



**U.S. Department of Housing
and Urban Development**
California State Office of
Community Development
Environmental Branch

Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name: Rialto Metrolink Affordable Housing Project

Responsible Entity: City of Rialto
150 South Palm Avenue
Rialto, California 92376

Grant Recipient: Related California/Rialto Metrolink South Housing Partners, L.P.
18201 Von Karman Avenue
Irvine, CA 92612

State/Local Identifier: West Bonnie View Drive, between South Willow Avenue and
South Riverside Avenue (Assessor's Parcel Numbers 0131-021-
33-0-000 and 0131-021-40-0-000)

Preparer: City of Rialto

Certifying Officer Name and Title: Sean M. Moore, Community Development Director

Consultant (if applicable): Michael Baker International
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City of Rialto
Development Services Department
150 South Palm Avenue Rialto, California 92376

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PROJECT INFORMATION

Project Location

The Rialto Metrolink Affordable Housing Project (project) site is regionally located within the central portion of the City of Rialto (City) south of State Route 210 (SR 210) and north of Interstate 10 (I-10) within the County of San Bernardino; refer to Exhibit 1, *Regional Vicinity*. The project consists of two adjoining parcels (Assessor's Parcel Numbers [APNs] 0131-021-33-0-000 and 0131-021-40-0-000), located along West Bonnie View Drive, between South Willow Avenue and South Riverside Avenue; refer to Exhibit 2, *Site Vicinity*. The project site is located immediately south of the existing Rialto Metrolink Station, which is located at 261 South Palm Drive in Rialto.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]

The project involves a multi-family residential project comprised of 64 dwelling units and associated amenities for low and very low income households on a 2.6-acre site; refer to Exhibit 3, *Conceptual Site Plan*. The project would consist of four three-story apartment buildings in addition to a two-story community center.

The dwelling units would be distributed within four buildings, each consisting of three floors with one, two, and three bedroom stacked flats. Associated amenities would include a 2,584 square foot community center and offices within a two-story common building for the use of residents and property management in addition to a pool, tot-lot playground, outdoor fireplace and lounge, and a barbeque area. The project would include landscaping along the perimeter of the site and proposed buildings, in addition to the central portion of the site (e.g., adjacent to the pool, outdoor fireplace, and play area). Social services would be provided to all residents at no cost to any tenant. The project also proposes a total of 115 parking spaces through a combination of surface parking and carpools that would extend along the northern, eastern, and western site perimeters. Table 1, *Project Summary*, provides a summary of the proposed development.

Vehicular access to the project would be provided via two driveways along West Bonnie View Drive. The primary pedestrian access to the proposed buildings would be from West Bonnie View Drive into the southerly portion of the site. There are additional pedestrian entries to the ground floor provided on the west, north and east sides of the project site. In addition, the existing concrete-lined drainage on the western portion of the project site would be converted into pipe/culvert beneath a proposed pedestrian path providing access to the Rialto Metrolink Station via a future bridge over the railway tracks (as part of a separate project). The project design would feature a Mediterranean architectural style with color and massing to encourage a lively pedestrian friendly streetscape; refer to Exhibit 4, *Project Elevation (from West Bonnie View Drive)*.

The project site would be served by public train and bus transit services currently provided by Metrolink and Omnitrans. The Rialto Metrolink Station is adjacent to the project site to the north. Existing Omnitrans Route 22 northbound far side and southbound near side bus stops are located 0.06-mile southeast and 0.15-mile northeast of the project site, respectively.

Construction of the proposed development would occur in a single phase over an approximate 11 month period, anticipated to begin in March 2017.



 - Project Site

NOT TO SCALE

Michael Baker
INTERNATIONAL



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ENVIRONMENTAL ASSESSMENT
RIALTO METROLINK AFFORDABLE HOUSING PROJECT
Regional Vicinity

Exhibit 1



Source: Google Earth, 2015.
- Project Boundary

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LEGEND

- 1. Community Center (2 Stories)
- 2. Leasing Office (Ground Floor)
- 3. Portico
- 4. Outdoor Fireplace & Lounge
- 5. Tot Lot
- 6. Plaza
- 7. BBQ Area
- 8. Pool
- 9. Maintenance Bldg
- 10. Trash Enclosure

West Bonnie View Drive

Source: RRM Design Group, January 27, 2016

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Source: RRM Design Group; January 27, 2016

ENVIRONMENTAL ASSESSMENT
RIALTO METROLINK AFFORDABLE HOUSING PROJECT
Project Elevation (from West Bonnie View Drive)
Exhibit 4

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**Table 1
 Project Summary**

Project Component	Development	
	Number of Dwelling Units	Square Feet
Residential Unit Mix		
One Bedroom	12	630 SF/unit = 7,560 SF
Two Bedroom	36	830 SF/unit = 29,880 SF
Three Bedroom	16	1,080 SF/unit = 17,280 SF
<i>Total Residential</i>	64	54,720 SF
Community Center	N/A	2,584 SF
Leasing Office	N/A	411 SF
Maintenance Building	N/A	91 SF
<i>Total Amenities/Common and Other Areas</i>		3,086 SF
Parking	115 spaces	
Source: RRM Design Group, <i>Metro Link Station South Site – Alt. 4</i> , January 27, 2016.		

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]

The Rialto Metrolink Affordable Housing Project would construct a 64-unit multi-family affordable housing for low and very low-income households. The project would assist the City of Rialto to meet its obligation to provide affordable housing pursuant to its Regional Housing Needs Allocation (RHNA) and further the *Rialto General Plan (General Plan)* Housing Element goals for the City, while promoting the production of safe, decent, and affordable housing for all within the community. The project would be developed under the nine percent Tax Credit Allocation Committee (TCAC) Program administered by the State. The State administers this low-income housing tax credit program, which was authorized to encourage private investment in affordable rental housing for households meeting certain income requirements.

The project would be developed by Related California/Rialto Metrolink South Housing Partners, L.P. (Related). Related is an active developer of residential and commercial properties in California. Affordable housing was part of Related’s foundation and they continue to prioritize development, acquisition, and preservation of housing for this sector. Over 60 percent of the 40,000 residential apartment homes under Related’s management are part of one or more affordable housing programs. Of these programs, an additional 20 percent provides workforce housing. Related has developed over 23,000 affordable housing units to date, and currently has more than 7,000 units under development or under contract throughout the United States. Related has developed several family sites to the west of the project site including seven projects in the City of Fontana, one project in the City of Ontario and one project in the City of Rancho Cucamonga.

Existing Conditions and Trends [24 CFR 58.40(a)]

The project site is comprised of two adjoining parcels, totaling 2.6-acres (APNs 0131-021-33-0-000, and 0131-021-40-0-000). The project site has been previously disturbed and is located within an urbanized area. The project site is unpaved and relatively flat, and there are no structures currently present on the site.

The project site is located in Rialto’s Central Area Specific Plan, which is bounded by Foothill Boulevard, Merrill Avenue, Sycamore Avenue, and Willow Avenue. The project site has been vacant and unused since 1956.

Aerial photographs from 1938 to 1954 show that agricultural uses such as orchards were present on the project site.¹

West Bonnie View Drive runs along the southern boundary of the site, with vacant land uses directly south of West Bonnie View Drive. South of the vacant land are single-family residences. The Metrolink railway runs along the northern boundary of the site, with the Rialto Metrolink Station directly north of the railroad. A commercial shopping center with commercial and restaurant uses borders the site to the east while a self-storage facility borders the site to the west.

The City of Rialto *General Plan Land Use Policy Plan Map* designates the project site as Downtown Mixed-Use. The existing zoning is Central Area Specific Plan – Support Commercial. The project site is subject to the Central Area Specific Plan, which contains general guidelines and development standards for land uses within the Specific Plan area.

As proposed, the project would require the following discretionary approvals from the City:

- Adoption of a Mitigated Negative Declaration for the proposed project under the California Environmental Quality Act (CEQA);
- Specific Plan Amendment;
- Conditional Development Permit;
- Tentative Parcel Map;
- Precise Plan of Design;
- Variances;
- Site plan review;
- Development Agreement; and
- Administrative approvals for the issuance of Grading, Building, and Occupancy permits.

Additional permits from other agencies are anticipated to include (but are not limited to) a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the Santa Ana Regional Water Quality Control Board.

¹ Altec, *Phase I Environmental Site Assessment*, APN: 0131021400000 (Parcel 2), APN: 0131021330000 (Parcel 3) West Bonnie View Drive Rialto (San Bernardino County), California 92376, August 14, 2015; Altec, *Soil Sampling Report, Parcel #2 and #3 W Bonnie View Drive, Rialto, California 92376*, August 17, 2015.

FUNDING INFORMATION

The project will be developed by Related California/Rialto Metrolink South Housing Partners, L.P., at an estimated cost of between \$25 and \$30 million. Project financing would be provided by various sources, which may include the following:

- **Federal Tax Credits (9.0 percent):** These credits would be syndicated and funded throughout the construction process.
- **Construction Financing:** Related and the City (the Partnership) would consider construction loan financing from several top tier banks.
- **City Funding:** City funding as approved by the California Department of Finance.
- **Permanent Financing:** At conclusion of construction, permanent financing would be secured.

The site would be developed under the nine percent TCAC Program administered by the State of California (State). The State administers this low-income housing tax credit program, which was authorized to encourage private investment in affordable rental housing for households meeting certain income requirements. The TCAC Program would ensure qualifying applicants are approved between 30 and 60 percent of the Area Median Income (AMI), as published by the Department of Housing and Urban Development (HUD). HUD establishes AMI annually for the Metropolitan Statistical Area (MSA) in which a project is located. HUD also establishes maximum rent levels for each income category based on a combination of household income and size, and the unit's location. HUD funding issued for the project would come from standard project based Section 8 vouchers issued by the San Bernardino County Housing Authority.

COMPLIANCE WITH 24 CFR 50.4, 58.5, AND 58.6 LAWS AND AUTHORITIES

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 AND 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Although Rialto Municipal Airport is located approximately 2.4 miles to the northwest of the project site, it formally closed aircraft operations on September 18, 2014. The next closest airport to the project site is San Bernardino International Airport, located approximately 6.5 miles to the east of the project site. The San Bernardino International Airport does not currently have an Airport Land Use Compatibility Plan (ALUCP). (Sources: City of Rialto, <i>City Council Resolution 14-936</i> , January 13, 2015; Google Earth, 2015).
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The Coastal Barrier Resources Act (CBRA) encourages the conservation of hurricane prone, biologically rich coastal barriers. The CBRA established the John H. Chafee Coastal Barrier Resources System (CBRS), which consists of the undeveloped coastal barriers and other areas located on the coasts of the United States that are identified and depicted on a series of maps entitled "John H. Chafee Coastal Barrier Resources System." These maps are controlling and indicate which lands are affected by the CBRA. Coastal areas within California are not designated as areas affected by the CBRA. (Sources: U.S. Fish & Wildlife Service, <i>Coastal Barrier Resources Act</i> , http://www.fws.gov/cbra/Act/index.html#CBRS , Accessed December 8, 2015).
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Flood Insurance is not required under the National Flood Insurance Program (NFIP) because the project is not located in a Special Flood Hazard Area (SFHA). Per Federal Emergency Management Agency (FEMA) flood zone map (#06071C8676H), the project site is located within Zone X, which is outside the 0.2% annual chance flood. (Sources: Federal Emergency Management Agency Website, <i>FEMA Flood Insurance Rate Map (FIRM) Community Panel Number 06071C8676H</i> , Map Revised August 28, 2008 https://msc.fema.gov/portal , Accessed November 28, 2015).
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 AND 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located in the South Coast Air Basin (SCAB). The SCAB is designated extreme non-attainment area for ozone (O ₃) and moderate non-attainment area for particulate matter (PM _{2.5}). Per guidelines set forth by HUD, because the proposed project site is in a nonattainment area for O ₃ and PM _{2.5} , conformity with the State Implementation Plan (SIP) must be demonstrated. A project is shown to conform with the SIP if its criteria pollutant emissions remain below the local air district's

<p style="text-align: center;">Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p style="text-align: center;">Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
		<p>significance thresholds and it is consistent with the local Air Quality Management Plan (AQMP).</p> <p>According to <u>Appendix A, Air Quality/Greenhouse Gas Data</u>, prepared by Michael Baker International for the proposed project, the project's criteria pollutant emissions during short-term construction and long-term operations would remain below the South Coast Air Quality Management District (SCAQMD) localized or regional thresholds of significance for all criteria pollutants. It should be noted that the analysis conducted as part of Appendix A was based upon an iteration of the project that included 78 residential units; since that time, the unit count was reduced to 64 units. As such, the analysis provided in Appendix A is conservative and overstates project impacts associated with the 64-unit project.</p> <p>The project would conform to all mitigation measures recommended by the SCAQMD, including standard dust suppression measures. Implementation of Mitigation Measures (refer to Mitigation Measures AQ-1 through AQ-3) would lessen construction-related impacts by requiring measures to reduce air pollutant emissions and fugitive dust from construction activities, and would lessen operational-related impacts by requiring measures to reduce diesel particulate matter (DPM) by planting coniferous evergreen vegetation along the project site's northern, eastern, and western boundaries and requiring sealed Heating Ventilation and Air Conditioning (HVAC) systems that would filter all ambient air introduced into the interior living spaces for all the proposed residential units.</p> <p>In the past, US Environmental Protection Agency (USEPA) has also required that an action's annual emissions are evaluated against 10 percent of the region's nonattainment or maintenance pollutants to determine if the action's emissions are regionally significant. On March 24, 2010, USEPA removed this requirement from their General Conformity Rule (EPA, 2010). According to <u>Appendix A</u>, the analysis determined that project-generated construction and operational emissions would not exceed the de minimis levels established within 40 CFR Section 93.153. Therefore, the proposed project conforms with the SIP.</p> <p>The City of Rialto is subject to the SCAQMD's <i>2012 AQMP</i>. Additionally, the proposed project is located within the Los Angeles County subregion of the Southern California Association of Governments (SCAG) <i>2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS)</i>, which governs population growth. The City's <i>General Plan</i> is consistent with the <i>2012-2035 RTP/SCS</i>, and since the <i>2012-2035 RTP/SCS</i> is consistent with the <i>2012 AQMP</i>, growth under the <i>General Plan</i> is consistent with the <i>2012 AQMP</i>. No changes</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>to the General Plan land use designation are proposed. Therefore, the proposed project is considered consistent with the <i>General Plan</i>, and is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the SCAG's <i>Growth Management</i> Chapter of the <i>Regional Comprehensive Plan (RCP)</i>. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the <i>2012 AQMP</i>, it can be concluded that the proposed project would be consistent with the projections. Therefore, no adverse effect would result from the proposed project. (Sources: City of Rialto, <i>Rialto General Plan</i>, December 2010; Southern California Association of Governments, <i>2012 Adopted Growth Forecast</i>, http://www.scag.ca.gov/forecast/, accessed January 4, 2016; South Coast Air Quality Management District, <i>Air Quality Management Plan</i>, February 2013, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; California Air Resources Board, <i>South Coast Air Quality Management Plans</i>, http://www.arb.ca.gov/planning/sip/planarea/scabsip/scabsip.htm, Accessed December 31, 2015; and Air Quality/Greenhouse Gas Data [see Appendix A]).</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is not located in a coastal zone. (Sources: California Coastal Commission Website, <i>California's Critical Coastal Areas - South Coast Region</i>, http://www.coastal.ca.gov/nps/Web/cca_socoast1.htm, Accessed December 8, 2015).</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>A review of Federal and State environmental databases was conducted as part of the <i>Phase I Environmental Site Assessment (Phase I Assessment)</i> prepared for the proposed project. The site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on the preliminary <i>Phase I Assessment</i> findings, elevated concentrations of pesticides, herbicides, and metal may existing in the shallow soil at the target property and potential for impacts to the soil and soil vapor under the target property from previous leaks associated with the adjacent dry cleaners located at 314 S. Riverside Avenue. The <i>Phase I Assessment</i> revealed no evidence of recognized environmental conditions (RECs). Altec recommended and performed soil assessment activities to further evaluate the identified concerns at the target property. A <i>Soil Sampling Report</i> was conducted to evaluate soil conditions in relation to the identified potential RECs. The soil sampling results concluded that detected metal analyte concentrations in the six soil samples collected at the target property are either below published residential screening criteria or below the upper bound of the accepted background concentrations for the southern California region. The pesticides and herbicides included in the three analytical methods were not detected. The</p>

Rialto Metrolink Affordable Housing Project

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>soil sampling results also determined that soil vapor present at five and ten feet below grade at the locations tested (on the east portion of the target property, adjacent to the dry cleaning business) did not contain Volatile Organic Compounds (VOCs) commonly found in dry cleaning solvents.</p> <p>Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. Compliance with these standards and regulations would ensure that impacts related to contamination or toxic substances would not occur.</p> <p><i>A Summary Letter – Updated Hazard Compliance Review (Summary Letter) was prepared for the project in December 2021 to document any changes in the potential for hazardous materials impacts that have occurred since preparation of the Phase I Assessment and Soil Sampling Report in 2015. The Summary Letter included a review of previous findings, an updated environmental database review, and an additional field visit to verify site conditions. Based on the information from the updated environmental database search and on the observations made from the 2021 site visit and area reconnaissance, no new contamination or toxic substances were identified that are considered to have a potential for significant adverse impacts. The Summary Letter acknowledges the continued operation of a dry cleaner facility east of the project site; the Soil Sampling Report included numerous soil borings to investigate the potential for soil gas/vapor migration from dry cleaning activities and all results were below applicable regulatory thresholds. The soil gas data collected as part of the Soil Sampling Report would be representative of the current site conditions (at the assessed locations/depths), assuming that no significant solvent releases have occurred and migrated to the site since 2015. (Sources: Altec, Phase I Environmental Site Assessment, APN: 0131021400000 (Parcel 2), APN: 0131021330000 (Parcel 3) West Bonnie View Drive Rialto (San Bernardino County), California 92376, August 14, 2015; Altec, Soil Sampling Report, Parcel #2 and #3 W Bonnie View Drive, Rialto, California 92376, August 17, 2015; Altec, Summary Letter – Updated Hazard Compliance Review, Rialto Metrolink Affordable Housing Project, December 13, 2021).</i></p>
<p>Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A <i>Habitat Assessment</i> was conducted to document baseline onsite conditions and identify sensitive habitats and/or species potentially occurring within the project boundaries. Based on the results of the <i>Habitat Assessment</i> and the record search of the project site and surrounding area, there are no federally listed</p>

Rialto Metrolink Affordable Housing Project

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>plant or animal species that occur on the project site. The project site lacks any suitable habitat for federally listed plant and animal species, and, as such, there is also no Designated Critical Habitat on the project site. Therefore, development of the project site would have No Effect on federally listed species or their habitat or on any Designated Critical Habitat. Consultation for impacts to endangered species or Designated Critical Habitat would not be required for development of this project site.</p> <p>(Sources: Michael Baker International, <i>Rialto Metrolink Affordable Housing Project Habitat Assessment</i>, December 2015).</p>
<p>Explosive and Flammable Hazards 24 CFR Part 51 Subpart C</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is located within an urbanized area. Although the area surrounding the project site is primarily comprised of residential uses, there are commercial/retail uses, such as gas stations and auto repair facilities that present the potential for explosive and flammable hazards within one mile of the project site. The nearest uses that may handle or process flammable or combustible chemicals include a dry cleaner facility (located at 314 South Riverside Avenue). Based on the <i>Soil Sampling Report</i> findings, that soil vapor present at five and ten feet below grade at the locations tested (on the east portion of the target property, adjacent to the dry cleaning business) did not contain VOCs commonly found in dry cleaning solvents. In addition, the operation of dry cleaner facilities is heavily regulated by Federal, State, and local law in regards to the storage and handling of chemicals and hazardous materials.</p> <p>As noted above, a <i>Summary Letter</i> was prepared for the project in December 2021 to document any changes in the potential for explosive and flammable hazards that have occurred since preparation of the <i>Phase I Assessment</i> and <i>Soil Sampling Report</i> in 2015. The <i>Summary Letter</i> included a review of previous findings, an updated environmental database review, and an additional field visit to verify site conditions. Based on the information from the updated environmental database search and on the observations made from the 2021 site visit and area reconnaissance, no new explosive and flammable hazards were identified that are considered to have a potential for significant adverse impacts. The <i>Summary Letter</i> acknowledges the continued operation of a dry cleaner facility east of the project site; the <i>Soil Sampling Report</i> included numerous soil borings to investigate the potential for soil gas/vapor migration from dry cleaning activities and all results were below applicable regulatory thresholds. The soil gas data collected as part of the <i>Soil Sampling Report</i> would be representative of the current site conditions (at the assessed locations/depths), assuming that no significant solvent releases have occurred and migrated to the site since 2015. Thus, no explosive or flammable hazards are anticipated in this regard. (Sources: Altec, <i>Phase I</i></p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<i>Environmental Site Assessment, APN: 0131021400000 (Parcel 2), APN: 0131021330000 (Parcel 3) West Bonnie View Drive Rialto (San Bernardino County), California 92376, August 14, 2015; Altec, Soil Sampling Report, Parcel #2 and #3 W Bonnie View Drive, Rialto, California 92376, August 17, 2015; Altec, Summary Letter – Updated Hazard Compliance Review, Rialto Metrolink Affordable Housing Project, December 13, 2021.)</i>
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not identified on any Agricultural Preserve map or identified as land under Williamson Act contract and is not mapped as prime or unique farmland or farmland of local importance. The project site is not zoned for agriculture use. There are no farmlands or agricultural uses located on the project site or in its vicinity. (Sources: California Department of Conservation, Division of Land Resource Protection, <i>San Bernardino County Williamson Act FY 2014/2015 Sheet 2 of 2</i> , published 2015).
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Per FEMA flood zone map (#06071C8676H), the project site is not located within a SFHA. The project site is located in Zone X, which is outside both the 100-year flood zone (the area with a 1% chance per year of flooding) and the 500-year flood zone (the area with a 0.2% chance per year of flooding). (Sources: Federal Emergency Management Agency Website, <i>FEMA Flood Insurance Rate Map (FIRM) Community Panel Number 06071C8676H</i> , Map Revised August 28, 2008 https://msc.fema.gov/portal , Accessed November 28, 2015).
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>A <i>Cultural Resources Assessment Report for the Rialto Metrolink Affordable Housing Project (Cultural Resources Assessment)</i> of the project site or area of potential effect (APE), was conducted. The <i>Cultural Resources Assessment</i> included a search for archaeological and historical records, which included a one-mile-radius around the APE, completed at the South Central Coastal Information Center (SCCIC) located on the campus of California State University, Fullerton. Results of the records search indicate that 13 cultural resources investigations have been completed previously within a one-mile radius of the APE; refer to Appendix C, Cultural Resources Reports. Of these, only one has included any portion of the APE. Results of these cultural resources studies indicate that there are no known archaeological cultural resources recorded within the APE. The records search identified one resource, P-36-06847 within 50 feet of the project site, an out-of-service spur of the historic Burlington Northern Santa Fe Railway built between 1880 and 1892. Metrolink currently utilizes the spur and the Rialto Metrolink station is currently approximately 75 feet north of the APE. One prehistoric isolate was documented to be approximately one mile from the APE, and would not be affected.</p> <p>Eight other historic archaeological resources and one prehistoric isolate are located within one mile of the project site; refer to Table 2 of Appendix C. The historic archaeological resources</p>

<p style="text-align: center;">Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p style="text-align: center;">Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
		<p>include one road, three residences, one religious building, one shed, and one additional railway. The historic religious building, the First Christian Church of Rialto (P-36-017601), is located approximately 0.5 miles from the APE and is listed on the NRHP. An additional 115 addresses listed on the California Inventory of Historic Resources (HRI) are within 1 mile of the APE have been evaluated for inclusion in the NRHP. Out of 115 addresses, 31 have been identified as eligible for the NRHP through survey evaluation, 13 have been recognized as significant by the local government, 44 have been identified as ineligible for inclusion on the NRHP, and 26 require further evaluation. As part of the <i>Cultural Resources Assessment</i>, an intensive pedestrian survey was conducted of the APE. Survey results were negative for surface cultural resources and showed evidence for extensive ground disturbance due to prior agricultural use.</p> <p>The <i>Cultural Resources Assessment</i> also included Native American consultation based on a consultation list provided by the Native American Heritage Commission. A total of 12 individuals representing 10 tribal organizations were sent consultation letters on May 13, 2016, with a second contact attempt conducted on May 18, 2016, and a third attempt on May 27, 2016. A total of two responses were received, neither of which identified any concerns regarding impacts to Native American resources.</p> <p>Based on the <i>Cultural Resources Assessment</i>, the proposed project would not cause adverse effects to a historic property or historical resource (including archaeological resources). The <i>Cultural Resources Assessment</i> was distributed to the California Office of Historic Preservation (OHP) for Section 106 concurrence. The OHP concurred with the finding of no historic properties affected by the proposed project on June 9, 2016.</p> <p>Although the results indicated that there are no archaeological resources within the project site, grading and excavation associated with the project has the potential to affect unknown buried resources. If unanticipated archaeological discoveries are made during construction, which would require all work to halt until the find can be evaluation by a qualified Archaeologist (see recommended Mitigation Measure CUL-1). The City of Rialto shall notify the tribes of any features or sites discovered and afford them the opportunity to consult. If human remains are unearthed during excavation, State law requires that all work stop pending notification and evaluation by the County Coroner. Compliance with the recommended mitigation would ensure potential impacts involving cultural resources would not be adverse.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>A <i>Paleontological Resources Assessment for the Rialto Affordable Housing Project (Paleontological Resources Assessment)</i> was prepared for the project. A paleontological records search was requested from the Natural History Museum of Los Angeles in addition to online paleontological databases maintained by the Paleobiological Database and the University of California Museum of Paleontology. The records and databases search included the project boundaries and a 10-mile radius around the project boundaries. No fossil localities have been previously collected from within a 1½ -mile radius of the project area. Fossils are typically found more than 10 feet deep in our valleys since sediment accumulating processes are still active. As such, a larger area was reviewed to compensate. In addition, a paleontological survey was conducted involving an intensive-level pedestrian survey of walking parallel transects, spaced at approximately 10-meter intervals within the project area while closely inspecting the ground surface. No fossils were observed during the survey but sediments potentially conducive to the preservation of fossils were observed. The <i>Paleontological Resources Assessment</i> identified most of the impacts are to be approximately three feet below current ground surface, however utilities excavations would be approximately eight feet deep. Due to the project's surface geology and the small scale of the project, it was determined that it is unlikely that significant fossils would be adversely affected by this project. To minimize potential impacts, it is recommended that in the unlikely event paleontological resources are encountered during ground disturbing activities, all work would be required to halt within 50 feet until the discovery can be evaluated by a qualified paleontologist (see recommended Mitigation Measure CUL-2).</p> <p>(Sources: Cogstone Resource Management, <i>Cultural Resources Assessment for the Rialto Metrolink Affordable Housing Project</i>, December 2015 and Cogstone Resource Management, <i>Paleontological Resources Assessment for the Rialto Metrolink Affordable Housing Project</i>, December 2015).</p>
<p>Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Short-term construction noise are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Although the City does not establish quantitative construction noise standards, construction activities could cause increased noise along access routes to and from the site due to movement of equipment and workers. Thus, prior to issuance of grading permits, the project applicant shall demonstrate, to the satisfaction of the Director of Public Works/City Engineer that the project complies with allowable construction hours between 7:00 a.m. and 5:30 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and from May 1st to September 30th, and between 6:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and construction equipment shall be equipped with properly operating and maintained</p>

Rialto Metrolink Affordable Housing Project

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>mufflers and other state required noise attenuation devices (see recommended Mitigation Measure NOI-1). Vibration impacts from construction activities and operations would not exceed established noise standards.</p> <p>Based on traffic data from the <i>Metro South Transit Oriented Development Project Focused Traffic Impact Study (Traffic Impact Study)</i>, the project would not exceed noise standards pertaining to vehicle trips generated by project operations. Additionally, it should be noted that the analysis conducted as part of the <i>Traffic Impact Study</i> was based upon an iteration of the project that included 78 residential units; since that time, the unit count was reduced to 64 units. As such, the noise analysis is conservative and overstates project impacts associated with the 64-unit project. Moreover, noise levels from stationary sources including mechanical equipment and on-site amenities would not exceed noise standards. However, noise levels from railroad operations would exceed noise standards. As such, prior to the issuance of building permits, the City of Rialto Building and Safety Division shall confirm that building plans and specifications incorporate recommended mitigation measures for balconies and building walls and windows within the northern, eastern, and western sides of the northeastern and northwestern buildings. A barrier that is at least 42 inches high as measured from the floor of each level of the building is required on balconies within the northern, eastern, and western sides of the northeastern and northwestern buildings. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following: masonry block, stucco veneer over wood framing (or foam core), glass, Plexiglass or Lexan (1/4 inch thick) and may be constructed out of a combination of the above listed materials (see recommended Mitigation Measure NOI-2). Building walls and windows along the northern, eastern, and western sides of the northeastern and northwestern buildings are required to achieve at least a sound transmission class (STC) rating of 41 and 42 respectively. Walls with this STC rating typically include the following materials from exterior to interior: 3/4 inch thick precast concrete panel, glass fiber batt, 6-inch heavy gauge metal stud, resilient channel, and two gypsum wall boards (see recommended Mitigation Measure NOI-3). With the recommended mitigation, off-site noise impacts related to railroad operations would not exceed established standards.</p> <p>Although Rialto Municipal Airport is located approximately 2.4 miles to the northwest, it formally closed aircraft operations on September 18, 2014. The next closest airport to the project site is San Bernardino International Airport, located approximately 6.5 miles to the east of the project site. Currently, the San Bernardino International Airport does not have an ALUCP. (Sources: City</p>

Rialto Metrolink Affordable Housing Project

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		of Rialto, <i>Rialto General Plan</i> , December 2010; City of Rialto, City of Rialto Municipal Code, codified through Urgency Ordinance No. 1551, passed September 9, 2014; Michael Baker International, <i>Metro South Transit Oriented Development Project Focused Traffic Impact Study</i> , December 3, 2015; U.S. Environmental Protection Agency, <i>Protective Noise Levels (EPA 550/9-79-100)</i> , November 1979; City of Rialto, <i>City Council Resolution 14-936</i> , January 13, 2015).
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no sole source aquifers located in the project area (Sources: US EPA Water Management Division, Region IX – <i>Sole Source Aquifer Map</i> , http://www3.epa.gov/region9/water/groundwater/ssa.html , Accessed December 3, 2015).
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no wetlands on the project site or in its immediate vicinity (Sources: Michael Baker International, <i>Rialto Metrolink Affordable Housing Project Habitat Assessment</i> , December 2015).
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no Wild or Scenic Rivers in the project area (Sources: National Park Service, <i>National Wild and Scenic Rivers GIS Map – California</i> , http://www.rivers.gov/ , Accessed December 8, 2015).
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is consistent with the <i>General Plan</i> designation for the site and the overall intent of the Downtown Mixed-Use designation. The existing zoning of the project site is Central Area Specific Plan – Support Commercial, an area identified for commercial uses of a lesser intensity and support uses. The project proposes a Specific Plan Amendment to permit multi-family housing within the Central Area Specific Plan – Support Commercial zone. Although implementation of the proposed project would require a Specific Plan Amendment to allow for a multi-family affordable housing project, these proposed uses are similar to the surrounding uses in the area. Upon approval of the Specific Plan Amendment, the proposed project would be consistent with the zoning for the site. The development would provide housing for low-or very-low income families. The surrounding land uses would not create nuisances or hazards that would impact the proposed housing. Similarly, given its nature and scope, the proposed multi-family housing development would not adversely affect the surrounding uses. Additionally, there are no adverse environmental conditions affecting the project site. With the inclusion of the recommended mitigation measures, the project would not expose low income or minority populations to adverse environmental conditions. (Sources: City of Rialto, <i>Rialto General Plan</i> , December 2010; Hogle-Ireland, Inc., <i>City of Rialto Official Zoning Map</i> , updated July 8, 2013).

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: An impact code from the following list has been used to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The project site is located in the <i>General Plan</i> Land Use Designation Downtown Mixed-Use and the Central Area Specific Plan – Support Commercial zone. The project proposes a Specific Plan Amendment and a Conditional Development Permit to allow multi-family housing within the Central Area Specific Plan – Support Commercial zone. No changes to the <i>General Plan</i> land use designation are proposed. In addition, the project is required to undergo the following discretionary approvals from the City including a Tentative Parcel Map, a Precise Plan of Design, Variances, a Site Plan Review, and administrative approvals for the issuance of Grading, Building, and Occupancy permits. Review of the project by the City of Rialto and the granting of the discretionary approvals would ensure the project would not result in substantially adverse impacts involving conformance with the <i>General Plan</i> or Zoning Code.</p> <p>Although implementation of the proposed project would require a Specific Plan Amendment and a Conditional Development Permit to allow for a multi-family affordable housing project, these proposed uses are similar to the surrounding uses in the area. No impact is anticipated. (Sources: City of Rialto, <i>Rialto General Plan</i>, December 2010; Hogle-Ireland, Inc., <i>City of Rialto Official Zoning Map</i>, updated July 8, 2013).</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>The project site is underlain by Hanford coarse sandy loam, and Tujunga loamy sand according to the United States Department of Agriculture. These soils could be subject to settlement and/or instability. Hanford soils are very deep, well drained soils. Tujunga soils have low shrink-swell potential and are considered non-plastic. The proposed project would be designed and constructed in conformance with the current edition of the California Building Code (CBC), as adopted by the City, and acceptable engineering practice.</p> <p>Erosion is the removal of soil by water, wind, and gravity. The project site is generally flat and would not involve erosion associated with slopes. However, the project's construction activity would involve clearing, grading, and disturbances to the ground that could create soil erosion. Stormwater Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES) requirements to utilize watering of soils and stormwater Best Management Practices (BMPs) limiting erosion would be enforced on the project.</p> <p>The City operates existing storm drain facilities to the immediate south of the project site within West Bonnie View Drive. The proposed project would include on-site facilities that direct flows to one eight-inch sewer line that connects to the existing drainage facility within West Bonnie View Drive. Aside from this minor ancillary connection to existing City facilities, no other storm drain</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>facilities would need to be constructed. Additionally, the project is subject to compliance with Section 3.33.270 of the City's Municipal Code, which requires the payment of a storm drain facilities development impact fee for the costs of providing storm water collection facilities to accommodate development projects.</p> <p>(Sources: U.S. Department of Agriculture, http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, Accessed November 30, 2015; City of Rialto, <i>City of Rialto Municipal Code</i>, codified through Urgency Ordinance No. 1551, passed September 9, 2014).</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p>There is no potential for natural hazards on the project site involving radon, slope instabilities, or soil instabilities. No Alquist-Priolo Earthquake Fault Zones traverse the project site or the project vicinity. Although no known active faults exists within the project area and there is a very low probability of exposure to primary seismic hazards (ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement), secondary hazards (ground failure, liquefaction, water waves, movement on nearby faults, dam failure, and fires) pose a threat to the community as a result of the project's proximity to active regional faults. The effects of potential primary and secondary seismic hazards would be sufficiently mitigated through design of structures and foundations in conformance with the City's existing construction ordinances and the current edition of the CBC, as adopted by the City, and acceptable engineering practice (see recommended Mitigation Measure GEO-1).</p> <p>The project site is located within a completely urbanized area that is void of any wildland areas and thus, is not prone to wildland brush fires. There are no areas within the project limits that are located within designated fire hazards severity zones. Additionally, the potential for other man-made hazards/nuisances involving high voltage transmission electrical lines, odors, or open drainage ditches does not exist on the project site, as none of these conditions exist in the project vicinity.</p> <p>The review of historical and regulatory hazardous materials information/databases, interviews with key site personnel/property owners, and a field review of on-site conditions conducted as part of the <i>Phase I Assessment</i> revealed no evidence of RECs directly related to the site, which are issues that may or would require soil or groundwater investigation or clean-up activities within a ¼-mile radius of the project site. Although no RECs were identified, the following potential sources of hazardous materials were determined to be present on-site: the potential presence of residual pesticides, herbicides, and metal contaminants in the shallow soil as a result of prior agricultural use, and the potential presence of impacted soil gas/vapor under the target property from potential solvent leaks associated with the adjacent dry cleaning business.</p> <p>As part of the <i>Soil Sampling Report</i>, a Soil Assessment was performed to further evaluate concerns identified in the <i>Phase I Assessment</i>. A screening evaluation in relation to the identified potential RECs included soil sampling to identify whether pesticides, herbicides and metals are present in elevated concentrations at shallow depths at the target property, and soil vapor sampling on the east parcel of the project site to determine if dry cleaning solvents are present in the shallow soil gas. The <i>Soil Sampling Report</i> concludes that the detected analyte concentrations in the six soil samples collected at the property are either below published residential screening criteria or below the upper bound of the accepted background concentrations for the southern California region. No further evaluation appears necessary with respect to potential pesticide/herbicide contaminants associated with the former agricultural land use. Additionally, the <i>Soil Sampling Report</i> concludes that soil vapor present at five and ten feet below grade at the locations tested (on the east portion of the target property, adjacent to the dry cleaning business) did not contain VOCs commonly found in dry cleaning solvents. No further testing or evaluation is necessary at this time. If solvents are released from this operation in the future, additional assessment and/or remediation could be necessary.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>As noted above, a <i>Summary Letter</i> was prepared for the project in December 2021 to document any changes in the potential for hazardous materials impacts that have occurred since preparation of the <i>Phase I Assessment</i> and <i>Soil Sampling Report</i> in 2015. The <i>Summary Letter</i> included a review of previous findings, an updated environmental database review, and an additional field visit to verify site conditions. Based on the information from the updated environmental database search and on the observations made from the 2021 site visit and area reconnaissance, no new contamination or toxic substances were identified that are considered to have a potential for significant adverse impacts. The <i>Summary Letter</i> acknowledges the continued operation of a dry cleaner facility east of the project site; the <i>Soil Sampling Report</i> included numerous soil borings to investigate the potential for soil gas/vapor migration from dry cleaning activities and all results were below applicable regulatory thresholds. The soil gas data collected as part of the <i>Soil Sampling Report</i> would be representative of the current site conditions (at the assessed locations/depths), assuming that no significant solvent releases have occurred and migrated to the site since 2015.</p> <p>During construction, dust and noise would be controlled through standard construction suppression measures (see recommended Mitigation Measures AQ-1 and NOI-1).</p> <p>Although Rialto Municipal Airport is located approximately 2.4 miles to the northwest, it formally closed aircraft operations on September 18, 2014. The next closest airport to the project site is San Bernardino International Airport, located approximately 6.5 miles to the east of the project site. The San Bernardino International Airport does not currently have an ALUCP. Thus, air traffic associated with airport operations would not result in a safety hazard at the project site.</p> <p>During construction, the project would be required to comply with the City's noise standards and limit all construction activities from October 1st to April 30th between 7:00 a.m. and 5:30 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and from May 1st to September 30th, between 6:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays, except Sundays and State holidays. However, noise levels from railroad operations would exceed noise standards. Thus, prior to the issuance of building permits, the City of Rialto Building and Safety Division shall confirm that building plans and specifications incorporate recommended mitigation measures for balconies and building walls and windows within the northern, eastern, and western sides of the northeastern and northwestern buildings. A barrier that is at least 42 inches high as measured from the floor of each level of the building is required on balconies within the northern, eastern, and western sides of the northeastern and northwestern buildings. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following: masonry block, stucco veneer over wood framing (or foam core), glass, Plexiglass or Lexan (1/4 inch thick) and may be constructed out of a combination of the above listed materials (see recommended Mitigation Measure NOI-2). Building walls and windows along the northern, eastern, and western sides of the northeastern and northwestern buildings are required to achieve at least a STC rating of 41 and 42 respectively. Walls with this STC rating typically include the following materials from exterior to interior: 3/4 inch thick precast concrete panel, glass fiber batt, 6-inch heavy gauge metal stud, resilient channel, and two gypsum wall boards (see recommended Mitigation Measure NOI-3). With the recommended mitigation, off-site noise impacts related to railroad operations would not exceed established standards. (Sources: City of Rialto, <i>Rialto General Plan</i>, December 2010; Altec, <i>Phase I Environmental Site Assessment</i>, APN: 0131021400000 (Parcel 2), APN: 0131021330000 (Parcel 3) West Bonnie View Drive Rialto (San Bernardino County), California 92376, August 14, 2015; Altec, <i>Soil Sampling Report, Parcel #2 and #3 W Bonnie View Drive, Rialto, California 92376</i>, August 17, 2015; South Coast Air Quality Management District, <i>Air Quality Management Plan</i>, February 2013; City of Rialto, <i>City Council Resolution 14-936</i>, January 13, 2015; <i>City of Rialto Municipal Code</i>, codified through Urgency Ordinance No. 1551, passed September 9, 2014; Altec, <i>Summary Letter – Updated Hazard Compliance Review, Rialto Metrolink Affordable Housing Project</i>, December 13, 2021).</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Energy Consumption	1	The project includes design features that would reduce project-related energy consumption, with resultant reductions in greenhouse gas (GHG) emissions. The project would comply with Title 24 requirements, as well as the California Green Building Code standards. Title 24 addresses the use of energy-efficient building standards, including ventilation, insulation, and construction, as well as the use of energy saving appliances, conditioning systems, water heating, and lighting. The project site is located in a local neighborhood that offers commercial and retail shopping opportunities, schools, parks and recreation facilities, placing essential services within easy walking distance. The project site is served by several Omnitrans Route 22 bus lines with stops within 0.25 mile of the project site. These bus lines directly serve north and south Rialto via Riverside Avenue. The project site is served by the Rialto Metrolink Station (adjacent to the project site) which provides access from San Bernardino County to Los Angeles County. The project's close proximity to public transit, shopping and employment centers, schools, recreational facilities, social services, etc. has potential to reduce reliance on personal motor vehicles and could therefore potentially reduce consumption of fossil fuels. (Sources: Google Earth, 2015; OmniTrans, <i>Route 22: North Rialto – South Rialto</i> , http://www.omnitrans.org/schedules/route22/ , Accessed December 7, 2015; Metrolink, <i>Rialto Station</i> , http://www.metrolinktrains.com/stations/detail/station_id/119.html , Accessed December 7, 2015).
SOCIOECONOMIC		
Employment and Income Patterns	1	The project site is vacant and there is currently no employment or income generated onsite. The project involves a 64-unit multi-family affordable housing development for low and very low-income households and associated amenities/common areas. The project would generate temporary employment opportunities during construction, which are anticipated to come from the existing workforce. Upon operation, the project is expected to create a negligible number of permanent employment positions for property management, maintenance, and social services.
Demographic Character Changes, Displacement	2	<p>The project is a 64-unit multi-family affordable housing development for low and very low-income households. The project would induce population growth, since it involves development of residential uses on a vacant site. The population of the City of Rialto is 102,092 (California Department of Finance, May 2015). The SCAG in its adopted 2012 Integrated Growth Forecast (SCAG, August 2012), forecasts that the population of Rialto will grow to 125,200 by 2035, which would be a population increase of 23,108 persons, or 1.35%. Assuming a conservative estimate of 4.00 persons per household (California Department of Finance), project implementation would result in a population growth of approximately 256 persons, which is within SCAG's population increase forecast.</p> <p>The project would not introduce any barriers, which would isolate a particular neighborhood or population group, nor would it destroy or harm any community institution. The project would help the City meet and exceed its obligation to provide affordable housing pursuant to its RHNA and further the <i>General Plan</i> Housing Element Goals for the City. (Sources: State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011- 2015 Sacramento, California</i>, May 1, 2015; Southern California Association of Governments, <i>2012 Adopted Growth Forecast</i>, http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx, Accessed December 3, 2015).</p>
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The project site is served by the Rialto Unified School District (RUSD). The project does not propose new or physically altered school facilities. However, the proposed project would involve development of a 64 multi-family dwelling units on the project site, and would result in a direct increase in population on-site and the number of students within the RUSD. The project is subject to payment of Developer Fees, which would mitigate any impacts to school facilities, in accordance with California Government Code Section 65996. (Sources: Rialto Unified School District, <i>District Vicinity Map</i> , updated May 2014, http://rialto-ca.schoolloop.com/file/1373438326947/1373438327055/3795988271610232103.pdf , Accessed December 3, 2015).
Commercial Facilities	2	The project site currently consists of vacant land and is surrounded by vacant land, transportation, commercial, and light industrial uses. Rialto's general and community commercial uses are located in various areas within the City: the northern portion of the City along the southeast corner

Environmental Assessment Factor	Impact Code	Impact Evaluation
		of Locust Avenue and Riverside Avenue, along Baseline Road between Cactus Avenue and Sycamore Avenue, along the Riverside Avenue intersection, and below East Easton Street and West Casmalia Street, the southern portion of the City along Valley Boulevard between Locust Avenue and Riverside Avenue, and along Cedar Avenue between El Rivino Road and Jurupa Avenue and between Santa Ana Avenue and Orange Street. The project would not affect any existing commercial facilities, and would be consistent with the City's <i>General Plan</i> and Zoning Code, upon approval of a Specific Plan Amendment and Conditional Development Permit. (Sources: City of Rialto, <i>Rialto General Plan</i> , December 2010, http://www.rialto.ca.gov/documents/downloads/General_Plan_Update_2010.pdf , Accessed December 3, 2015; City of Rialto, <i>City of Rialto Municipal Code</i> , codified through Urgency Ordinance No. 1551, passed September 9, 2014.).
Health Care and Social Services	2	Various health care facilities are located in the project's vicinity. Arrowhead Regional Medical Center (ARMC) is located approximately 1.85 miles southeast of the project site at 400 N Pepper Avenue in Colton. ARMC is a designated Level II trauma center, operates a regional burn center, a primary stroke center, a behavioral health center located on the hospital campus, four primary care centers including three family health centers, and provides more than 40 outpatient specialty care services. Community Hospital of San Bernardino is located approximately 3.69 miles northeast of the project site at 1805 Medical Center Drive in San Bernardino. Community Hospital of San Bernardino is a full-service hospital with a range of services including Baby & Family, Noise and Throat, and Behavioral Health for adults and adolescents, among others. Other facilities within the area include the Kaiser Permanente Fontana Medical Center and St. Bernardine Urgent Care Center in Fontana, St. Bernardine Medical Center in San Bernardino, Alamos Belmont Rehabilitation Hospital, Edgewater Skilled Nursing Center, and Broadway By the Sea skilled nursing facilities. Adequate health care facilities exist within the project vicinity to serve future onsite residents and it is not expected that the project would result in adverse effects to these facilities. In addition, the project would include a range of social services directly to on-site tenants free of charge. (Sources: Arrowhead Regional Medical Center, <i>Description of Major Services</i> , April 2015, https://www.arrowheadmedcenter.org/files/about/factSheet-2.pdf , Accessed December 3, 2015; Dignity Health Community Hospital of San Bernardino, http://www.dignityhealth.org/san-bernardino/who-we-are , Accessed December 3, 2015).
Solid Waste Disposal / Recycling	2	<p>The City of Rialto contracts with private waste haulers (Burrtec Waste Industries) for the collection, transfer, recycling, and disposal of solid waste generated throughout the City. Solid waste from the project site would be transported to the Mid-Valley Sanitary Landfill, owned and operated by the County of San Bernardino Solid Waste Management Division. The landfill has a total permitted capacity of 101,300,000 cubic yards with a remaining capacity of 67,520,000 cubic yards of solid waste.² The landfill currently allows 7,500 tons per day of permitted throughput per day and has an estimated ceased operation date of April 1, 2033. The anticipated ceased operation date is April 2033. Once the landfill has reached capacity, the County has pledged to reclaim the site as open space with recreation amenities appropriate for the site.</p> <p>The project proposes residential uses that would generate solid waste during the construction and operational phases, impacting the capacity at this landfill. However, given that the population increase associated with the project is expected to fall within adopted projections, operation of the project would not generate waste that would exceed the capacity available at Mid-Valley Sanitary Landfill. (Sources: City of Rialto, <i>Solid Waste Management</i>, http://www.rialto.ca.gov/rialto_966.php, Accessed November 23, 2015; CalRecycle official website, <i>Facility/Site Summary Details Mid-Valley Sanitary Landfill</i>, http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/, Accessed November 23, 2015).</p>
Waste Water / Sanitary Sewers	2	The project site is served by the City's existing sewer system. The project proposes residential uses that would generate wastewater, creating a demand for wastewater conveyance and treatment. According to the City's Sewer Master Plan, the system has capacity for the projected

² CalRecycle official website, *Facility/Site Summary Details Mid-Valley Sanitary Landfill*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/>, accessed November 23, 2015.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		additional future flows with a few exceptions as noted in Figure 4-3. The Sewer Master Plan recommends Capital Improvement Projects (CIP) to correct the capacity problems as the City grows to the full development forecasted in the <i>General Plan</i> . The proposed project would result in the construction of a 64-unit multi-family residential development on the project site. While the project would result in an increase in population at the project site, it is not expected that the project would exceed wastewater treatment requirements. The City is responsible for meeting all State and Federal wastewater treatment requirements. Additionally, the project is subject to compliance with Section 3.33.250 of the City's Municipal Code, which requires the payment of a sewage treatment facilities development impact fee to ensure that sufficient capacity is available to accommodate development projects. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the City's wastewater systems, or require the construction of new wastewater systems or treatment facilities. (Sources: City of Rialto, <i>Rialto General Plan</i> , December 2010; SAIC Energy, Environment & Infrastructure, LLC, <i>Sewer Master Plan, City of Rialto, California</i> , April 2013.).
Water Supply	2	The project site is served by the Rialto Water Department. The project proposes residential uses that would generate water demand. The project would not generate population growth exceeding projections and thus, would not create unanticipated demands on the City's water system. According to the City's 2010 Urban Water Management Plan (UWMP), the City would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2030. Although the project would result in an increase in water demand due to the introduction of new residents, the City's UWMP demonstrate that adequate supply is available to serve the City through the year 2030, even under a multiple dry-year scenario. As such, the project would not require new water sources or entitlements or exceed the capacity of the City's water systems. In addition, the project would be required to comply with Title 24 requirements, as well as the California Green Building Code standards, which would help to reduce overall water consumption. (Sources: City of Rialto, <i>The City's Water System</i> , http://www.rialto.ca.gov/perchlorate/water_city-water-system.php , Accessed December 7, 2015; SA Associates Consulting Engineers, <i>City of Rialto 2010 Urban Water Management Plan</i> , August 2011).
Public Safety – Police, Fire, and Emergency Medical	2	Police protection and fire and emergency medical services are provided by the Rialto Police Department and the Rialto Fire Department. The proposed project would result in the construction of 64 multi-family dwelling units on-site. The project would not create a significant increase in population compared to projected growth. The project would therefore not significantly affect existing police and fire service ratios and response times or significantly increase the demand for police and fire protection services beyond those already planned. The project applicant would be required to pay applicable development impact fees per Sections 3.33.210 and 3.33.220 of the Municipal Code. Additionally, the submitted plans would require site/building plan review from the City and Rialto Fire Department's to ensure that life and fire safety regulations are met. ARMC is located approximately 1.85 miles southeast of the project site at 400 N Pepper Avenue in Colton. ARMC is a designated Level II trauma center, operates a regional burn center, a primary stroke center, a behavioral health center located on the hospital campus, four primary care centers including three family health centers, and provides more than 40 outpatient specialty care services. The project would not result in the need for additional or altered medical services and would not alter acceptable medical service ratios. (Sources: City of Rialto, <i>City of Rialto Municipal Code</i> , codified through Urgency Ordinance No. 1551, passed September 9, 2014; Arrowhead Regional Medical Center, <i>Description of Major Services</i> , April 2015, https://www.arrowheadmedcenter.org/files/about/factSheet-2.pdf , Accessed December 3, 2015).
Parks, Open Space and Recreation	2	Local recreation facilities include Margaret Todd Park, located approximately 0.36-mile northwest of the project site, and Bud Bender Park, located approximately 0.45-mile northwest of the project site. Glen Helen Regional Park is located approximately 7 miles northwest of the project site.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Project implementation would result in population growth, with a resultant increase in demands for recreational facilities. The project proposes active and passive recreational amenities, including a community center, offices, pool facilities, a play area, outdoor fireplace and lounge, and a barbeque area, which would be accessible to all residents. The <i>General Plan</i> Open Space and Conservation Element adopted a parkland to population standard of three acres per 1,000 residents. Based on the City's adopted ratio, the project would generate a demand of 0.94 acre of parkland. Currently, the City does not meet the adopted parkland to population ratio. However, the City mitigates this parkland acreage deficit through joint-use agreements with the RUSD, and capital intensive community facilities. In addition, the project applicant would be required to pay applicable parks and recreation development impact fees per Section 3.33.150 of the Municipal Code, which would further minimize the project's impact on the City's parks and recreational facilities. Project implementation would not 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. Compliance with <i>General Plan</i> and Municipal Code requirements would ensure the project would not result in unacceptable parkland to population ratios. (Sources: City of Rialto, <i>Rialto General Plan</i>, December 2010; State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2015</i>. Sacramento, California, May 1, 2015).</p>
Transportation and Accessibility	2	<p>The analysis conducted as part of traffic study for the project was based upon an iteration of the project that included 78 residential units; since that time, the unit count was reduced to 64 units. As such, the traffic analysis is conservative and overstates project impacts associated with the 64-unit project.</p> <p>The project is forecast to generate approximately 519 daily trips, including 40 a.m. peak hour trips and 48 p.m. peak hour trips. The effect of these trips on the surrounding roadway network was analyzed for existing conditions, project completion year, and cumulative conditions. The project completion year analysis consists of traffic associated ambient growth within the study area from late 2015 to 2018. The cumulative analysis included both ambient growth in addition to cumulative projects identified by City of Rialto staff anticipated to be constructed by project opening year. Based on applicable agency thresholds of significance, the addition of project-generated trips at on the surrounding roadway network was determined to result in no adverse traffic impacts under any of the analysis scenarios.</p> <p>According to the <i>County of San Bernardino Congestion Management Program (CMP)</i>, a <i>CMP</i> traffic impact analysis is required if a project generates 250 or more two-way peak hour trips. As the proposed project does not generate 250 or more two-way peak hour trips, a <i>CMP</i> traffic analysis is not required for the proposed project. The project would therefore not conflict with an applicable <i>CMP</i>, or any other applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, because it would not alter level of service standards or other standards, including those established for <i>CMP</i> designated roads or highways.</p> <p>Vehicular access to the project would be taken from two proposed driveways located at opposite ends of the project site along Bonnie View Drive and spaced approximately 300 feet apart. The driveways would provide access to drive aisles that would be provided along the western, eastern and northern boundaries of the project site where all parking areas would be located. According to the <i>Traffic Impact Study</i>, the spacing between the secondary self-storage access driveway and the westerly project driveway would not create any safety issues and would be adequate for this location. However, a potential safety issue was identified in the <i>Traffic Impact Study</i> at an existing pedestrian crosswalk that is provided across Willow Avenue on the north side of the intersection with Orange Avenue, located one block south of Bonnie View Drive. An existing driveway into a mobile home park is located on the west side of Willow Avenue immediately north of the pedestrian crosswalk, which creates an offset intersection with Orange Avenue. The location of the existing pedestrian crosswalk between the mobile home park driveway and Orange Avenue</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>creates a potential safety issue for pedestrians using the crosswalk behind a northbound vehicle that is stopped to make a left-turn into the mobile home park driveway, which would be blocking crosswalk visibility for southbound vehicles. This existing crosswalk is frequently used by children walking to and from Curtis Elementary School, approximately 0.5 miles from the project site, and is likely to be used by residents of the proposed apartment units. As more development occurs in the area, the City may need to consider relocating the crosswalk to the south leg of the Willow Avenue and Orange Avenue intersection to improve the visibility and safety of pedestrians crossing Willow Avenue. However, based on current pedestrian volumes and those anticipated as part of the proposed project, the project would not include any design features that could present traffic hazards. Construction activity for the project may result in temporary impacts to street traffic on West Bonnie View Drive for all users including drivers, bicyclists, and pedestrians. This would be temporary and would only occur during construction activities. While temporary lane closures may be required, travel along surrounding roadways would remain open and emergency vehicles would continue to be able to access the project site and surrounding area. The project would not conflict with adopted policies, plans, or programs related to public transit, bicycle, or pedestrian travel.</p> <p><i>(Sources: Michael Baker International, Metro South Transit Oriented Development Project Focused Traffic Impact Study, December 3, 2015).</i></p>
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>No unique natural features, including trees and rock outcroppings, or mapped agricultural lands are located on the project site or in its vicinity. The project site is located approximately 3.5 miles northwest of the Santa Ana River, 13 miles southeast of Lytle Creek, and over 40 miles inland from the Pacific Ocean.</p> <p>Construction activity, including grading for the proposed project, could have the potential to degrade water quality due to sediment erosion or the presence of contaminants located within the soils. However, on-site activities would be required to comply with NPDES Regulations including coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. The project applicant would be required to prepare a Notice of Intent (NOI) for submittal to the Santa Ana Regional Water Quality Control Board (RWQCB) providing notification of intent to comply with the General Construction Permit. Additionally, the project applicant would be required to prepare a SWPPP, which would be reviewed/approved by the City (or designee), for water quality construction activities on-site. <i>(Sources: Hogle-Ireland, Inc., City of Rialto General Plan Update Draft Environmental Impact Report, March 2010; Google Earth, 2015).</i></p>
Vegetation, Wildlife	2	<p>A non-native grassland plant community occupies the majority of the project site. No sensitive plant or animal species were identified within the project site during the <i>Habitat Assessment</i>. Based on the survey results, it was also determined that all sensitive plant and animal species, including federally listed species, have a low potential to occur or are presumed absent from the project site based on habitat requirements, availability and quality of habitat needed by each species, and known distributions. <i>(Sources: Michael Baker International, Rialto Metrolink Affordable Housing Project Habitat Assessment, December 2015; Hogle-Ireland, Inc., City of Rialto Official Zoning Map, updated July 8, 2013).</i></p>

Additional Studies Performed

1. Cultural Resources Assessment for the Rialto Metrolink Affordable Housing Project, prepared by Cogstone Resource Management, December 2015.
2. Metro South Transit Oriented Development Project Focused Traffic Impact Study, prepared by Michael Baker International, December 3, 2015.
3. Paleontological Resources Assessment for the Rialto Metrolink Affordable Housing Project, prepared by Cogstone Resource Management, December 2015.
4. Phase I Environmental Site Assessment, APN: 0131021400000 (Parcel 2), APN: 0131021330000 (Parcel 3) West Bonnie View Drive Rialto (San Bernardino County), California 92376, prepared by Altec, August 14, 2015.
5. Rialto Metrolink Affordable Housing Project Habitat Assessment, prepared by Michael Baker International, December 2015.
6. Soil Sampling Report, Parcel #2 and #3 W Bonnie View Drive, Rialto, California 92376, prepared by Altec, August 17, 2015.
7. Summary Letter – Updated Hazard Compliance Review, Rialto Metrolink Affordable Housing Project, prepared by Altec, December 13, 2021.

Field Inspection (Date and completed by)

December 2, 2015, conducted by Ryan Chiene of Michael Baker International; December 11, 2021, conducted by Altec.

List of Sources, Agencies, and Persons Consulted [40 CFR 1508.9(b)]

1. Altec, *Phase I Environmental Site Assessment, APN: 0131021400000 (Parcel 2), APN: 0131021330000 (Parcel 3) West Bonnie View Drive Rialto (San Bernardino County), California 92376, August 14, 2015.*
2. Altec, *Soil Sampling Report, Parcel #2 and #3 W Bonnie View Drive, Rialto, California 92376, August 17, 2015.*
3. Altec, *Summary Letter – Updated Hazard Compliance Review, Rialto Metrolink Affordable Housing Project, December 13, 2021.*
4. Arrowhead Regional Medical Center, *Description of Major Services, April 2015, <https://www.arrowheadmedcenter.org/files/about/factSheet-2.pdf>, Accessed December 3, 2015.*
5. California Air Resources Board, *South Coast Air Quality Management Plans, <http://www.arb.ca.gov/planning/sip/planarea/scabsip/scabsip.htm>, Accessed December 31, 2015.*
6. California Coastal Commission Website, *California's Critical Coastal Areas - South Coast Region, http://www.coastal.ca.gov/nps/Web/cca_socoast1.htm, Accessed December 8, 2015.*
7. California Department of Conservation, Division of Land Resource Protection, *San Bernardino County Williamson Act FY 2014/2015 Sheet 2 of 2, published 2015.*
8. CalRecycle official website, *Facility/Site Summary Details Mid-Valley Sanitary Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/>, Accessed November 23, 2015.*
9. City of Rialto, *City of Rialto Municipal Code*, codified through Urgency Ordinance No. 1551, passed September 9, 2014.
10. City of Rialto, *City Council Resolution 14-936, January 13, 2015.*
11. City of Rialto, *Rialto General Plan, December 2010.*
12. City of Rialto, *Solid Waste Management, http://www.rialtoca.gov/rialto_966.php, Accessed November 23, 2015.*
13. City of Rialto, *The City's Water System, http://www.rialtoca.gov/perchlorate/water_city-water-system.php, Accessed December 7, 2015*
14. Cogstone Resource Management, *Cultural Resources Assessment for the Rialto Metrolink Affordable Housing Project, December 2015.*
15. Cogstone Resource Management, *Paleontological Resources Assessment for the Rialto Metrolink Affordable Housing Project, December 2015.*
16. Dignity Health Community Hospital of San Bernardino, <http://www.dignityhealth.org/san-bernardino/who-we-are>, Accessed December 3, 2015.
17. Federal Emergency Management Agency Website, *FEMA Flood Insurance Rate Map Community Panel Number 06071C8676H, Map Revised August 28, 2008 <https://msc.fema.gov/portal>, Accessed November 28, 2015.*
18. Google Earth, 2015.

19. Hogle-Ireland, Inc., *City of Rialto General Plan Update Draft Environmental Impact Report*, March 2010.
20. Hogle-Ireland, Inc., *City of Rialto Official Zoning Map*, updated July 8, 2013.
21. Metrolink, *Rialto Station*, http://www.metrolinktrains.com/stations/detail/station_id/119.html, Accessed December 7, 2015
22. Michael Baker International, *Metro South Transit Oriented Development Project Focused Traffic Impact Study*, December 3, 2015.
23. Michael Baker International, *Rialto Metrolink Affordable Housing Project Habitat Assessment*, December 2015.
24. National Park Service, *National Wild and Scenic Rivers GIS Map – California*, <http://www.rivers.gov/>, Accessed December 8, 2015.
25. OmniTrans, *Route 22: North Rialto – South Rialto*, <http://www.omnitrans.org/schedules/route22/>, Accessed December 7, 2015.
26. Rialto Unified School District, *District Vicinity Map*, updated May 2014, <http://rialto-ca.schoolloop.com/file/1373438326947/1373438327055/3795988271610232103.pdf>, Accessed December 3, 2015.
27. RRM Design Group, *Metro Link Station South Site – Alt. 4*, January 27, 2016.
28. SA Associates Consulting Engineers, *City of Rialto 2010 Urban Water Management Plan*, August 2011.
29. SAIC Energy, Environment & Infrastructure, LLC, *Sewer Master Plan, City of Rialto, California*, April 2013.
30. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2015 Sacramento, California*, May 1, 2015.
31. Southern California Association of Governments, *2012 Adopted Growth Forecast*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, Accessed December 3, 2015.
32. South Coast Air Quality Management District, *Air Quality Management Plan*, February 2013.
33. U.S. Department of Agriculture, <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, accessed November 30, 2015.
34. U.S. EPA Water Management Division, *Region IX – Sole Source Aquifer Map*, <http://www.epa.gov/region9/water/groundwater/ssa.html>, Accessed December 3, 2015.
35. U.S. Fish & Wildlife Service, *Coastal Barrier Resources Act*, <http://www.fws.gov/cbra/Act/index.html#CBRS>, Accessed December 8, 2015

List of Permits Obtained

None at this time.

Public Outreach [24 CFR 50.23 & 58.43]

No public outreach has been conducted for the project to date. However, the Environmental Assessment/Initial Study (EA/IS) will be made available for public comments per HUD and City requirements. In addition, as part of the CEQA process, the project will be subject to Planning Commission and City Council public hearings, where public input can be provided.

Cumulative Impact Analysis [24 CFR 58.32]

Cumulative impacts are considered within each of the specific impact evaluations discussed above. Because there are no projects currently planned or pending within the vicinity of the project site, the cumulative analysis compares the population increase that would occur as a result of the proposed project to SCAG population forecasts for the City of Rialto. As concluded above, the proposed project along with cumulative growth and development would not result in a significant impact on the quality of the human environment.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

1. **Alternative Site.** A similar development (affordable housing) could be located at an alternate location within the City. However, the project proponent currently owns the project site and acquisition of an alternate site to accommodate transit oriented development with adequate acreage, similar access to transportation and other services and utilities, and a General Plan/Zoning Code designation that allows for such development may not be feasible. In addition, while alternate sites may be available in other portions of the City, many would likely encounter a similar range of impacts in regards to surrounding uses and noise associated with construction activities. In addition, the proposed project site would provide for transit oriented development centered on walkable communities in close proximity to local and regional transit systems. Given the feasibility of acquiring an alternate site, likelihood of similar impacts in comparison to the proposed project, and desirability to accommodate transit oriented development, similar development at an alternative site would not be environmentally superior to the proposed project.
2. **Commercial Development.** The project site could be developed with commercial uses, as permitted by the site's Central Area Specific Plan – Support Commercial designation. Commercial development could increase traffic volumes, with resultant increases in air pollutants and greenhouse gas emissions, and noise impacts, which could be greater than those anticipated with the project. Additionally, there would be potential to increase demands for energy and potable water. The degree of environmental impacts associated with commercial development of the project site would be dependent upon the types and intensities of commercial uses proposed. However, a commercial project would not provide a multi-family affordable housing project or contribute units to the City's affordable housing stock, as compared to the proposed development. The project's purpose and need would not be achieved with this scenario.
3. **Reduced Density Alternative.** Less units at a reduced density could be developed at this site in comparison to the proposed project. A reduced density residential development would decrease traffic volumes, with resultant decreases in air pollutants, greenhouse gas emissions, and noise impacts, which would be less than the project's impacts. A reduced density would also decrease demands for potable water and energy. The degree of compatibility and urban impacts associated with a reduced density residential development on the project site would be dependent upon the development density, site plan, and architectural features. A reduced density residential development would also provide a multi-family affordable housing project but would contribute less units to the City's affordable housing stock, as would the proposed development. As the City's projected housing need has nearly doubled during its previous planning cycle (from 1998 to 2007), the project and City's goals and objectives for meeting its obligation to provide affordable housing would not be achieved to the same degree with this scenario.

No Action Alternative [24 CFR 58.40(e)]

1. This alternative assumes that the proposed improvements are not implemented and that the site remains in its present condition, a previously disturbed vacant site. Although this alternative would avoid all of the project's impacts, this alternative would not meet the objectives of the proposed project because it would not provide new opportunities for low- or very low-income housing in Rialto that would help the City achieve its affordable housing objectives, and it would not provide for the accommodation of a transit oriented development with access to local and regional transportation systems. Implementation of the No project alternative would not preclude future development on the site and/or renovations or expansions of existing structures or uses. The benefits of the project as proposed far outweigh any reduction in potential environmental impacts that might result from a decision not to develop.

Summary of Findings and Conclusions

Based on the above information, the proposed project as designed with mitigation incorporated would not result in a significant impact on the quality of the human environment.

MITIGATION MEASURES AND CONDITIONS [40 CFR 1505.2(C)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
<p>Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p> <p>Hazards and Nuisances including Site Safety and Noise</p>	<p>AQ-1: Dust Control. Prior to issuance of any Grading Permit, the Director of Public Works/City Engineer shall confirm that the Grading Plan and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust; • Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance; • Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied; • All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour; • Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area; • Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer shall be used at truck exit routes; • On-site vehicle speed shall be limited to 15 miles per hour; • All material transported off-site shall be either sufficiently watered or securely covered to prevent


	<p>excessive amounts of dust prior to departing the job site; and</p> <ul style="list-style-type: none"> • Trucks associated with soil-hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible. <p>AQ-2: Vegetation Planting/Toxic Exposure Reduction: Prior to the issuance of Building Permits, the City of Rialto Building and Safety Division shall confirm that building plans and specifications incorporate planting of coniferous evergreen vegetation within the property boundary, as deemed feasible and appropriate by the decision-making authority, along the project site's northern, eastern, and western boundaries in order to reduce toxic exposure to the proposed residents at the project site.</p> <p>AQ-3: HVAC Systems/Particulate Matter Removal: Prior to the issuance of Building Permits, the City of Rialto Building and Safety Division shall confirm that building plans and specifications incorporate sealed Heating Ventilation and Air Conditioning (HVAC) systems for the proposed multi-family development. The sealed air system shall be designed so that all ambient air introduced into the interior living space would be filtered to remove DPM and other particulate matter at minimum of up to 75 percent of particulates of 0.3 micron or larger in size from the ambient air that is introduced to the system, and 90 percent of particulates of 1 micron or larger. Project design specifications shall stipulate that the HVAC system intakes shall be placed as far away from the railway as feasible. The design shall also require positive pressure with the HVAC system in all occupied spaces to prevent the incursion of outside air that bypasses the HVAC filters. In addition, signs shall be posted to keep exterior doors closed when not in use.</p>
<p>Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>CUL-1: Archaeological Resources: Prior to initiation of construction, the following requirements shall be incorporated into the contract documents. In the event archaeological resources are encountered during construction, all work shall cease until the find can be evaluated by a qualified archaeologist. The City of Rialto Development Services Department shall notify the tribes of any features or sites discovered and afford them the opportunity to consult. In the event human remains are unearthed during excavation, State law requires that all work stop pending notification and evaluation by the County Coroner.</p> <p>CUL-2: Paleontological Resources: Prior to initiation of construction, the following requirements shall be incorporated into the contract documents. If evidence of subsurface paleontological resources is found during ground disturbing activities, construction activity in that area shall cease within 50 feet and the construction contractor shall contact the City of Rialto Development Services Department. With direction from the Development Services Department, a qualified paleontologist shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard</p>


	<p>Paleontological Resources Mitigation Program for the salvage and curation of identified resources.</p>
<p>Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p> <p>Hazards and Nuisances including Site Safety and Noise</p>	<p>NOI-1: Construction Noise. Prior to Grading Permit issuance, the project applicant shall demonstrate, to the satisfaction of the City of Rialto Director of Public Works/City Engineer that the project complies with the following:</p> <ul style="list-style-type: none"> • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • Property owners and occupants located within 400 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Rialto Development Services Department, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. • Prior to issuance of any Grading or Building Permit, the Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator. • Prior to issuance of any Grading or Building Permit, the project Applicant shall demonstrate to the satisfaction of the Director of Public Works/City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.

	<ul style="list-style-type: none"> • Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. • Construction activities shall not take place outside of the allowable hours specified by the City's <i>Municipal Code Chapter 9.50, Noise Control</i> (from October 1st to April 30th, allowable construction hours are between 7:00 a.m. and 5:30 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and from May 1st to September 30th, allowable construction hours are between 6:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays; construction activities are not permitted on Sundays or legal holidays). <p>NOI-2: Balcony Noise Barriers: Prior to the issuance of Building Permits, the City of Rialto Building and Safety Division shall confirm that building plans and specifications incorporate noise barriers on balconies facing north, east, and west within the northeastern and northwestern buildings. Each balcony facing north, east, and west of the northeastern and northwestern buildings shall include a barrier that is at least 42 inches high as measured from the floor. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following: masonry block, stucco veneer over wood framing (or foam core), glass, Plexiglass or Lexan (1/4 inch thick) and may be constructed out of a combination of the above listed materials.</p> <p>NOI-3: Building Walls and Windows: Prior to the issuance of Building Permits, the City of Rialto Building and Safety Division shall confirm that building plans and specifications for building walls and windows along northern, western, and eastern sides of the northeastern and northwestern buildings provide a sound transmission class (STC) rating of at least 41 dBA for walls and 42 for windows. Walls that achieve an STC rating of at least 41 for rail noise typically include the following materials from exterior to interior: 3/4 inch thick precast concrete panel, glass fiber batt, 6-inch heavy gauge metal stud, resilient channel, and two gypsum wall boards.</p>
<p>Environmental Justice Executive Order 12898</p>	<p>GEO-1: Seismic Safety Design Parameters: Prior to issuance of a building permit, the Director of Public Works/City Engineer shall ensure that final engineering plans meet the design parameters for seismic safety identified in the latest version of the California Building Code.</p> <p>Refer to Mitigation Measures AQ-1 through AQ-3, CUL-1, CUL-2, NOI-1 through NOI-3 above.</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>Refer to Mitigation Measures GEO-1, AQ-1, and NOI-1 through NOI-3 above.</p>

Determination:

- Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment
- Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment

Preparer Signature:  **December 16, 2021**
Name/Title/Organization Alan Ashimine **Date:**
Environmental Project Manager
Michael Baker International

Certifying Officer Signature:  **12/22/21**
Name/Title/Organization Sean M. Moore **Date:**
Community Development Director
City of Rialto
Development Services Department

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).