avenue to Ayala Drive

Ayala Drive: Renaissance Parkway to Fitzgerald Avenue

Peak hour intersection operations at the study intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 2010, consistent with the requirements of the City and the San Bernardino County CMP. City guidelines require analysis of traffic operations to be based on the vehicular

delay methodologies of the HCM. Intersection level of service (LOS) is defined in terms of vehicle delay for signalized and unsignalized intersections. The City, per the City of Rialto 2010 General Plan Update, establishes minimum Level of Service standards. According to Policy 4-1.20 of the General Plan, the City requires that signalized intersections operate at LOS D or better during the morning and evening peak hours. The City's Traffic Study Guidelines requires new development to mitigate impacts that cause the level of service to fall below LOS D, or the peak hour delay to increase as follows:

LOS A/B	by 10.0 seconds
LOS C	by 8.0 seconds
LOS D	by 5.0 seconds
LOS E	by 2.0 seconds
LOS F	by 1.0 second

Unsignalized intersections are required to operate with no vehicular movement having an average delay exceeding 120 seconds during the morning and evening peak hours.

The roadway segment analysis addresses the proposed Project's impact on daily operating conditions on roadway segments in the traffic study area. Roadway segments are evaluated by comparing the traffic volume on a roadway segment to the daily capacity of that segment, to determine the volume-to-capacity (v/c) ratio. As noted, the City's LOS standard for daily roadway operation is LOS D.

The following describes the roadways within the traffic study area for the proposed Project.

Alder Avenue: Alder Avenue is north-south two-lane undivided roadway which provides access to SR-210. Alder Avenue is currently under construction to be improved to four lanes between Renaissance Parkway and Baseline Road. Alder Avenue is designated as a Major Arterial in the General Plan. Major Arterial roadways are intended to carry large volumes of relatively high-speed traffic between the region, different parts of the City, and the Specific Plan area. The Major Arterials in the Specific Plan area include Renaissance Parkway, Alder Avenue, and Baseline Road. The Specific Plan identifies Alder Avenue as having two travel lanes in each direction with a raised center median. On each side of the outside travel lane is a bike lane, parkway, walkway, and landscape easement. Median breaks are provided along Alder Avenue. Alder Avenue is also a designated truck route through the Specific Plan area.

Miro Way: Miro Way is a two-lane east-west roadway, and currently provides one travel lane in each direction between Linden Avenue and Alder Avenue. Miro Way is designated as a Secondary Arterial, and would provide one travel lane in each direction with a parking lane in each side of the travel lane within 84 feet of right-of-way. Miro Way is a designated truck route through the Specific Plan area. The Miro Way connection to Alder Avenue is currently under construction and would be completed by the proposed Project opening year.

Renaissance Parkway: Renaissance Parkway is designated as a Major Arterial which extends in an east-west orientation through and beyond the boundaries of the City of Rialto, changing to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway would provide four travel lanes, bike lanes, and a raised median within 108 feet of right-of-way. Renaissance Parkway connects with a number of north-south streets that have interchanges with SR-210 to the north and I-10 to the south. Renaissance Parkway is a designated truck route through the Specific Plan area with truck access restricted to local deliveries between Locust Avenue and Ayala Drive.

Baseline Road: Baseline Road is currently a two- to four-lane roadway through the study area, with left-turn lanes at arterial intersections. The ultimate configuration of Baseline Road would provide four travel lanes and a bike lane in each direction within 100 feet of right-of-way with a 12-foot raised median. Baseline Road is a designated truck route with truck access restricted to local deliveries west of Alder Avenue. Baseline Road has a full interchange with I-15 to the west of the project site and a partial interchange with I-215 to the east of the project site.

Locust Avenue: Locust Avenue is designated as a Secondary Arterial, which would provide two travel lanes and parking/bike lanes in each direction within 84 feet of right-of-way; on-street parking is permitted. Locust Avenue is a restricted truck access route (local deliveries only) between Renaissance Parkway and Walnut Street, and a full truck route to the north and south of that restricted segment. The project site plan indicates that there would be two full-movement project driveways proposed on Locust Avenue and one on Miro Way.

Linden Avenue: Linden Avenue is a north-south Secondary Arterial, which would provide two travel lanes and a bike lane in each direction within 80 feet of right-of-way. It is a designated truck route with truck access restricted to local deliveries between Renaissance Parkway and Miro Way.

Ayala Drive: Ayala Drive is a north-south Secondary Arterial with two travel lanes and a bike lane in each direction and a painted center median. It is a designated truck route through the Specific Plan area. Ayala Drive has a full interchange with SR-210 to the east of the project site.

Threshold (a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

The following summarizes the findings of the Traffic Impact Analysis for the four traffic scenarios.

Existing Conditions

Intersection Levels of Service: As identified in **Table 8: Existing Conditions – Intersection Operations**, all traffic study area intersections are currently operating at an acceptable LOS (LOS D or better) during both the morning and evening peak hours.

Table 8: Existing Conditions – Intersection Operations

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 Westbound Ramps	S	33.0	C	15.9	B
2	Alder Avenue at SR-210 Eastbound Ramps	S	14.1	B	14.6	B
3	Alder Avenue at Renaissance Parkway	S	30.8	C	29.7	C
4	Alder Avenue at Walnut Avenue	S	31.4	C	33.1	C
5	Alder Avenue at Baseline Road	S	47.4	D	30.3	C
6	Locust Avenue at Casmalia Street	S	18.1	B	17.6	B
7	Locust Avenue at Renaissance Parkway	S	8.6	A	8.0	A
8	Locust Avenue at Baseline Road	S	14.0	B	11.2	B
9	Linden Avenue at Baseline Road	S	9.4	A	11.4	B
10	Ayala Drive at SR-210 Westbound Ramps	S	17.0	B	11.3	B
11	Ayala Drive at SR-210 Eastbound Ramps	S	11.0	B	14.4	B
12	Ayala Drive at Renaissance Parkway	S	16.1	B	15.2	B
13	Ayala Drive at Baseline Road	S	19.1	B	22.3	C
14	Miro Way at Alder Avenue (Future)	–	–	–	–	–

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized; U = Unsignalized
Source: Kimley-Horn 2016.

Roadway Levels of Service: As identified in **Table 9: Existing Conditions – Roadway Operations**, all traffic study area roadway segments are currently operating at an acceptable LOS (LOS D or better).

Table 9: Existing Conditions – Roadway Operations

Roadway	Segment	Existing LOS D Capacity	Existing ADT with PCE	LOS D or Better?
Alder Avenue	Renaissance Parkway to Miro Way	17,999	17,222	Yes
Baseline Road	Linden Avenue to Ayala Drive	32,999	13,672	Yes
Ayala Drive	Renaissance Parkway to Fitzgerald Avenue	24,749	22,365	Yes

Notes:
Portions of Baseline Road and Ayala Drive currently provide one lane in one direction and two lanes in the other, for a total of three lanes. The daily capacity for a four-lane Arterial has been factored proportionately to reflect three lanes.
ADT = Average Daily Traffic; LOS = Level of Service; PCE = Passenger Car Equivalent
Source: Kimley-Horn 2016.

Opening Year 2017: Existing Plus Growth

The Opening Year 2017: Existing Plus Growth (without and with the proposed Project) scenarios assume a two percent annual growth rate, and the following planned network improvements:

- Construction of the extension of Miro Way to Alder Avenue is a committed improvement project that would be completed prior to Opening Year 2017. With the extension of Miro Way, some traffic from other cumulative projects in the immediate vicinity is also assumed to use Miro Way to get to Alder Avenue and SR-210.
- Construction of a traffic signal at the intersection of Alder Avenue at Miro Way, as conditioned by previous projects in the area.
- Widening of Alder Avenue to four lanes from Baseline Road to Renaissance Parkway.
- Construction of the east leg of the intersection of Alder Avenue at Walnut Avenue, and reconfiguration of the lanes to accommodate movements for a four-legged intersection.
- Construction of an exclusive westbound right-turn lane at the intersection of Baseline Road at Alder Avenue to be constructed as part of the I-210 Logistics Center III Project.

Intersection Levels of Service: As indicated in **Table 10: Existing Plus Growth – Intersection Operations**, all traffic study area intersections would continue to operate at an acceptable level of service with the addition of ambient growth and the completion of the widening of Alder Avenue.

Roadway Levels of Service: As indicated in **Table 11: Existing Plus Growth – Roadway Operations**, with the addition of ambient growth, the traffic study area roadway segments would continue to operate at an acceptable level of service (LOS D) with the addition of ambient growth and the completion of the widening of Alder Avenue.

Table 10: Existing Plus Growth – Intersection Operations

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 Westbound Ramps	S	35.9	D	16.5	B
2	Alder Avenue at SR-210 Eastbound Ramps	S	14.4	B	14.9	B
3	Alder Avenue at Renaissance Parkway	S	31.0	C	29.7	C
4	Alder Avenue at Walnut Avenue	S	34.0	C	36.9	D
5	Alder Avenue at Baseline Road	S	31.2	C	24.3	C
6	Locust Avenue at Casmalia Street	S	18.5	B	17.9	B
7	Locust Avenue at Renaissance Parkway	S	8.7	A	8.1	A
8	Locust Avenue at Baseline Road	S	14.1	B	11.3	B
9	Linden Avenue at Baseline Road	S	9.4	A	11.4	B
10	Ayala Drive at SR-210 Westbound Ramps	S	17.4	B	11.4	B
11	Ayala Drive at SR-210 Eastbound Ramps	S	11.1	B	14.7	B
12	Ayala Drive at Renaissance Parkway	S	16.5	B	15.4	B

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
13	Ayala Drive at Baseline Road	S	19.6	B	22.9	C
14	Miro Way at Adler Avenue	S	2.9	A	2.9	A

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized; U = Unsignalized
Source: Kimley-Horn 2016.

Table 11: Existing Plus Growth – Roadway Operations

Roadway	Segment	Opening Year LOS D Capacity ¹	Existing ADT with PCE	Existing + Growth ADT	LOS D or Better?
Alder Avenue	Renaissance Parkway to Miro Way	32,999	17,722	18,076	Yes
Baseline Road	Linden Avenue to Ayala Drive	32,999	13,672	13,945	Yes
Ayala Drive	Renaissance Parkway to Fitzgerald Avenue	32,999	22,365	22,812	Yes

Notes:
Portions of Ayala Drive currently provide one lane in one direction and two lanes in the other, for a total of three lanes. The daily capacity for a four-lane Arterial has been factored proportionately to reflect three lanes.
ADT = Average Daily Traffic; LOS = Level of Service; PCE = Passenger Car Equivalent
¹ Assumes the improvement of Alder Avenue to four lanes, from Renaissance Parkway to Baseline Road.
Source: Kimley-Horn 2016.

Opening Year 2017: Existing Plus Growth Plus Project

Trip Generation and Trip Distribution

The proposed Project is estimated to generate 3,898 vehicles trips (before the application of the PCE factor) on a daily basis, with 328 trips in the morning peak hour, and 351 trips in the evening peak hour. With the PCE factors, the proposed Project is estimated to generate 6,533 PCE trips on a daily basis, with 549 PCE trips in the morning peak hour and 589 PCE trips in the evening peak hour.

Intersection Levels of Service: As identified on **Table 12: Existing Plus Growth Plus Project – Intersection Operations**, all traffic study area intersections would continue to operate at acceptable levels of service and would not be impacted with the exception of the following intersection:

- #1, Alder Avenue at SR-210 Westbound Ramps. AM peak hour: LOS D. PM peak hour: LOS C (Project Impact)

While the signalized intersection of Alder Avenue at the SR-210 westbound ramps would operate at LOS D in the morning peak hour, the project impact of 6.8 additional seconds of delay in the morning peak hour would be considered a significant impact, based on the City's significance criteria. While the signalized intersection would operate at LOS C in the evening peak hour, the project impact of 11.1 additional seconds of delay in the evening peak hour would be considered a significant impact based on the City's significance criteria. Impacts at this intersection were identified in the Final EIR. No new impacts

would be created by the proposed Project. The proposed Project's contribution to the deficiency would be a significant impact. The Mitigation Program for the proposed Project is identified at the end of Threshold "a" of this section of the Addendum.

Roadway Levels of Service: As identified in **Table 13: Existing Plus Growth Plus Project – Roadway Operations**, all traffic study area roadway segments would operate at an acceptable level of service (LOS D).

Table 12: Existing Plus Growth Plus Project – Intersection Operations

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Alder Avenue at SR-210 Westbound Ramps	S	35.9	D	42.7	D	6.8	Yes	16.5	B	27.6	C	11.1	Yes
2	Alder Avenue at SR-210 Eastbound Ramps	S	14.4	B	19.2	B	4.8	No	14.9	B	17.7	B	2.8	No
3	Alder Avenue at Renaissance Parkway	S	31.0	C	34.2	C	3.2	No	29.7	C	30.2	C	0.5	No
4	Alder Avenue at Walnut Avenue	S	34.0	C	32.7	C	-1.3	No	36.9	D	37.1	D	0.2	No
5	Alder Avenue at Baseline Road	S	31.2	C	33.8	C	2.6	No	24.3	C	25.4	C	1.1	No
6	Locust Avenue at Casmalia Street	S	18.5	B	18.9	B	0.4	No	17.9	B	18.2	B	0.3	No
7	Locust Avenue at Renaissance Parkway	S	8.7	A	8.2	A	-0.5	No	8.1	A	8.5	A	0.4	No
8	Locust Avenue at Baseline Road	S	14.1	B	15.1	B	1.0	No	11.3	B	12.3	B	1.0	No
9	Linden Avenue at Baseline Road	S	9.4	A	9.6	A	0.2	No	14.4	B	14.6	B	0.2	No
10	Ayala Drive at SR-210 Westbound Ramps	S	17.4	B	20.4	C	3.0	No	11.4	B	12.5	B	1.1	No
11	Ayala Drive at SR-210 Eastbound Ramps	S	11.1	B	11.1	B	0.0	No	14.7	B	17.1	B	2.4	No
12	Ayala Drive at Renaissance Parkway	S	16.5	B	17.0	B	0.5	No	15.4	B	16.6	B	1.2	No
13	Ayala Drive at Baseline Road	S	19.6	B	20.8	C	1.6	No	22.9	C	25.9	C	3.0	No
14	Miro Way at Alder Avenue	S	n/a	–	3.1	A	n/a	–	n/a	–	4.0	A	n/a	–
D1	Locust Avenue at North Driveway	U	n/a	–	10.8	B	n/a	–	n/a	–	10.8	B	n/a	–
D2	Locust Avenue at South Driveway	U	n/a	–	11.9	B	n/a	–	n/a	–	10.7	B	n/a	–
D3	Miro Way Driveway	U	n/a	–	11.4	B	n/a	–	n/a	–	10.4	B	n/a	–

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.

At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.

At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.

Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Source: Kimley-Horn 2016.

Table 13: Existing Plus Growth Plus Project – Roadway Operations

Roadway	Segment	Opening Year LOS D Capacity	Existing ADT with PCE	Existing + Growth ADT	Daily Project Traffic	Existing + Growth + Project Volume	LOS D or Better?
Alder Avenue	Renaissance Parkway to Miro Way	32,999	17,722	18,076	934	19,010	Yes
Baseline Road	Linden Avenue to Ayala Drive	32,999	13,672	13,945	1,460	15,405	Yes
Ayala Drive	Renaissance Parkway to Fitzgerald Avenue	32,999	22,365	22,812	992	23,805	Yes
Notes: ADT = Average Daily Traffic; LOS = Level of Service; PCE = Passenger Car Equivalent Source: Kimley-Horn 2016.							

Opening Year 2017: Cumulative Without Project

In addition to ambient growth, traffic volumes for cumulative projects (approved, to be constructed/occupied, and pending projects) are added to the Existing Plus Growth traffic volumes. A summary of cumulative projects in the project vicinity and the trip generation is provided in the Traffic Impact Analysis (see Appendix G). Traffic assumptions for cumulative projects were obtained from the Renaissance Specific Plan Traffic Impact Analysis (LSA Associates, Inc., 2009); approved traffic studies, where available; and by Kimley-Horn where approved traffic studies were not available.

Intersection Levels of Service: As identified in **Table 14, Cumulative Without Project – Intersection Operations**, with the addition of ambient growth and cumulative projects traffic, the following intersections would operate at an unacceptable level of service:

- #1, Alder Avenue at SR-210 Westbound Ramps. AM peak hour: LOS F; PM peak hour: LOS F
- #2, Alder Avenue at SR-210 Eastbound Ramps. AM peak hour: LOS F; PM peak hour: LOS F
- #3, Alder Avenue at Renaissance Parkway. AM peak hour: LOS F; PM peak hour: LOS E
- #5, Alder Avenue at Baseline Road. AM peak hour: LOS E

With the addition of ambient growth and cumulative traffic, Alder Avenue at the SR-210 westbound and eastbound ramps, Alder Avenue at Renaissance Parkway would operate at unacceptable level of service during morning and evening peak hours. Alder Avenue at Baseline Road would operate at unacceptable morning peak hours.

Table 14: Cumulative Without Project – Intersection Operations

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 Westbound Ramps	S	161.2	F	226.4	F
2	Alder Avenue at SR-210 Eastbound Ramps	S	124.6	F	203.9	F
3	Alder Avenue at Renaissance Parkway	S	176.0	F	68.8	E
4	Alder Avenue at Walnut Avenue	S	36.2	D	38.8	D
5	Alder Avenue at Baseline Road	S	73.1	E	51.3	D
6	Locust Avenue at Casmalia Street	S	26.2	C	24.0	C
7	Locust Avenue at Renaissance Parkway	S	9.4	A	9.2	A
8	Locust Avenue at Baseline Road	S	15.4	B	12.8	B
9	Linden Avenue at Baseline Road	S	11.1	B	17.3	B
10	Ayala Drive at SR-210 Westbound Ramps	S	27.8	C	14.7	B
11	Ayala Drive at SR-210 Eastbound Ramps	S	11.5	B	22.8	C
12	Ayala Drive at Renaissance Parkway	S	19.8	B	21.4	C
13	Ayala Drive at Baseline Road	S	31.5	C	44.0	D
14	Miro Way at Alder Avenue	S	4.6	A	6.4	A

Notes: S = Signalized U = Unsignalized
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
 At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
 At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
 Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
 Source: Kimley-Horn 2016.

Roadway Levels of Service: As indicated in **Table 15, Cumulative Without Project – Roadway Operations**, two of the three study area roadway segments would continue to operate at acceptable levels of service (LOS D or better) with the addition of cumulative traffic. The following roadway segment would carry daily traffic volumes in excess of their LOS D daily capacity, thus operating at an unacceptable level of service:

- Ayala Drive: Renaissance Parkway to Fitzgerald Avenue

Table 15: Cumulative Without Project – Roadway Operations

Roadway	Segment	Opening Year LOS D Capacity	Existing + Growth ADT	Cumulative Projects ADT	Opening Year + Cumulative Projects ADT	LOS D or Better?
Alder Avenue	Renaissance Parkway to Miro Way	32,999	18,076	12,912	30,988	Yes
Baseline Road	Linden Avenue to Ayala Drive	32,999	13,945	5,278	22,241	Yes
Ayala Drive	Renaissance Parkway to Fitzgerald Avenue	32,999	22,812	2,759	25,571	No

Notes:

Bold and shaded values indicate roadway segments operating at greater volumes than LOS D capacity and thus operating at unacceptable levels.

ADT = Average Daily Traffic; LOS = Level of Service; PCE = Passenger Car Equivalent

Source: Kimley-Horn 2016.

Opening Year 2017 Cumulative Plus Project

Intersection Levels of Service: As identified on **Table 16: Cumulative Plus Project – Intersection Operations**, all traffic study area intersections are forecasted to continue to operate at acceptable levels of service with the exception of the following intersections:

- #1, Alder Avenue at SR-210 Westbound Ramps. AM peak hour: LOS F; PM peak hour: LOS F (Project impact)
- #2, Alder Avenue at SR-210 Eastbound Ramps. AM peak hour: LOS F; PM peak hour: LOS F (Project impact)
- #3, Alder Avenue at Renaissance Parkway. AM peak hour: LOS F; PM peak hour: LOS F (Project impact)
- #5, Alder Avenue at Baseline Road. AM peak hour: LOS E (Project impact)

With the addition of ambient growth and cumulative traffic, the level of service at the four intersections would worsen during the morning and evening peak hours for three intersections and during morning peak hours for the fourth intersection. The impact would be considered significant for the intersections of Alder Avenue at the SR-210 westbound and eastbound ramps, at the intersection of Alder Avenue at Renaissance Parkway, and at the intersection of Alder Avenue at Baseline Road. Impacts at these intersections were identified in the Final EIR. No new impacts would be created by the proposed Project. The Mitigation Program is identified at the end Threshold “a” of this section of the Addendum.

In addition, the following intersections would operate at LOS D or better, but would experience a significant impact due to the project, based on the significance criteria established by the City:

- #11, Ayala Drive at SR-210 Eastbound Rams. PM peak hour: LOS D (Project impact)
- #13, Ayala Drive at Baseline Road. PM peak hour: LOS D (Project impact)

Recommended measure to mitigate the proposed Project impacts are presented in the Mitigation Program at the end Threshold “a” of this section of the Addendum.

All driveways would operate at acceptable levels of service (LOS B or better) during both the morning and evening peak hours.

Table 16: Cumulative Plus Project – Intersection Operations

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact?	Without Project		With Project		Project Impact	Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Alder Avenue at SR-210 Westbound Ramps	S	161.2	F	169.3	F	8.1	Yes	226.4	F	278.3	F	51.9	Yes
2	Alder Avenue at SR-210 Eastbound Ramps	S	124.6	F	170.1	F	45.5	Yes	203.9	F	250.0	F	46.1	Yes
3	Alder Avenue at Renaissance Parkway	S	176.0	F	192.6	F	16.6	Yes	68.8	E	82.4	E	13.6	Yes
4	Alder Avenue at Walnut Avenue	S	36.2	D	40.3	D	4.1	No	38.8	D	41.0	D	2.2	No
5	Alder Avenue at Baseline Road	S	73.1	E	77.7	E	4.6	Yes	51.3	D	53.5	D	2.2	No
6	Locust Avenue at Casmalia Street	S	26.2	C	26.9	C	0.7	No	24.0	C	24.0	C	0.0	No
7	Locust Avenue at Renaissance Parkway	S	9.4	A	9.4	A	0.0	No	9.2	A	10.5	B	1.3	No
8	Locust Avenue at Baseline Road	S	15.4	B	16.4	B	1.0	No	12.8	B	13.7	B	0.9	No
9	Linden Avenue at Baseline Road	S	11.1	B	12.0	B	0.9	No	17.3	B	20.9	C	3.6	No
10	Ayala Drive at SR-210 Westbound Ramps	S	27.8	C	34.9	C	7.1	No	14.7	B	16.3	B	1.6	No
11	Ayala Drive at SR-210 Eastbound Ramps	S	11.5	B	11.6	B	0.1	No	22.8	C	35.1	D	12.3	Yes
12	Ayala Drive at Renaissance Parkway	S	19.8	B	20.4	C	0.6	No	21.4	C	22.4	C	1.0	No
13	Ayala Drive at Baseline Road	S	31.5	C	35.7	D	4.2	No	44.0	D	54.9	D	10.9	Yes
14	Miro Way at Alder Avenue	S	n/a	–	6.9	A	n/a	–	n/a	–	7.9	A	n/a	–
D1	Locust Avenue at North Driveway	U	n/a	–	10.8	B	n/a	–	n/a	–	10.8	B	n/a	–
D2	Locust Avenue at South Driveway	U	n/a	–	11.9	B	n/a	–	n/a	–	10.7	B	n/a	–
D3	Miro Way Driveway	U	n/a	–	11.4	B	n/a	–	n/a	–	10.4	B	n/a	–

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
 At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
 At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
 Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
 LOS = Level of Service; S = Signalized; U = Unsignalized
 Source: Kimley-Horn 2016.

Roadway Levels of Service: As indicated in **Table 17: Cumulative With Project – Roadway Operations**, two of the three study area roadway segments would continue to operate at acceptable levels of service (LOS D or better) with the addition of cumulative traffic. The following roadway segment would carry daily traffic volumes in excess of their LOS D daily capacity, thus operating at an unacceptable level of service:

- Ayala Drive: Renaissance Parkway to Fitzgerald Avenue

Table 17: Cumulative With Project – Roadway Operations

Roadway	Segment	Opening Year LOS D Capacity	Opening Year + Cumulative Projects ADT	Daily Project Traffic	Opening Year + Cumulative Projects + Project ADT	LOS D or Better?
Alder Avenue	Renaissance Parkway to Miro Way	32,999	30,988	934	31,922	Yes
Baseline Road	Linden Avenue to Ayala Drive	32,999	22,241	1,460	23,701	Yes
Ayala Drive	Renaissance Parkway to Fitzgerald Avenue	32,999	25,571	992	26,563	No

Notes:
Bold and shaded values indicate roadway segments operating at greater volumes than LOS D capacity and thus operating at unacceptable levels.
 ADT = Average Daily Traffic; LOS = Level of Service; PCE = Passenger Car Equivalent
 Source: Kimley-Horn 2016.

This Addendum finds that no new traffic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur with implementation of the proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would alter the impact finding regarding traffic intersection and roadway segment impacts.

Mitigation Program

Mitigation Measures from the Final EIR

A Traffic Impact Study was conducted for the proposed Project in compliance with Mitigation Measure T-1. Mitigation Measure T-1 anticipated that as individual site-specific development proposals are considered by the City, such proposals may result in level of service impacts at intersections or result in other circulation impacts. Mitigation Measure T-1 requires that should those impacts be identified, the project proponent would be required to provide either through construction of improvements or monetary contributions or both, measures necessary to address those impacts. As a result of the Traffic Impact Analysis, the following improvements were identified to address impacts to intersections previously identified in the Final EIR as being potentially impacted by the buildout of the Specific Plan Project and requiring improvement.

Project Mitigation Measures

Implementation of Mitigation Measures TRAF-1 through TRAF-4 would be implemented to reduce traffic impacts to a less than significant level. The project site is located in the Specific Plan area, and as such, is subject to the Renaissance Specific Plan Fair Share Traffic Mitigation Fee Program (RSP Traffic Fee) and the City’s citywide traffic impact fee program. The RSP Traffic Fee Program was approved by the City Council as Resolution No. 6418 on March 11, 2014, for the purpose of levying fees on all development projects in the Specific Plan area to allow for the construction of traffic improvements necessary to

mitigate for Specific Plan impacts. The RSP Traffic Fee Program identifies 34 intersection improvements. Projects approved prior to the approval of the fee program have development agreements that included the payment of fair-share fees for transportation improvements.

In addition, the proposed Project may be required to construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow the proposed Project to recoup costs from future development. Consistent with the Renaissance Specific Plan Circulation Plan, the following mitigation measures are applicable to the proposed Project and would allow for the mitigation of impacts consistent with the Final EIR and in accordance with the City's fee programs.

Mitigation Measure TRAF-1: Alder Avenue at SR-210 Westbound Ramps (Intersection #1). The applicant shall contribute on a fair share basis to improvements to Alder Avenue at the SR-210 westbound ramps. The westbound approach would be restriped to change the combined through/right-turn lane to a combined left-turn/through/right-turn lane to better accommodate the higher westbound left-turn volumes. Although the intersection would continue to operate at LOS F, this re-striping would provide an improvement in overall intersection delay, and would more than offset the project-related incremental delay.¹²

Mitigation Measure TRAF-2: Alder Avenue at SR-210 Eastbound Ramps (Intersection #2). The applicant shall contribute on a fair share basis to improvements to Alder Avenue at the SR-210 eastbound ramps. A dedicated northbound right-turn lane shall be provided. Although the intersection would continue to operate at an unacceptable level of service, the addition of a dedicated northbound right-turn lane would improve the overall intersection delay, and would more than offset the project-related incremental delay.¹³

Mitigation Measure TRAF-3: Alder Avenue at Renaissance Parkway. Convert the southbound right-turn lane to a shared through-right lane. Alder Avenue is currently under construction to be improved to four lanes between Renaissance Parkway and Baseline Road by Opening Year 2017. The applicant shall contribute a fair-share basis to this improvement. As a result, the southbound departure will be wide enough to accommodate an additional southbound through lane. Although the intersection would continue to operate at an unacceptable level of service in the morning peak hour, the improvement will reduce the overall intersection delay, and will more than offset the project-related incremental delay.

¹² The City is currently in discussions with Caltrans to discuss potential future improvement options, including the possibility of restriping the southbound approach on Alder Avenue to provide a second southbound right-turn lane, or restriping the northbound approach to provide a second northbound left-turn lane. Under either option, modifications to the on-ramp are anticipated to be required to continue to accommodate the carpool-only lane on the ramp.

The interchange analysis assumes no right-turn-on-red adjustments (a conservative approach). To the extent that some southbound right-turning vehicles are able to turn on red during the westbound green phase, the overall delay at the intersection would be reduced.

¹³ The interchange analysis assumes no right-turn-on-red adjustments (a conservative approach) for northbound right-turning vehicles.

Mitigation Measure TRAF-4: Alder Avenue at Baseline Road. The applicant shall contribute on a fair share basis to improvements to Alder Avenue at Baseline Road. A second westbound through lane on Baseline Road shall be provided.¹⁴

Conclusion

No new impacts associated with non-vehicular transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding. With the implementation of Mitigation Measures TRAF-1 through TRAF-4, the proposed Project's contribution to significant impacts would be mitigated.

Threshold (b) Exceed, either individually or cumulatively, level of service standard established by the county congestion management agency for designated roads or highways.

The only Congestion Management Plan (CMP) intersection within the proposed Project's traffic study area is #5, Alder Avenue at Baseline Road. The intersection currently operates at an acceptable level of service but is forecasted to operate at LOS E during the morning peak hours in the cumulative condition. The proposed Project would contribute an additional 4.2 seconds in delay. Therefore, Mitigation Measure TRAF-4 is required to reduce the proposed Project's traffic contribution to a less than significant level. However, with the implementation of Mitigation Measure TRAF-4, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. No new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the Final EIR

Mitigation Measure T-1 required the preparation of a traffic impact analysis. This analysis has been prepared as a part of this Addendum.

Project Mitigation Measures

Implementation of Mitigation Measures TRAF-4 would be implemented to reduce traffic impacts the intersection of Alder Avenue at Baseline Road to a less than significant level.

Conclusion

No new impact relative to CMP intersections or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding. With the implementation of Mitigation Measures TRAF-4, the proposed Project's contribution to significant impacts would be mitigated.

¹⁴ This improvement has been conditioned on the Logistics III Project on the northeast corner of the intersection of Baseline Road and Alder Avenue. In the short-term, until full improvements are in place, the improved area along the north side of Baseline Road will be configured as an exclusive westbound right-turn lane. When the northwest corner of the intersection develops, the westbound right-turn lane will be converted to a second westbound through lane.

Threshold (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

At the time that the Final EIR was certified in 2010, the Rialto Municipal Airport was operational. In September 2014, the airport closed and, therefore, the Specific Plan area would no longer be within the Airport Influence Area of the Rialto Municipal Airport Comprehensive Land Use Plan (CLUP). Therefore, the proposed Project would not adversely affect air traffic patterns. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the Final EIR**

None identified in the Final EIR.

Conclusion

No new impact relative to air traffic patterns or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no impact.

Threshold (d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).

The Final EIR noted that roadways and intersections within the Specific Plan area would be designed to meet the City's roadway design criteria requirements which would avoid the development of roadways with hazardous design features. The Final EIR did not identify any significant impacts related to roadway hazards.

With respect to the proposed Project, roadways serving the project site are generally straight and flat. The site driveways and proposed Project improvements would be designed to provide adequate sight distance for drivers entering and exiting the project site. The roadway infrastructure surrounding the project site would be developed and/or expanded consistent with City standards and the Specific Plan design guidelines. The proposed Project would not introduce any new design features that would create hazards to traffic.

Vehicular access provisions for the project site would consist of three full-movement driveways for both trucks and passenger vehicles: two on Locust Avenue and one on Miro Way. Passenger vehicles would enter the site via any of the driveways, depending on which is closest to their parking area destination. Trucks would enter the site via the Miro Way driveway or the south Locust Avenue driveway, if destined for the loading docks on the south side of the building; and via the north Locust Avenue driveway if destined for the loading docks on the north side of the building. All entrances to the site would be unsignalized.

Accordingly, no new impact relative to traffic design hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact relative to roadway design.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact relative to traffic safety hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of less than significant.

Threshold (e) Result in inadequate emergency access.

The Conceptual Circulation Plan in the Final EIR identified that Specific Plan implementation would include the development of roadways and signals that would provide adequate emergency access in all phases of development. The Final EIR found that emergency access impacts would be less than significant.

Accordingly, no new impact relative to emergency access or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact relative to the provision of emergency access.

Mitigation Program

Mitigation Measures from the Final EIR

Construction of the proposed Project is not expected to require road closures or otherwise affect emergency access around the site perimeter. As a standard practice, if road closures (complete or partial) were necessary, the Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. As stated in AQ-4 in the Final EIR:

Mitigation Measure AQ-4: Prior to construction of the project, the project proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the project construction site and congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non-peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles on-site and off-site. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

Conclusion

No new impacts associated with an increase in traffic conflicts or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding.

Threshold (f) Result in inadequate parking capacity.

The parking standard and capacity for the Specific Plan has been developed in accordance with City of Rialto General Plan and Municipal Code requirements. Per Section 18.58.020 of the Municipal Code, the proposed Project would meet the City's minimum parking requirements. The proposed Project would provide 383 auto parking spaces and 263 trailer parking spaces per City standards. Trailer truck parking would be provided on the north and south sides of the project site; passenger vehicle parking would be provided to the east and west sides of the project site. Consistent with the findings of the Final EIR, no impacts due to parking would occur.

Accordingly, no new impact relative to site-specific parking requirements or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact relative to parking.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impacts associated with parking or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding.

Threshold (g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).

The Final EIR identifies that pedestrian, bicycle and transit systems have been incorporated into the design of the Specific Plan development. No impacts were identified. Transit service to the project area is provided by the OmniTrans Route 10 and Route 22. In the vicinity of the project site, bus stops are located at the intersections of Alder Avenue at Baseline Road, Laurel Avenue at Baseline Road, and Locust Avenue at Baseline Road. The Specific Plan identifies a Class III on-street bike route on Walnut Avenue and an on-street bike lane on Alder Avenue. Additionally, the proposed Project would provide bike racks/spaces for 10% of the auto parking spaces, which is consistent with City requirements. The proposed Project would not preclude the implementation of the non-vehicular circulation plan within the Specific Plan area. Consistent with the findings of the Final EIR, the proposed Project would not conflict with alternative transportation policies, plans, or programs for the area.

Accordingly, no new impact relative to non-vehicular transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact relative to non-vehicular transportation.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impacts associated with non-vehicular transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding.

Overall Traffic Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to traffic. Therefore, preparation of a subsequent environmental analysis is not warranted.

4.17 Utilities and Service Systems

- Threshold a)** Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; and
- Threshold b)** Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts; and
- Threshold e)** 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.

The City of Rialto provides wastewater services throughout the City, inclusive of the project site. The Public Works Department oversees the treatment of the City's wastewater and the maintenance 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 Rialto Sewage Treatment Plant's processing capacity is approximately 11.7 million gallons per day (mgd), and the Plant's average throughput from January to August 2008 was 7.18 mgd. Therefore, the Plant operated on average at 61.4 percent of capacity. The RWQCB requires treatment plant expansions when a plant reaches 75 percent capacity.¹⁵ The City has plans to expand the treatment plant to 15 or 16 mgd. As indicated in **Table 18, Estimated Wastewater Generation**, the future development (proposed Project) is projected to generate 13,816 gallons of effluent on a daily basis. The City's wastewater treatment facility operates on average at 61.4 percent of capacity (7.18 mgd/11.7 mgd). The additional 1.39 mgd of wastewater generated by the Specific Plan Project would result in the treatment facility operating at approximately 73 percent of the plant's current capacity (8.57 mgd/11.7 mgd).¹⁶ The available capacity is sufficient to accommodate the treatment requirements of the proposed Project. As a result, the impacts are less than significant.

Table 18: Estimated Wastewater Generation

Land Use	Area (sf)	Wastewater Generation, Gallons per Day (gpd)	
		Per Unit ^a	Total
Warehouse	1,067,649	0.01 gpd per sq. ft.	10,676 gpd
Office	31,397	0.1 gpd per sq. ft.	3,140 gpd
Total			13,816 gpd
a. Per Unit Generation Factors from City of San Bernardino Municipal Water Department – Sewage Flow Guide for Domestic Waste Discharge			

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

¹⁵ Ibid. p. 4.16-9

¹⁶ Ibid. p 4.16-16

Conclusion

No new impact relative to wastewater or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Threshold c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

It is assumed there is adequate storm drain infrastructure for discharge offsite with additional detention/infiltration provided on-site. As described under Hydrology and Water Quality Section, storm water from the project site would drain into two water quality detention/infiltration basins located along southern boundary of the project; all runoff from the site will be routed through the basins. It is assumed that these basins will also be designed and utilized as bioretention basins to satisfy Stormwater quality measures along with hydrodynamic separators for pretreatment. The proposed Project's storm water facilities will be designed to limit the release of storm water to pre-development conditions. Impacts relative to storm water facilities are not expected to be significant.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact relative to storm water drainage or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact.

Threshold d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements are needed.

The project site is located within the service area of the San Gabriel Valley Water Company, Fontana Water Company Division (Water Company). The Water Company obtains water from wells in the Chino Basin, Lytle Basin, Rialto Basin, the No Man's Land Basin, and from surface water flow diverted from Lytle Creek. The Water Company also purchases untreated State Water Project water from the San Bernardino Valley Municipal Water District. The Water Company also has emergency interconnections with Cucamonga Valley Water District's water distribution system to purchase water, when available, but only for limited emergency purposes.

In connection with the adoption of the Specific Plan Project and certification of the Final EIR, a water supply assessment (WSA) was prepared. The WSA determined that the buildout water demand for that portion of the Specific Plan area located in Water Company's service area would be 3,068 acre feet per year (AFY) by 2025. The WSA prepared for the Specific Plan Project estimated the commercial water demands to be 3,000 gpd per acre (3.36 AFY) or 146,700 gpd (164.3 AFY) for the 48.8-acre site on which the proposed industrial/warehouse/distribution facility is to be constructed. This estimate is based on the average demand for commercial uses.

Based upon the WSA, Water Company's water supply for the Specific Plan, and taking into account multiple dry year periods as required by the provisions of the Water Code, is forecasted to be 86,600 AFY. The Specific Plan's water demands together with the water demand district-wide, the total water demand was forecasted to be 76,368 AFY at buildout (see Final EIR at page 4.16-12). Therefore, Water Company's total water supply exceeds the total district-wide water demand inclusive of the Specific Plan by 10,232 AFY.

Since preparation of the WSA for the Specific Plan Project, the Water Company has updated its Urban Water Management Plan (UWMP) that discloses information on water quality and water supply within its jurisdiction. The Water Company's 2010 UWMP was approved in July 2011. The Water Company has since updated its estimates regarding forecasted water demand for the Specific Plan Project, for district-wide demands, and for other currently proposed development projects within its service area.

Taking account multiple dry year periods as required by the provisions of the Water Code, the Water Company's forecasted annual water supply is sufficient to meet the anticipated demand of the proposed Project, the remainder of the Specific Plan, and the overall district-wide demand. The Water Company concluded that no new supplies or expanded entitlements for water would be required by Water Company to serve the Project.

In conclusion, the Water Company's water supply would be sufficient to address the water supply demand and would not result in new significant effects or a substantial increase in the severity of a previously addressed impact. The information presented in the UWMP also confirms the availability of the Water Company's water supply to address the estimated water demands and no new impacts with respect to water supply have been identified.

Accordingly, no new impact relative to water supply or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact related to the provision of water.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact relative to utilities and service systems or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact to utilities and service systems.

Threshold f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and

Threshold g) Not comply with federal, state, and local statutes and regulations related to solid waste.

Implementation of the proposed Project would be expected to generate additional waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. The City of Rialto's Waste Management Office (WMO) provides environmental services to City residents and businesses. The WMO oversees the City's trash and recycling service contract provided by EDCO Disposal. Solid waste service for the City of Rialto is provided by the Mid-Valley Sanitary Landfill located in the northern portion of the City. The landfill has a maximum throughput of 7,500 tons per day. This landfill has a maximum permitted capacity of approximately 101.3 million cubic yards, and the landfill has a remaining capacity of approximately 67.5 million cubic yards.¹⁷ The landfill has an expected operational life through 2033 with the potential for vertical, or downward expansion.¹⁸ As indicated in **Table 19: Solid Waste Generation**, the forecasted solid waste generation for the new facility is 1,871 pounds per day (ppd). The actual figures will probably be lower due mandated diversion from landfills. Furthermore, the landfill has potential for a vertical, or downward expansion, but not a lateral expansion. For these reasons, the proposed Project's solid waste disposal needs can be met by an existing landfill and associated impacts are less than significant.

Table 19: Solid Waste Generation

Land Use	Number of Employees	Solid Waste Generation, pounds per day (ppd)	
		Per Employee	Total
Facility	145 Employees	12.9 ppd ^a	1,871 ppd

The proposed Project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

No potentially significant impacts to utilities and service systems are identified in the Final EIR. The proposed Project is located within the limits of the Specific Plan area and is consistent with the designated land uses for each planning area. Therefore, no growth or development beyond what was addressed in the Final EIR would occur.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the Final EIR.

Conclusion

No new impact relative to utilities and service systems or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding of no significant impact to utilities and service systems.

¹⁷ <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail>, accessed March 15, 2016.

¹⁸ Ibid. p 4.16-15 and 16.

Overall Utility and Service Systems Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to utilities and service systems. Therefore, preparation of a subsequent environmental analysis is not warranted.

5 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

The following discussion lists the appropriate subsections of Sections 15162 and 15164 of the State CEQA Guidelines and provides justification for the City of Rialto to make a determination of the appropriate CEQA document for the proposed Project, based on the environmental analysis provided above.

Section 15162 – Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:
- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The City of Rialto proposes to implement the proposed Project within the context of the Specific Plan, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or substantially more severe significant environmental effects beyond what was evaluated in the Final EIR would occur.

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, no circumstances associated with the location, type, setting, or operations of the proposed Project have substantively changed beyond what was evaluated in the Final EIR; and none of the proposed Project elements would result in new or substantially more severe significant environmental effects than previously identified. No major revisions to the Final EIR are required.

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;

No new significant environmental effects beyond those addressed in the Final EIR were identified.

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Significant project-related effects previously examined would not be substantially more severe than were disclosed in the Final EIR as a result of the proposed Project. Impacts associated with Air Quality, Noise, Traffic, and GHG Emissions (Climate Change) would be the same as or less than disclosed in the adopted Final EIR. Significant adverse impacts would be avoided through the implementation of mitigation measures identified in the Final EIR relative to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Hydrology and Water Quality. Implementation of the proposed Project within the context of the Specific Plan would not substantially increase the severity of previously identified impacts.

- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

No mitigation measures or alternatives were found infeasible in the certified Final EIR.

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts.

- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Subsequent to certification of the Final EIR in November 2010, additional technical analyses were performed for the proposed Project and are the subject of this Addendum. Based on the analysis in this document, the proposed Project would not result in any new significant environmental effects nor would it substantially increase the severity of significant effects previously identified in the Final EIR. None of the conditions listed under subsection (a) would occur that would require preparation of a subsequent EIR.

- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the proposed Project. No subsequent EIR is required.

Section 15164 – Addendum to an EIR or Negative Declaration

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in Section 15162 calling for preparation of a subsequent EIR would occur as a result of the proposed Project. Therefore, an addendum to the certified Final EIR is the appropriate CEQA document for the proposed Project.

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

This Addendum will be attached to the Final EIR and maintained in the administrative record files at the City of Rialto.

- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

The City of Rialto will consider this Addendum with the Final EIR prior to making a decision on the proposed Project.

- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City of Rialto records to support the preparation of this Addendum for the proposed Project.

6 CONCLUSION

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, exist in connection with the proposed Project. No major revisions would be required to the Final EIR prepared for the Specific Plan as a result of the proposed Monster Energy Distribution Center Project. No new significant environmental impacts have been identified. Since the certification of the Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible, or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the EIR that the City declined to adopt. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the proposed Project is this Addendum to the Renaissance Specific Plan Final EIR. No additional environmental analysis or review is required for the proposed Monster Energy Distribution Center. This document will be maintained in the administrative record files at City of Rialto offices.

7 REFERENCES

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APPENDIX A

MITIGATION MONITORING AND REPORTING PROGRAM

APPENDIX B

AIR QUALITY AND GREENHOUSE GAS TECHNICAL REPORT

APPENDIX C

BURROWING OWL SURVEY REPORT

APPENDIX D

GEOTECHNICAL INVESTIGATION

APPENDIX E

PHASE I ENVIRONMENTAL SITE ASSESSMENT

APPENDIX F

NOISE AND VIBRATION IMPACT ASSESSMENT

APPENDIX G

TRAFFIC IMPACT ANALYSIS

APPENDIX A

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
Air Quality	<p>Construction</p> <p>Mitigation Measure AQ-1: Prior to construction of the proposed Project, the project proponent shall prepare a Large Operation Notification that will describe the application of standard best management practices to control dust during construction. Best management practices will include application of water on disturbed soils a minimum of three times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other dust control measures, as deemed appropriate to the site or as included in the South Coast Air Quality Management District (SCAQMD) Rule 403. The Large Operation Notification shall be submitted to the City and SCAQMD for approval prior to construction.</p> <p>Mitigation Measure AQ-2: During proposed Project construction, construction equipment shall be properly maintained at an off-site location in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. The equipment maintenance records and equipment design specification data sheets shall be available during construction and subject to inspection.</p> <p>Mitigation Measure AQ-3: During project construction, the proposed Project proponent shall require all contractors to turn off all construction equipment when not in use or limit idling to less than 5 minutes.</p> <p>Mitigation Measure AQ-4: Prior to construction of the proposed Project, the proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the proposed Project construction site and congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non-peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles onsite and offsite. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.</p> <p>Mitigation Measure AQ-5: Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable; and use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. All paints shall be low VOC content paints.</p> <p>Mitigation Measure AQ-6: Prior to issuance of a grading permit, a Construction Employee Trip Reduction Plan shall be created. Included in the Plan shall include a shuttle service to and from retail establishments during lunch hour and/or an on-site lunch service. The Plan shall also include carpooling and/or transit incentives for the construction employees.</p> <p>Mitigation Measure AQ-7: During project construction, on-site electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators.</p> <p>Mitigation Measure AQ-8: Grading activity shall not occur on days with an Air Quality Index forecast for San Bernardino County greater than 100 for particulates or ozone. The categories where grading shall not occur are: unhealthy for sensitive groups, unhealthy, very unhealthy, or hazardous. Air Quality Index forecasts can be obtained at the website: www.airnow.gov/index.cfm?action=airnow.showlocal&CityID=211.</p> <p>Mitigation Measure AQ-9: All diesel-powered off-road construction equipment in excess of 50 brake horsepower shall be required to have emission control equipment with a minimum of Tier II diesel particulate filter emission controls resulting in a minimum of 50 percent particulate matter control, if such a filter is available for that piece of equipment. Off-road diesel emission control equipment meeting this requirement can be found at: www.aqmd.gov/ceqa/handbook/mitigation/offroad/AQ_offroad.html.</p>	<p>Prior to construction.</p> <p>Ongoing during construction.</p> <p>During construction.</p> <p>Prior to construction.</p> <p>Prior to construction.</p> <p>Prior to issuance of grading permit.</p> <p>Prior to issuance of grading permits and/or building permits; During construction.</p> <p>Ongoing during grading and construction.</p> <p>Ongoing during grading and construction.</p>	<p>Public Works</p> <p>Public Works.</p> <p>Public Works</p>	<p>Preparation of Large Operation Notification as described.</p> <p>Direct observation; Construction inspections; Review of equipment maintenance records.</p> <p>Direct observation; Construction inspections.</p> <p>Submittal/approval of Traffic Control Plan. Compliance with project conditions of approval.</p> <p>Inclusion of materials and paints to be used on the building plans; Site inspections; Compliance with project conditions of approval.</p> <p>Submittal/approval of Construction Employee Trip Reduction Plan; Compliance with project conditions of approval.</p> <p>Reference to on-site electrical hook-ups on Grading Plan and Building Plan notes; Construction inspection.</p> <p>Construction inspection.</p> <p>Referenced as note on grading and building plans; Construction inspection.</p>

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>Mitigation Measure B-3: Portions of the project site Renaissance Specific Plan area have been determined to contain suitable habitat for BUOW, as illustrated in Exhibit 4.4-2c of this DEIR, the Final EIR (PAs 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 64, 69, and 10 as appropriate). Prior to development in these areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the <u>California Department of Fish and Wildlife (CDFW)</u>. If the ground disturbance commences after the expiration of the most recent Burrowing Owl (BUOW) focused survey, a pre-construction survey for BUOW will be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determines the BUOW to be present, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable <u>California Department of Fish and Game (CDFG)/CDFW</u> Code requirements and include, but are not limited to the following:</p> <ul style="list-style-type: none"> Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg-laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight. All relocation shall be approved by the <u>CDFG/CDFW</u>. The permitted biologist shall monitor relocated owls a minimum of three days per week for a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the <u>CDFG/CDFW</u> within 30 days following completion of the relocation and monitoring of the BUOW. A BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the <u>CDFG/CDFW</u> for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BUOW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of offsite suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with <u>CDFG/CDFW</u>. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City. If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation. <p>Mitigation Measure B-4: Due to the size of the project site, the complexity of the habitat, and the secretive nesting grassland bird species that may be present (including the California horned lark and western meadowlark), the initial clearing and grubbing of the site should occur outside of the nesting season (March through August). If ground disturbing activities and removal of vegetation or other potential nesting habitat must occur during the nesting period, a pre-construction nesting bird survey shall be conducted prior to any ground disturbing activities. If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.</p>	<p>Prior to grading and construction (as needed).</p>	<p>Development Services, Planning</p>	<p>Compliance with project conditions of approval.</p>
		<p>Prior to grading and construction (as needed).</p>	<p>Development Services, Planning</p>	<p>Compliance with project conditions of approval.</p>
Cultural Resources	<p>Mitigation Measure CR-4: Monitoring of development-related excavation is required during all construction-related ground disturbances that take place along Baseline Road, Alder Avenue, Laurel Avenue, Locust Avenue, Linden Avenue</p>	<p>Ongoing during construction</p>	<p>Development Services,</p>	<p>Establish monitoring procedures; Site review; Compliance with</p>

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	and Maple Avenue in the southern portion of the project area. Specifically, monitoring is recommended for the entire southern portion of the project area, from Baseline Road to a northern point marked by an east-west extension of Walnut Avenue. This is due to the high level of historic development in the southern portion of the project area, and the resultant high probability that significant, intact subsurface deposits would be found. These monitoring procedures shall be directed by the project archaeologist and discussed with the general contractor onsite before construction begins. Construction-related disturbances in the southern portion of the project area should be monitored on a full-time basis by qualified cultural resource professional or project archaeologist. Once 50 percent of the earth to be moved during grading has been examined, the project archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected. If buried cultural resource sites are detected during monitoring, no matter whether such resources are significant or not, monitoring must continue until 100 percent of the earth within the southern portion of the project has been disturbed and inspected by the monitor(s). If sites are exposed during construction, they should be handled in the manner established in Mitigation Measures CR-1 through CR-3. This measure shall be implemented to the satisfaction of the City Development Services Director.		Planning	project conditions of approval.
Geology and Soils	Mitigation Measure GS-2: See as revised below.			
	Mitigation Measure GS-3: Prior to the issuance of building permits for each planning area, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be constructed to the standards outlined in the Uniform Building Code, the California Building Code, the design-level geotechnical reports, and/or other such standard as identified and required by the City. This measure shall be implemented to the satisfaction of the City Development Services Director.	Prior to issuance of building permits.	Development Services, Building and Safety	Compliance with project conditions of approval.
	Mitigation Measure GS-4: During construction and excavation activities on the proposed project site, all temporary slopes (i.e., excavations and trenching) shall be adequately shored and/or flattened to a shallower gradient to lessen the possibility of failure. All Cal-OSHA regulations shall be implemented for excavations that will be entered by people. All excavations will be open only as long as is necessary and shall be backfilled immediately upon completion of work. This measure shall be implemented to the satisfaction of the City Development Services Director.	Ongoing during construction and excavation.	Development Services, Building and Safety	Site inspection; Compliance with project conditions of approval.
	Mitigation Measure GS-5: Prior to the issuance of grading permits, the project applicant or its designee shall present an Erosion Control Plan (ECP) designed to lessen the impacts of erosion during construction. This plan shall comply with all applicable grading codes and water quality protection protocols. This plan shall be implemented during site construction. This measure shall be implemented to the satisfaction of the City Development Services Director.	Prior to issuance of grading permits.	Development Services, Building and Safety	Construction inspection.
	Mitigation Measure GS-6: During grading and development of the project site, all oversized material (larger than 12 inches in largest dimension) shall be handled as recommended in the project geotechnical reports. This material may be placed in deeper fills, nonstructural areas, or disposed of offsite.	Ongoing during grading and construction.	Development Services, Building and Safety	Notes on grading plan; Construction inspection.
GHG Emissions	Mitigation Measure CC-1: Homes and businesses will exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards by at least 10 percent.	Prior to issuance of building permits.	Development Services, Building and Safety	Incorporation of standards in building plans; Compliance with project conditions of approval.
	Mitigation Measure CC-3: The proposed project will comply with any applicable local Climate Action Plan or mitigation program for the reduction of GHGs adopted by the City of Rialto or the County of San Bernardino that is adopted prior to the issuance of building permits for subsequent project phases.	Prior to issuance of building permits.	Development Services, Building and Safety	Compliance with project conditions of approval.
	Mitigation Measure CC-4: The proposed project shall promote the use of alternative fuel technologies for construction vehicles by including language in construction bid specifications and weighting the use of alternative fuel technologies in the selection of construction contractors.	Prior to issuance of grading or building permits.	Development Services, Building and Safety	Written evidence of described language in construction bids; Compliance with project conditions of approval.
	Mitigation Measure CC-5: Throughout construction, the proposed project shall maintain a centralized information repository for available recycled building materials. Recycled building materials shall be incorporated where practicable.	Ongoing during construction.	Development Services, Building and Safety	Construction inspection.

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
Hazardous Materials	<p>Mitigation Measure HAZ-1. The remediation of soils containing Chemicals of Concern (COCs) at concentrations exceeding the residential or industrial screening level shall meet the Cleanup Plan Removal Goals for Soils as depicted in (see Final EIR Table 4.7-4). This measure shall be implemented to the satisfaction of the Development Services Director.</p> <p>Soil Remediation Areas</p> <p>The locations where COCs have been identified for potential soil removal or onsite relocation (i.e., COCs above applicable cleanup goals listed in Final EIR Table 4.7-4)) are described below. The endangerment control measures as described in the Draft Cleanup Plan (TTI 2010) shall be applied during the soil removal or onsite relocation process.</p> <p>Soil Excavation Areas</p> <p>The locations where COCs have been identified for potential soil excavation to achieve the Remediation Goals for future residential and industrial development are described below.</p> <ol style="list-style-type: none"> The potential excavation of approximately 560 tons of impacted soil containing TPH g from discrete areas along the sand drag race course located on Property B; Potential excavation of approximately 6,430 tons of impacted soil containing PCBs, PAHs, and/or TRPH from areas along the alpha and bravo taxiways and north-south and east-west runways on Property C; Potential excavation of approximately 6,300 tons of impacted soil containing PAHs and TRPH from WeCare Charities on Property D; (Removal of the top 1.5 feet of the entire site is proposed for removal since samples were only collected in visibly stained areas where accessible (no vehicles present). It is likely that the inaccessible areas (vehicle occupancy) contain similar levels of contamination in soils.) Potential excavation of approximately 110 tons of impacted soil containing TRPH from E & M Aircraft Painting on Property D; Potential excavation of approximately 30 tons of impacted soils containing TRPH from Rialto Aircraft Services on Property D; Potential excavation of approximately 70 tons of impacted soil containing cadmium from West Pac Restorations on Property D; <p>The calculated soil volumes for potential excavation on properties B, C and D combined is approximately 13,485 tons.</p> <p>The excavation and removal of USTs from Mercy Air Services, Art Scholl Aviation, and the San Bernardino County Sheriff's Department of Aviation will be addressed separately from the Site Characterization Report and Cleanup Plan because the USTs are currently being used for on-going business operations and they will be removed and remediated through the local regulatory agency prior to redevelopment of the Site.</p> <p>Remediating Strategy for Soil</p> <p>Chemicals of concern (COCs) above cleanup goals will be excavated, segregated and managed by either relocating soils on site and/or off site for disposal at an appropriate disposal facility:</p> <p>HAZ-1(a) Excavation and Stockpiling Management</p> <p>The excavated materials will be segregated based upon type (e.g. tarmac, pavement, and soil) and will be temporarily stockpiled onsite for loading, transport and disposal to an offsite facility, or onsite management, as provided under the Cleanup Plan. Soil excavated will be placed in separate stockpiles based on the COC present in soil. For instance, soil containing PAHs shall be placed in a separate stockpile from soil containing TRPH and PCBs. The exception to this procedure will be in the case when soil excavated contains multiple constituents (e.g. PAHs/TRPH). In this case, soil containing multiple constituents shall be segregated accordingly based on the constituents present in soil (e.g. soil</p>	Prior to issuance of demolition or grading permits.	Development Services, Building and Safety	Written evidence of described language in construction bids; Compliance with project conditions of approval.

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>containing PAHs/TRPH shall be placed in a separate stockpile from soil containing TRPH/PCBs). The excavated soils may be further segregated based on field observation, and field monitoring results. All potentially contaminated soils excavated will be hauled offsite for disposal or relocated and contained onsite.</p> <p>HAZ-1(b) Offsite Disposal of Excavated Soil</p> <p>All excavated soils to be exported offsite will be transported to an appropriately permitted licensed treatment, storage, and disposal facility (TSDF) for disposal. Potential disposal facilities include TRS (located in Azusa, California) TPS Technologies (located in Adelanto, California) or Western Environmental (located in Mecca, California).</p> <p>All transportation activities will be performed in strict compliance with regulations and ordinances. The hauling contractor(s) used to transport contaminated soils will be fully licensed and permitted by the USEPA and the State of California. All Department of Transportation (DOT) and California Highway Patrol (CHP) safety regulations will be strictly followed.</p> <p>Transportation equipment will be chosen to safely transport the expected volumes of soil, taking into consideration the types of roads to be traveled and their loading capacity. Routine truck maintenance and repairs will be performed at the remediation contractor's premises prior to picking up loads of waste from the Site. The remediation contractor will be required to clean up, to the satisfaction of the regulatory agencies involved, any spills resulting from maintenance of the trucks due to road accidents during operation of this project. All vehicles, trailers, and containers of the subcontractors will be inspected by CRWQCB and/or San Bernardino County and contractor personnel on a routine basis.</p> <p>Trucks will use only pre-planned and authorized routes, as approved by the City of Rialto, California. A detailed log of the loads hauled from the Site will be maintained in the Site field logbook. The log will include, at a minimum, the date and time trucks were loaded and off-loaded, the destination, size (volume and weight) of the load, description of the contents, name and signature of the hauler, and name and signature of the Contractor's representative. The waste will be off-loaded for disposal in a manner consistent with current Federal EPA, State, and local regulations.</p> <p>Trucks for the offsite transportation of contaminated soil will remain on clean areas at all times to minimize the need to decontaminate the truck tires. During loading, dust, and odor emissions will be monitored and mitigated as necessary according to discussions earlier in this section. The hauling trucks will be equipped to fully cover all soils during transportation. At a minimum, the soils will be tightly covered by a heavy tarp. Trucks hauling soils will be developed prior to the initiation of remedial efforts.</p> <p>HAZ-1(c) Onsite Relocation of Excavated Soil</p> <p>All excavated soil to be relocated onsite, with the exception of soils affected by TPH-g at concentrations in excess of Cleanup Goals may be placed beneath publicly-owned streets, from edge of curb to edge of curb within in public right of way, (See Draft Cleanup Plan 2010, Figure 20). The relocation cells will be sized and excavated based on the estimated quantities of the removal areas. Further, individual relocation cells will be completed to accommodate soil based on the COC present in the soil stockpile. For instance, soil containing PAHs will be placed in a dedicated relocation cell designed to contain soils contaminated with PAHs. In the case when soil is contaminated with multiple constituents (e.g. PAHs/TRPH), these soils shall be placed in a dedicated relocation cell designed to contain these types of soils (e.g. soil containing PAHs/TRPH shall be placed in a relocation cell separate from soil containing TRPH/PCBs). The soil excavated during construction of the relocation cells will be temporarily stockpiled onsite for subsequent reuse and for cover of the relocation cell. Upon excavation, the soil from the relocation cells will be transported to a staging area for stockpiling and subsequent sampling and analysis.</p> <p>The location(s) for the proposed relocation cell(s) will be constructed using appropriate excavation techniques, such as sloping the excavation sidewalls at a 45-degree angle or benching to ensure slope stability is maintained and the trenching is conducted in accordance with Cal-OSHA regulations regarding trenches. Land-use restrictions will be applied to the areas of the roadways which include the relocation cells. Impacted soil will be placed in the cells at a minimum of</p>			

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>2 feet below the lowest utility main which is estimated to be between 7 and 10 feet bgs, and clean backfill will be placed between the ground surface and the top of the remediation cell. Backfill and compaction will be conducted appropriately.</p> <p>The placement of clean backfill above the relocation cell allows for the installation and maintenance of the proposed subgrade utility alignments within the area of the relocation cells without disturbing the relocated affected soil. The proposed utilities to be installed include storm drain, sanitary sewer, joint trench (i.e., electrical, telephone, cable), and water. A typical relocation cell cross section is shown on (See Draft Cleanup Plan 2010, Figure 20. The final site of the relocation cell(s) is subject to revision upon the written approval of CRWQCB staff. The engineered design and specifications of the relocation cell(s) will be determined through discussions with the RDA. The engineered design and specifications will be provided to CRWQCB staff for approval.</p> <p>A geotextile fabric will be placed over the top of the affected soil to mark the interface between the clean backfill soil and the relocated affected soil. The geotextile will be extended along the edges of the right of way. The soil above the relocation cell(s) will be capped with road base material following placement and compaction of the clean backfill material. Asphaltic concrete pavement, curbs and gutters will be constructed during redevelopment of the Site. Placing the soil beneath publicly-owned city streets, separate from the rest of the development project, will allow unrestricted use of the unaffected portions of the development, which will be separately parceled.</p> <p>HAZ-1(d) Excavation of Tarmac and Base Aggregate Material</p> <p>The tarmac and base material down to native soil on Property C will be removed and the exposed native soil surface will be examined for discoloration and observation of chemical odor originating from the surface/subsurface. Areas exhibiting staining or a chemical odor will be included as part of the confirmation sampling program. It is intended that the tarmac paving be recycled and used in asphalt or as fill material onsite or offsite as part of a value engineering program. The tarmac could also be used onsite as aggregate base beneath streets and parking lots. Alternatives for onsite reuse of the aggregate material include the construction of landscape berm(s), placement of such material in below grade pits in dedicated areas of the Site that will be used as parkways, parks, and landscaping will also be an option. Implementation of these alternatives will control any potential exposure for future receptors, and will require a land-use restriction, including: (1) excluding use of the subject area for residential, hospital, schools or day care facility use; (2) requiring Regional Board notification prior to disturbance of such relocated tarmac or aggregate base materials.</p> <p>Mitigation Measure HAZ-2. Confirmation sampling shall be collected following excavation activities and prior to backfilling as described in the Confirmation Sampling and Analysis Plan. All sampling activities shall be conducted in accordance with the approved Field Sampling Plan (FSP) prepared by the primary contractor. This measure shall be implemented to the satisfaction of the Development Services Director.</p> <p>Mitigation Measure HAZ-3. To minimize the potential for exposure of construction personnel to unknown contaminated soil during excavation and grading activities, prior to initiating construction or soil disturbance activities and to address the contingency of the discovery of unknown hazardous materials, a Site Management Plan (SMP) will be developed and provided to construction contractors that summarizes applicable legal requirements regarding the discovery, reporting, management, and disposal of hazardous materials or hazardous wastes. Contractors will also be obligated to comply with applicable legal requirements. The SMP shall be prepared and implemented by a qualified environmental firm that has a registered civil engineer, a registered geologist, or a registered environmental assessor on their staff, and shall be subject to review and approval by the County of San Bernardino. As a component of the SMP, a contingency plan shall be prepared that shall identify parameters and physical observations that indicate potential hazardous materials contamination, including soil discoloration, suspicious odors, presence of underground storage tanks, or buried building material, including asbestos containing material. This contingency plan shall include measures to protect worker safety if signs of contamination are encountered, identify sampling and analysis protocols for various substances that might be encountered (e.g., volatile organic compounds, petroleum hydrocarbons, heavy metals, asbestos), and list required</p>			

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>regulatory agency contacts if contamination is found. Such worker safety measures may include use of personal environmental protection equipment, 40 hour HAZWOPER training, and use of real time monitoring devices. The SMP document shall specify procedures for sampling and profiling of soils, consistent regulatory requirements, prior to transport and disposal, and procedures for groundwater waste management.</p> <p>Mitigation Measure HAZ-8. UST will be permanently closed in accordance with the San Bernardino County requirements. USTs will be purged, cleaned, and excavated. All above and below ground UST appurtenances such as dispensers will be removed and disconnected from vents or other above and below ground piping, including all other underground utilities associated with the buried UST. Prior to tank removal, preparation activities will be performed by purging and cleaning the USTs. The tanks will then be removed by exposing (excavating) soils over and around the USTs, lifting the USTs from the excavation, sampling the excavation, further excavation as required to meet applicable regulatory thresholds, and backfilling the excavation with clean certified soil.</p> <p>The USTs and appurtenances will be transported as hazardous waste, accompanied by a California Hazardous Waste Manifest and taken to a licensed Treatment, Storage, and Disposal Facility (TSDF). USTs may only be handled as non-hazardous if they are triple rinsed on site and the rinsate is manifested and hauled to a licensed TSDF.</p> <p>Soil samples will be collected per the San Bernardino County UST removal procedures. A minimum of one (1) sample will be collected from the fill end, and one (1) sample from the turbine end of the UST. Samples will also be collected at least 2 feet below native soil and a separate sample will be collected at each dispenser, and at every 20 linear feet of piping and/or at each joint, bend or connection. Soil samples will be collected from the soil stockpiled from the excavation. Soil samples will be submitted to a State of California, Department of Health Services certified Laboratory for chemical analysis of all constituents of the previously stored hazardous substances and their breakdown or transformation products.</p> <p>Mitigation Measure HAZ-9. Prior to grading of the Site, the existing transformers will be inspected to determine whether or not they contain PCBs. If PCBs are present, the transformers will be replaced with newer models that do not contain PCBs. The old transformers will be disposed of through a commercially permitted PCB disposal company, as identified by the U.S. Environmental Protection Agency.</p>	<p>Prior to issuance of demolition or grading permits.</p> <p>Prior to issuance of demolition or grading permits.</p>	<p>Development Services, Building and Safety</p> <p>Development Services, Building and Safety</p>	<p>Written evidence of described language in construction bids; Compliance with project conditions of approval.</p> <p>Written evidence of described language in construction bids; Compliance with project conditions of approval.</p>
Hydrology	<p>Mitigation Measure HYD-1: Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in project hydrology studies. The developers or their designees shall provide evidence of this approval to the City Public Works Department. These improvements shall be consistent with any master planning efforts of the County to the satisfaction of the City Engineer.</p> <p>Mitigation Measure HYD-2: The developers or their designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The developers or their designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of grading permits.</p> <p>Mitigation Measure HYD-3: Prior to the issuance of grading permits, the developers or their designees shall prepare a Water Quality Management Plan (WQMP) and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Development Services Public Works Department, Engineering Division shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may accept a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Department. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:</p> <p>a) Specify the timing of grading and construction to minimize soil exposure to winter rain periods experienced in</p>	<p>Prior to issuance of grading permits.</p> <p>Prior to issuance of grading permits.</p> <p>Prior to issuance of grading permits.</p>	<p>Public Works</p> <p>Public Works</p> <p>Public Works</p>	<p>Review and approval of design of flood control and storm drain structures; Compliance with project conditions of approval.</p> <p>Submit permit to City; Compliance with project conditions of approval.</p> <p>Review and approval of WQMP/ESCP or SWPPP; Compliance with project conditions of approval.</p>

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>southern California;</p> <p>b) Natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program;</p> <p>c) All slopes greater than five feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel;</p> <p>d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site;</p> <p>e) Construct man-made channels to minimize runoff velocities;</p> <p>f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established;</p> <p>g) Sediment traps, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of “first flush” urban pollutants, including sediment, from developed areas, including the emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City;</p> <p>h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis;</p> <p>i) An inspection and maintenance program shall be included to ensure that any erosion, which does occur either on or offsite as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;</p> <p>j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department.</p> <p>Mitigation Measure HYD-4: Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within 180 days of completion of grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Development Services <u>Public Works Director</u>.</p> <p>Mitigation Measure HYD-5: Prior to the issuance of occupancy permits, planting of developed land shall comply with the NPDES Best Management Practices Construction Handbook Section 6.2 to the satisfaction of the City Engineer and/or Public Works Director as applicable.</p> <p>Mitigation Measure HYD-6: Prior to issuance of the first occupancy permit, the developers or their designees shall provide proof to the Public Works Department that the onsite drainage facilities will be maintained by the County, City, HOA, or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Department.</p>	<p>Prior to issuance of building permits; ongoing during construction.</p> <p>Prior to occupancy.</p> <p>Prior to occupancy.</p>	<p>Public Works</p> <p>Public Works</p> <p>Public Works</p>	<p>Site inspection; Compliance with project conditions of approval.</p> <p>Site inspection; Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p>
	<p>Mitigation Measure N-1: Construction activities shall be limited to the City’s allowable hours of construction activities in accordance with the City’s Noise Ordinance.</p> <p>Mitigation Measure N-2: All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.</p> <p>Mitigation Measure N-3: Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any nearby noise sensitive uses, unless safety or technical factors take precedence.</p>	<p>Ongoing during construction.</p> <p>Ongoing during construction.</p> <p>Incorporation of requirement into grading and building plans (plan notes); Ongoing during construction.</p>	<p>Development Services, Building and Safety</p> <p>Development Services, Building and Safety</p> <p>Development Services, Building and Safety</p>	<p>Construction inspection.</p> <p>Construction inspection.</p> <p>Construction inspection.</p>

MITIGATION, MONITORING, AND REPORTING PROGRAM				
Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	Mitigation Measure N-4: Stationary combustion equipment such as pumps or generators operating within 300 feet of any nearby noise sensitive uses shall be shielded with a noise protection barrier.	Incorporation of requirement into grading and building plans (plan notes); Ongoing during construction.	Development Services, Building and Safety	Construction inspection.
Traffic	Mitigation Measure TRAF-1: Alder Avenue at SR-210 Westbound Ramps (Intersection #1). The applicant shall contribute on a fair share basis to improvements to Alder Avenue at the SR-210 westbound ramps. The westbound approach would be restriped to change the combined through/right-turn lane to a combined left-turn/through/right-turn lane to better accommodate the higher westbound left-turn volumes. Although the intersection would continue to operate at LOS F, this re-striping would provide an improvement in overall intersection delay, and would more than offset the project-related incremental delay. ¹	Prior to occupancy	Public Works	Compliance with project conditions of approval.
	Mitigation Measure TRAF-2: Alder Avenue at SR-210 Eastbound Ramps (Intersection #2). The applicant shall contribute on a fair share basis to improvements to Alder Avenue at the SR-210 eastbound ramps. A dedicated northbound right-turn lane shall be provided. Although the intersection would continue to operate at an unacceptable level of service, the addition of a dedicated northbound right-turn lane would improve the overall intersection delay, and would more than offset the project-related incremental delay. ²	Prior to occupancy	Public Works	Compliance with project conditions of approval.
	Mitigation Measure TRAF-3: Alder Avenue at Renaissance Parkway. Convert the southbound right-turn lane to a shared through-right lane. Alder Avenue is currently under construction to be improved to four lanes between Renaissance Parkway and Baseline Road by Opening Year 2017. The applicant shall contribute a fair-share basis to this improvement. As a result, the southbound departure will be wide enough to accommodate an additional southbound through lane. Although the intersection would continue to operate at an unacceptable level of service in the morning peak hour, the improvement will reduce the overall intersection delay, and will more than offset the project-related incremental delay.	Prior to occupancy	Public Works	Compliance with project conditions of approval.
	Mitigation Measure TRAF-4: Alder Avenue at Baseline Road. The applicant shall contribute on a fair share basis to improvements to Alder Avenue at Baseline Road. A second westbound through lane on Baseline Road shall be provided. ³	Prior to occupancy	Public Works	Compliance with project conditions of approval.

¹ The City is currently in discussions with Caltrans to discuss potential future improvement options, including the possibility of restriping the southbound approach on Alder Avenue to provide a second southbound right-turn lane, or restriping the northbound approach to provide a second northbound left-turn lane. Under either option, modifications to the on-ramp are anticipated to be required to continue to accommodate the carpool-only lane on the ramp.

² The interchange analysis assumes no right-turn-on-red adjustments (a conservative approach). To the extent that some southbound right-turning vehicles are able to turn on red during the westbound green phase, the overall delay at the intersection would be reduced.

³ The interchange analysis assumes no right-turn-on-red adjustments (a conservative approach) for northbound right-turning vehicles.

³ This improvement has been conditioned on the Logistics III Project on the northeast corner of the intersection of Baseline Road and Alder Avenue. In the short-term, until full improvements are in place, the improved area along the north side of Baseline Road will be configured as an exclusive westbound right-turn lane. When the northwest corner of the intersection develops, the westbound right-turn lane will be converted to a second westbound through lane.

1 **RESOLUTION NO. 16-**

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE
3 CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT
4 THE CITY COUNCIL ADOPT AN ADDENDUM TO THE
5 PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT
6 REPORT FOR THE RENAISSANCE SPECIFIC PLAN FOR
7 CONSTRUCTION OF A 1,094,900 SQUARE FOOT
8 DISTRIBUTION FACILITY (MONSTER ENERGY INC.)
9 GENERALLY LOCATED AT THE NORTHEAST CORNER OF
10 LOCUST AVENUE AND MIRO WAY WITHIN THE BC
11 (BUSINESS CENTER) ZONE OF THE RENAISSANCE
12 SPECIFIC PLAN.

13 WHEREAS, the applicant, Monster Energy, Inc. filed an entitlement application to develop a
14 1,094,900 square foot distribution facility (“Project”) generally located at the northeast corner of Locust
15 Avenue and Miro Way (Assessor Parcel Numbers 0240-251-21, 0240-251-22, 0240-251-23, 0240-251-
16 24, 0240-251-25, and 0240-251-32) within the Business Center (BC) zone of the Renaissance Specific
17 Plan (“Site”); and

18 WHEREAS, the City of Rialto, City Council certified the Environmental Impact Report (“EIR”)
19 for the Renaissance Specific Plan on November 23, 2010 in compliance with the State of California
20 Environmental Quality Act (CEQA) of 1970 and City Environmental Guidelines; and

21 WHEREAS, Sections 21166 and 15162 of CEQA identify the conditions for preparation of
22 additional environmental documentation when the Lead Agency has previously certified an EIR.
23 According to CEQA, an Addendum to a previously certified EIR may be prepared if:

24 1. No substantial changes are proposed in the project which will require major revisions of a
25 previous EIR due to an involvement of new significant environmental effects, or a substantial increase in
26 the severity of previously identified significant effects; or

27 2. No substantial changes will occur with respect to the circumstances under which the project is
28 undertaken which will require major revisions of the previous EIR due to the involvement of new
significant environmental effects, or a substantial increase in the severity of the previously identified
significant effects; or

1 3. No new information of substantial importance, which was not known and could not have been
2 known with the exercise of reasonable diligence at the time the previous EIR was certified; or

3 4. The project will have not have any significant effects that are not discussed in the previous EIR;
4 and

5 WHEREAS, the City of Rialto, acting as the Lead Agency, required, for the Project, the
6 preparation of an Addendum to the previously certified Environmental Impact Report for the Renaissance
7 Specific Plan and coordinated the preparation of the Initial Study and accompanying technical studies
8 which describe and evaluate the Project because the proposed distribution facility will not result in any
9 changes with respect to the circumstances or require major revisions to the previously approved EIR of
10 the Renaissance Specific Plan; and

11 WHEREAS, on July 13, 2016 the Planning Commission of the City of Rialto conducted a duly
12 noticed public hearing, as required by law, on the Addendum to the previously certified EIR for the
13 Renaissance Specific Plan, took testimony, at which time it received input from staff, the city attorney,
14 and the applicant; heard public testimony; discussed the Addendum to the previously certified EIR for the
15 Renaissance Specific Plan; and closed the public hearing; and

16 WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

17 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto as
18 follows:

19 SECTION 1: The Planning Commission hereby finds all of the above recitals to be true and
20 correct.

21 SECTION 2: The City of Rialto is the Lead Agency as determined by CEQA. Based on the Initial
22 Study prepared for the Project and the accompanying technical studies (Air Quality, Noise and Traffic) it
23 has been determined that:

24 1. There are no substantial changes to the project or the circumstances under which the project
25 will be carried out that will require major revisions to the previously certified EIR.

26 2. The project will not result in new significant environmental effects or substantial increases in
27 the severity of previously identified significant effects.

28

1 3. There is no new information of substantial importance, which was known or could have been
2 known with the exercise of reasonable diligence at the time the previous EIR was certified.

3 4. The project will not have any significant effects that are not identified and discussed in the
4 previously certified EIR.

5 SECTION 3: The Planning Commission hereby recommends that the City Council adopt the
6 Addendum to the previously certified EIR for the Renaissance Specific Plan, prepared in accordance with
7 CEQA for the Project.

8 SECTION 4: The Chairman of the Planning Commission shall sign the passage and adoption of
9 this resolution and thereupon the same shall take effect and be in force.

10 PASSED, APPROVED AND ADOPTED this 13th day of June, 2016.

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13 _____
14 JERRY GUTIERREZ, CHAIR
15 CITY OF RIALTO PLANNING COMMISSION
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RESOLUTION NO. 16-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE CONDITIONAL DEVELOPMENT PERMIT NO. 816 TO ALLOW THE DEVELOPMENT OF A 1,094,600 SQUARE FOOT DISTRIBUTION CENTER FOR MONSTER ENERGY WITHIN THE BUSINESS CENTER (B-C) ZONE OF THE RENAISSANCE SPECIFIC PLAN LOCATED AT THE NORTHEAST CORNER OF LOCUST AVENUE AND MIRO WAY.

WHEREAS, the applicant, Monster Energy, Inc. proposes to construct a 1,094,600 square foot distribution center (“Project”) on a 48.8 acre parcel of land located at the northeast corner of Locust Avenue and Miro Way (ASSESSOR PARCEL NUMBERS 0240-251-21, 0240-251-22, 0240-251-23, 0240-251-24, 0240-251-25, AND 0240-251-32) (“Site”) within the Business Center (B-C) Zone of the Renaissance Specific Plan; and

WHEREAS, the Project will consist of a concrete tilt-up distribution described in the table below:

Square Feet	Use	Parking	Spaces
624,609	warehouse use	1 space per 1,000 square feet up to 40,000 square feet; plus 1 space per 4,000 square feet for area in excess of 40,000 square feet	297
221,520	marketing products storage use		
221,520	events equipment storage use		
27,251	office	1 space for every 25 square feet	110
1,094,900	TOTAL		407

; and

WHEREAS, the development of the Project requires a conditional development permit, and the applicant has agreed to apply for a conditional development permit (“CDP No. 816”); and

WHEREAS, on June 13, 2016 the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 816, took testimony, at which

1 time it received input from staff, the city attorney, and the applicant; heard public testimony;
2 discussed the proposed CDP No. 816; and closed the public hearing; and

3 WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

4 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of
5 Rialto as follows:

6 SECTION 1. The Planning Commission hereby specifically finds that all of the facts set
7 forth in the recitals above of this Resolution are true and correct and incorporated herein.

8 SECTION 2. Based on substantial evidence presented to the Planning Commission during
9 the public hearing conducted with regard to CDP No. 816, including written staff reports, verbal
10 testimony, site plans, other documents, and the conditions of approval stated herein, the Planning
11 Commission hereby determines that CDP No. 816 satisfies the requirements of Section 18.66.020 of
12 the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a
13 conditional development permit. The findings are as follows:

- 14 1. The proposed use is deemed essential or desirable to provide a service or facility
15 which will contribute to the convenience or general well-being of the neighborhood
16 or community; and

17 *This finding is supported by the following facts:*

18 The Project is anticipated to be a benefit to the community and an improvement to the
19 surrounding area by providing jobs and recurring revenue to the City's General Fund in
the amount of \$201,200 on an annual basis.

- 20 2. The proposed use will not be detrimental or injurious to health, safety, or general
21 welfare of persons residing or working in the vicinity; and

22 *This finding is supported by the following facts:*

23 The Project is consistent with the development standards of the Business Center zone (B-
24 C) of the Renaissance Specific Plan. The use will not be detrimental or injurious to
25 health, safety or general welfare of persons residing or working in the vicinity, since the
26 development standards for the zone will be met and general business standards such as
27 requiring compliance with the General Business Standards for Refuse and Recycling,
Walls and Fences, Screening, Property Maintenance, Lighting, Noise Control,
Operational Restrictions, Transportation Control Measures will be implemented.

1 3. The site for the proposed use is adequate in size, shape, topography, accessibility
2 and other physical characteristics to accommodate the proposed use in a manner
3 compatible with existing land uses; and

4 *This finding is supported by the following facts:*

5 Currently, the legal parcel as shown on the Site plan does not exist and must be conveyed
6 from the City to the developer by a metes and bounds survey. Since the survey will not
7 address the merger of the individual parcels into one developable lot, either a Tentative Map
8 or a Lot Merger shall be filed to merge the lots into one 48.8 acre site. Two remainder
9 parcels will be created as a result of creating the subject parcel which will be required to
10 meet the minimum lot depth, width and size or be merged with existing adjacent parcels.

11 According to the site plan, a 48.8 acre site is sufficient in size to accommodate the size of
12 the building, the required parking and landscaping. Vehicular access provisions for the
13 project site consist of three full-movement driveways -- two on Locust Avenue and one
14 on Miro Way. All gated areas have required access control for Fire Department/Safety
15 access; the site will be designed for truck staging and circulation, which would also
16 provide Fire Department access to and circulation throughout the project site. Adequate
17 parking in the amount of 407 spaces is shown on the site plan.

18 4. The site has adequate access to those utilities and other services required for the
19 proposed use; and

20 *This finding is supported by the following facts:*

21 The Site will have adequate access to all utilities and services required through main water,
22 electric, sewer, and other utility lines that will be hooked up to the Site.

23 5. The proposed use will be arranged, designed, constructed, and maintained so as it
24 will not be injurious to property or improvements in the vicinity or otherwise be
25 inharmonious with the General Plan and its objectives, or any zoning ordinances,
26 and

27 *This finding is supported by the following facts:*

28 The Project is consistent with the development standards of the Business Center zone (B-
C) of the Renaissance Specific Plan. The use will not be detrimental or injurious to
health, safety or general welfare of persons residing or working in the vicinity, since the
development standards for the zone will be met and general business standards such as
requiring compliance with the General Business Standards for Refuse and Recycling,
Walls and Fences, Screening, Property Maintenance, Lighting, Noise Control,
Operational Restrictions, Transportation Control Measures will be implemented.
Significant wall plane projections and recesses will be incorporated into all sides of the
building elevations.

- 1 6. Any potential adverse effects upon the surrounding properties will be minimized to
2 every extent practical and any remaining adverse effects shall be outweighed by the
3 benefits conferred upon the community or neighborhood as a whole.

4 *This finding is supported by the following facts:*

5 The Project's effects will be minimized through the implementation of the Conditions of
6 Approval contained herein, and through the implementation of Conditions of Approval
7 imposed by the Development Review Committee during the Precise Plan of Design
8 Process. The development of a distribution facility will provide job opportunities and
9 generate annual recurring income for the City. Therefore, any potential adverse effects
10 are outweighed by the benefits conferred upon the community and neighborhood as a
11 whole.

12 SECTION 3. Monster Energy Inc., is hereby granted CDP No. 816 to construct a
13 1,094,600 square foot distribution center ("Project") on a 48.8 acre parcel of land located at the
14 northeast corner of Locust Avenue and Miro Way (Assessor Parcel Numbers 0240-251-21, 0240-
15 251-22, 0240-251-23, 0240-251-24, 0240-251-25, and 0240-251-32) ("Site") within the Business
16 Center (B-C) Zone of the Renaissance Specific Plan; and

17 SECTION 4. The City Council will consider an addendum to the previously certified
18 Environmental Impact Report for the Renaissance Specific Plan (Environmental Assessment
19 Review No. 16-33) for the Project in accordance with the requirements of the California
20 Environmental Quality Act (CEQA). No further environmental review is required for the Project.

21 SECTION 5. The Planning Commission recommends that the City Council approve the
22 Conditional Development Permit subject to the following conditions:

- 23 1. The approval is granted to construct a 1,094,600 square foot distribution center
24 ("Project") on a 48.8 acre parcel of land located at the northeast corner of Locust
25 Avenue and Miro Way (Assessor Parcel Numbers 0240-251-21, 0240-251-22, 0240-
26 251-23, 0240-251-24, 0240-251-25, and 0240-251-32) ("Site") within the Business
27 Center (B-C) Zone of the Renaissance Specific Plan. If the Conditions of Approval
28 specified herein are not satisfied or otherwise completed, the project shall be subject to
 revocation.
2. Prior to the issuance of building or grading permits for the proposed development, a
 Precise Plan of Design shall be approved by the City's Development Review Committee
 (DRC).

- 1 3. The site shall be designed and constructed in accordance with the development
2 standards of the Business Center zone of the Renaissance Specific Plan.
- 3 4. The dimensions of the parking area and parking lot landscaped areas shall be shown on
4 the site plan and the landscape plan.
- 5 5. A screen wall sufficient in height (minimum 14-16 feet) to screen the dock doors and
6 truck parking from the public right of way shall be designed and approved by the
7 Planning Division and shown on the grading plans prior to issuance of grading permits.
- 8 6. Architectural articulation to create a minimum 3-foot variation in the building height and
9 wall depth every 150 linear feet shall be shown into the site plan and elevations.
- 10 7. The Project shall comply with the General Business Standards for Refuse and
11 Recycling, Walls and Fences, Screening, Property Maintenance, Lighting, Noise
12 Control, Operational Restrictions, Transportation Control Measures in accordance with
13 the Renaissance Specific Plan.
- 14 8. A Tentative Map or a Lot Merger shall be filed to merge the lots into one 48.8 acre site
15 prior to issuance of building permits.
- 16 9. The wireless telecommunication facility shall be shown on the site plan prior to review
17 by the Development Review Committee and the applicant shall submit the appropriate
18 applications to allow the facility to remain as is incorporated into the site or to create a
19 separate parcel for the facility.
- 20 10. All mitigation measures from the Environmental Assessment No. 16-33 shall be met
21 prior to issuance of permits as specified in the Mitigation Monitoring and Reporting
22 Plan.
- 23 11. All conditions imposed by the Transportation Commission, fair share costs and
24 improvements shall be met prior to occupancy.
- 25 12. Adequate stacking for trucks shall be provided on-site to the satisfaction of the City
26 Traffic Engineer.
- 27 13. Miro Way and Locust Avenue shall be constructed with an 8-foot bike/parking lane with
28 signing and striping according to the street cross sections in the Renaissance Specific
Plan.
14. City inspectors shall have access to the site to reasonably inspect the site during
normal working hours to assure compliance with these conditions and other codes.

- 1 15. The applicant shall defend, indemnify and hold harmless the City of Rialto, its agents,
2 officers, or employees from any claims, damages, action, or proceeding against the
3 City or its agents, officers, or employees to attack, set aside, void, or annul any
4 approval of the City, its advisory agencies, appeal boards, or legislative body
5 concerning CDP No. 796R. The City will promptly notify the applicant of any such
6 claim, action, or proceeding against the City, and the parties will cooperate fully in
7 the defense.
- 8 16. In accordance with the provisions of Government Code Section 66020(d)(1), the
9 imposition of fees, dedications, reservations, or exactions for this Project, if any, are
10 subject to protest by the applicant at the time of approval or conditional approval of
11 the Project or within 90 days after the date of the imposition of the fees, dedications,
12 reservations, or exactions imposed on the Project.
- 13 17. All parking areas and pedestrian walkways shall be illuminated with a minimum of 1.5-
14 foot candles (at surface level) of light during the hours of darkness. Lighting shall be
15 designed/constructed in such a manner as to automatically turn on at dusk and turn off at
16 dawn.
- 17 18. All downspouts on all elevations of all buildings shall be routed through the buildings.
- 18 19. The applicant shall obtain all necessary approvals and operating permits from all
19 Federal, State and local agencies prior to the issuance of a Certificate of Occupancy.
- 20 20. The privileges granted by the Planning Commission pursuant to approval of this
21 Conditional Development Permit are valid for one (1) year from the effective date of
22 approval. If the applicant fails to commence the project within one year of said
23 effective date, this conditional development permit shall be null and void and any
24 privileges granted hereunder shall terminate automatically. If the applicant or his or
25 her successor in interest commence the project within one year of the effective date of
26 approval, the privileges granted hereunder will continue inured to the property as long
27 as the property is used for the purpose for which the conditional development permit
28 was granted, and such use remains compatible with adjacent property uses.
- 21 21. If the applicant fails to comply with any of the conditions of approval placed upon
22 Conditional Development Permit No. 816 or any conditions placed upon the approval
23 of the Precise Plan of Design required by Condition No. 2 above, the Planning
24 Commission may initiate proceedings to revoke the conditional development permit
25 in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive,
26 of the Rialto Municipal Code.

27 SECTION 5. The Chairman of the Planning Commission shall sign the passage and
28 adoption of this resolution and thereupon the same shall take effect and be in force.

1 PASSED, APPROVED AND ADOPTED this 13th day of July 2016.

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5 JERRY GUTIERREZ, CHAIR
6 CITY OF RIALTO PLANNING COMMISSION
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