

# City of Rialto



## Regular Meeting - Final

Wednesday, June 4, 2025

REGULAR MEETING - 6:00 P.M.

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

Planning Commission

## Public Participation Procedures

THE PUBLIC WILL HAVE THE OPPORTUNITY TO SPEAK ON ANY ITEM USING THE PODIUM INSIDE THE COUNCIL CHAMBERS.

IF YOU ARE UNABLE TO ATTEND THE MEETING, YOU MAY PROVIDE COMMENTS ON ANY AGENDA ITEM USING ANY OF THE FOLLOWING METHODS:

- IN WRITING VIA MAIL TO: CITY OF RIALTO "ATTN: PLANNING COMMISSION C/O COMMUNITY DEVELOPMENT," 150 S PALM AVE, RIALTO, CA 92376
- IN WRITING VIA EMAIL TO [PLANNING@RIALTOCA.GOV](mailto:PLANNING@RIALTOCA.GOV) AT LEAST TWO (2) HOURS BEFORE THE MEETING.

YOU MAY CALL THE COMMUNITY DEVELOPMENT DEPARTMENT AT (909) 820-2505 DURING REGULAR BUSINESS HOURS OR SEND AN EMAIL TO [PLANNING@RIALTOCA.GOV](mailto:PLANNING@RIALTOCA.GOV) TO FIND OUT WHAT DECISIONS THE PLANNING COMMISSION MADE ON THE AGENDA ITEMS.

## Call To Order

## Pledge of Allegiance

## Roll Call

Chair Jerry Gutierrez, Vice-Chair John Peukert, Artist Gilbert, Dale Estvander, Two (2) Vacancies

## Oral Communications from the Audience on items not on the Agenda

## Planning Commission Minutes

[PC-25-0381](#) Minutes from the May 21, 2025 Planning Commission meeting

Attachments: [PC MTG MINS 05.21.2025.docx](#)

## Public Hearings

[PC-25-0382](#)

**Conditional Development Permit No. 2024-0001 and Precise Plan of Design No. 2024-0002:** A request to allow for the expansion of an existing 5 acre truck yard operation generally located on the northeast corner of Stonehurst Drive and Alder Avenue onto 2.5 acres of land, also known as 2160 West Stonehurst Drive (APN: 1133-071-08, -09 & 10) and consideration of a CEQA Exemption pursuant to Section 15332 (Class 32), Infill Development Projects (Environmental Assessment Review No. 2024-0004). The site is located within the General Manufacturing (I-GM) zone of the Rialto Airport Specific Plan.

**Attachments:** [Exhibit A - Location Map](#)  
[Exhibit B - Request for June 4 Hearing](#)  
[Exhibit C - Project Plans](#)  
[Exhibit D - Lot Merger](#)  
[Exhibit E - Operations and Truck Routing](#)  
[Exhibit F - Biological Assessment](#)  
[Exhibit G - Scoping Agreement](#)  
[Exhibit H - AQ-GHG Assessment](#)  
[Exhibit I - WQMP](#)  
[Exhibit J - Public Comment Email](#)  
[Exhibit K - Final CDP Reso](#)  
[Exhibit L - Final PPD Reso](#)

## **Action Items**

*None.*

## **Community Development Department Comments**

## **Planning Commissioner Reports/Comments**

## **Adjournment**



# City of Rialto

## Legislation Text

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**File #:** PC-25-0381, **Version:** 1, **Agenda #:**

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Minutes from the May 21, 2025 Planning Commission meeting



**CITY OF RIALTO**  
**THE REGULAR MEETING MINUTES OF**  
**PLANNING COMMISSION**  
**May 21, 2025 - 6:00 p.m.**

The regularly scheduled Planning Commission meeting of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on May 21, 2025.

This meeting was called by the presiding officer of the City of Rialto Planning Commission in accordance with the provisions of **Government Code §54956** of the State of California.

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**CALL TO ORDER**

Chair Jerry Gutierrez called the meeting to order at 6:00 p.m.

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**PLEDGE OF ALLEGIANCE**

Chair Gutierrez led the pledge of allegiance.

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**ROLL CALL**

Roll Call was taken by Administrative Assistant, Heidy Gonzalez.

**Present:**

Chair Jerry Gutierrez  
Commissioner Dale Estvander  
Commissioner Artist Gilbert  
Commissioner Frank Gonzalez

**Absent:**

Vice-Chair John Peukert  
There are two vacancies.

**Staff Present:**

Interim Community Development Director, Christina Taylor  
Community Development Manager, Paul Gonzales  
Senior Planner, Daniel Rosas  
Administrative Assistant, Heidy Gonzalez

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**ORAL COMMUNICATION**

Chair Gutierrez asked if there were any oral communications from the public not on the agenda. Mrs. Gonzalez stated there were none.

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**PLANNING  
COMMISSION  
MEETING MINUTES**

**Chair Gutierrez announced that the first item on the agenda is Planning Commission Meeting Minutes.**

Motion by Commissioner Dale Estvander, seconded by Commissioner Frank Gonzalez to move to approve the May 7, 2025, Planning Commission meeting minutes.

All were in favor, *motion carried*, 4-0.

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**PUBLIC HEARINGS**

**Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2024-0001 and Precise Plan of Design No. 2024-0002 (File PC-25-0357).**

Community Development Manager Paul Gonzales advised that the applicant John Killen requested a continuance to the June 4<sup>th</sup> Planning Commission meeting.

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Chair Gutierrez made a motion to continue the public hearing comments until June 4, 2025. Commissioner Artist Gilbert seconded the motion.

Vote on the motion:

AYES: 4 (Gutierrez, Estvander, Gilbert, Gonzalez)

NOES: 0

ABSTENTION: 0

ABSENT: 1 (Peukert)]

Motion passes.

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**COMMUNITY  
DEVELOPMENT  
DIRECTOR  
COMMENTS**

**Chair Gutierrez stated that the next item on the agenda is Community Development Director comments.**

Interim Community Development Director Christina Taylor introduced herself to the Commissioners.

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**PLANNING  
COMMISSIONER  
COMMENTS**

**Chair Gutierrez stated the next item on the agenda is Planning Commissioner comments.**

None.

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**ADJOURNMENT**

Commissioner Estvander made a motion to adjourn the meeting. Seconded by Commissioner Gonzalez.

**The Regular Planning Commission meeting on Wednesday, May 21, 2025, adjourned at 6:04 p.m.**

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Minutes prepared by Heidi Gonzalez  
Administrative Assistant

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Jerry Gutierrez  
Chair, Planning Commission



# City of Rialto

## Legislation Text

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**File #:** PC-25-0382, **Version:** 1, **Agenda #:**

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For the Planning Commission Meeting of June 4, 2025

**TO:** Honorable Chairman and Planning Commissioners

**APPROVED BY:** Christina Taylor, Interim Community Development Director

**REVIEWED BY:** Paul Gonzales, Community Development Manager

**FROM:** Daniel Rosas, Senior Planner

***Conditional Development Permit No. 2024-0001 and Precise Plan of Design No. 2024-0002:*** A request to allow for the expansion of an existing 5 acre truck yard operation generally located on the northeast corner of Stonehurst Drive and Alder Avenue onto 2.5 acres of land, also known as 2160 West Stonehurst Drive (APN: 1133-071-08, -09 & 10) and consideration of a CEQA Exemption pursuant to Section 15332 (Class 32), Infill Development Projects (Environmental Assessment Review No. 2024-0004). The site is located within the General Manufacturing (I-GM) zone of the Rialto Airport Specific Plan.

### **APPLICANT:**

Batfish Holdings LLC and Robert and Dolores Riggio., 14768 Central Ave. Chino, CA 92705

### **LOCATION:**

The project site consists of three (3) parcels of land (APN: 1133-071-08, 1133-071-09, & 1133-071-10) generally located on the northeast corner of Stonehurst Drive and Alder Avenues within the I-GM zone of the Rialto Airport Specific Plan, as shown on the attached location map **Exhibit A**.

### **BACKGROUND:**

On May 7, 2025, the Planning Commission continued the public hearing for Conditional Development Permit No. 2024-0001 and Precise Plan of Design No. 2024-0002 to May 21, 2025 at the applicant's request. On May 21, 2025, the Commission again continued the public hearing to June 4, 2025 at the request of the applicant (**Exhibit B**) to allow additional time for proposed operation discussions and to the need to draft and review responses to public comments.

The Planning Division received a public comment email (**Exhibit J**) on May 7, 2025 which was read into the record during the public hearing. The comment email in question was neither in opposition nor in favor of the project but included questions for staff related to the project. Staff has reviewed the questions and provides the following responses:

1. **Soils Conditions** - The Applicant engaged NorCal Engineering to prepare a Geotechnical Investigation for the project site which included field investigation and laboratory testing of soil samples. According to the geotechnical report dated September 21, 2022, the proposed development will not impose any adverse effect on the existing adjacent structures, based on the soil conditions encountered during the field investigation. Because variations in the soil conditions may not become evident until the commencement of grading activities, it is recommended that NorCal Engineering perform site inspections during grading and construction of the site. As such, as condition of approval has been incorporated requiring the on-site inspection throughout the project grading and construction.
  
2. **Street Improvements** - Per the Rialto Municipal Code, the Precise Plan of Design application request to develop the project site requires the applicant to construct off-site street improvements along the project frontage. The project frontage street improvements will include the street paving to center street centerline plus one (1) lane in the opposite direction along with the curb, gutter, sidewalk, streetlights, hydrants, etc. Additionally, the project is required to construct a minimum of a contiguous two (2) lane paved roadway from Alder Avenue to the westerly property line of the project site.
  
3. **Laurel Avenue** - The Engineering Division has reviewed the proposed project and does not plan for Laurel Avenue to be constructed through this location. As such, any easement for road purposes will be removed or modified. The applicant has filed a lot line adjustment application to merge three (3) parcels into one (1) parcel to facilitate the proposed project. The easement for road purposes contained in the submitted legal description will be removed or modified as necessary.

*Surrounding General Plan Land Use Designations*

<b>Location</b>	<b>General Plan Designation</b>
Site	General Industrial w/Specific Plan Overlay (Rialto Airport SP)
North	General Industrial w/Specific Plan Overlay (Rialto Airport SP)
East	General Industrial w/Specific Plan Overlay (Rialto Airport SP)
South	General Industrial w/Specific Plan Overlay (Rialto Airport SP)
West	General Industrial w/Specific Plan Overlay (Rialto Airport SP)

*Surrounding Zoning Designations*

<b>Location</b>	<b>Zoning or Specific Plan Land Use Designation</b>
Site	General Manufacturing (I-GM)
North	General Manufacturing (I-GM)
East	General Manufacturing (I-GM)
South	General Manufacturing (I-GM)
West	General Manufacturing (I-GM)

*Site Characteristics*

The project is comprised of three (3) parcels of land approximately 2.5 gross acres in size with approximate width of 658 feet (east-west) by approximately 155 to 272 feet deep (north-south). The project site is bound on the south by Stonehurst Drive. The project site has an address of 2160 W. Stonehurst Drive and consists of an existing 1,500 square-foot office building previously utilized for personal storage.

*Surrounding Area*

North of the project site is Robertson's Ready Mix facility, to the south the project site is a 5-acre precast concrete manufacturing facility formerly occupied by Olson Precast Company and a legal non-conforming residence. To the east of the project site is a Mobile Mini modular storage facility and to the west of the project site is the existing truck yard operation as proposed to be expanded with this pending request.

**ANALYSIS/DISCUSSION:**

The applicant, Tait and Associates Inc., proposes to develop the expansion of the existing 5 acre truck yard operated by 4 Gen Logistics. The proposal will expand the existing truck yard operation with the installation of paving, landscaping, fencing, lighting, onsite connectivity to the existing truck yard to the west, and drainage improvements on the project site. The applicant will be responsible for improving the north portion of Stonehurst Drive in front of the project site and extend the pavement to the west (in front of the existing truck yard) to Alder Avenue as needed for right-of-way access as approved by the City Engineer.

*Entitlements*

Pursuant to Chapter 18.104 Outdoor Storage Uses of the Rialto Municipal Code, the establishment or modification of all outdoor storage uses, the project is subject to the approval of a conditional development permit (CDP). The existing truck yard may be granted one expansion to increase the existing site in size for outdoor storage with approval of a CDP, or amended CDP, with proper screening and all other requirements incorporated. The applicant's proposed expansion complies with this requirement and has therefore submitted a conditional development permit application for the Planning Commission's consideration.

In addition, to a CDP, the development improvements of the project site also requires the approval of a Precise Plan of Design application, which has been submitted for the Commission's review.

*Site Design*

The applicant proposes to develop the 2.5-acre Site with paving, landscaping, fencing, lighting, and drainage improvements to facilitate the expansion of the existing truck yard operation, as shown on the project plans (**Exhibit C**). The proposed site layout will include a central drive aisle connecting from the existing truck yard on the west extending to the east boundary of the site with two exit driveways onto Stonehurst Drive. The proposed layout will maintain the existing office building in its current location and will provide twenty-eight (28) passenger vehicle parking spaces in proximity, with thirty-nine (39) trailer spaces and seven (7) bobtail tractor spaces around the perimeter of the site. The frontage of the site along Stonehurst Drive will incorporate a split-faced block wall at various heights to ensure adequate screening of the trucks and trailers from public views. The project proposes two (2) driveways onto Stonehurst Drive. The westerly driveway will accommodate ingress/egress for both trucks and passenger vehicles. The easterly driveway is restricted to egress for passenger vehicles has been designed for exit only onto Stonehurst Drive frontage.

The applicant has filed a lot merger application to consolidate the existing parcel configuration of the expansion site from three parcels into one parcel to facilitate proposed development. (as shown in **Exhibit D - Lot Line Adjustment**). The proposal will require a reciprocal access agreement to connect the existing 5-acre truck yard to the 2.5-acre expansion site to address access between the two properties.

Trucks routing to and from the facility shall avoid passing residential, educational, park and open space intended for public park and recreational use areas. As such, truck traffic at the easterly driveway is strictly prohibited to avoid passing by a non-conforming residential use until such time when the non-conforming use no longer exists. All trucks arriving and departing shall only use Stonehurst Drive west of the Site and Alder Avenue to access State Route 210 highway. (**Exhibit E - Operations and Truck Routing**)

This project does not include any proposed changes to the floor plan of the existing office building but will, however, be subject to the applicable state mandated accessibility requirements and the modifications necessary for compliance.

**Parking**

The development will have 28 auto-parking spaces including one (1) ADA accessible parking space. This quantity exceeds the parking requirement as shown in the parking calculation chart below and as required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code:

<b>Type of Use</b>	<b>Floor Area (square feet)</b>	<b>Parking Ratio</b>	<b>Number of spaces required</b>
Office Warehouse	2,020	1 / 250	9
N/A N/A	----	1 / 1,000 1 / 2,000	0 0
<b>Total Required Auto Parking Total</b>			<b>9 28</b>
<b>Provided Auto Parking</b>			
Other Provided parking			
Trailer spaces Tractor/Boat tail spaces			<b>39 7</b>

**Landscaping**

The landscape coverage for the project is 25.3 percent which exceeds the city landscape requirement. This includes a fifteen (15) foot landscape setback along Stonehurst Drive as well as on-site landscaped basins and planters. All the landscape planters will feature a variety of trees spaced a maximum of every thirty (30) linear feet and an abundant number of shrubs and groundcovers. A condition of approval has been included requiring the submittal of landscape construction drawing prepared by a state licensed landscape architect to the Planning Division for review and approval prior to the issuance of building permits.

**Land Use Compatibility**

The project is consistent with the I-GM zone, the regulations contained within Chapter 18.104 (Outdoor Storage Uses) of the Rialto Municipal Code, and compatible with the industrial uses surrounding the project site. Additionally, the proposed Resolutions of Approval contain conditions of approval requiring that the project not exceed the traffic estimates contained within the scoping agreement, thereby ensuring that the project will not significantly impact local streets and intersections. The project will enhance public infrastructure in the area with the installation of missing street improvements along Stonehurst Drive and therefore will be a benefit to the community and an improvement to the surrounding area.

**GENERAL PLAN CONSISTENCY:**

The General Plan land use designation of the site is General Industrial (GI) which allows a broad range of heavy industrial activity such as manufacturing and processing, warehousing and distribution, products processing and equipment operations, and similar uses. Therefore, the proposed project is consistent with the GI designation. The project will dedicate additional right-of-way and install of missing street improvements along Stonehurst Drive which will improve storm water drainage and traffic circulation in the area. Furthermore, the project is consistent with the following goals of the Land Use Element and Economic Development Element of the Rialto General Plan:

**Goal 2-22:** Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.

**Goal 3-1:** Strengthen and diversify the economic base and employment opportunities and maintain a positive business climate.

**ENVIRONMENTAL IMPACT:**

*California Environmental Quality Act*

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332, Infill Development Projects (Environmental Assessment Review No. 2024-0004). Class 32 allows for the exemption of a project that meets the following five requirements:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

Substantial evidence provided below properly demonstrates that the proposed Project qualifies for an exemption under CEQA Guidelines Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment.

**a. General Plan and Zoning:** *The Project is consistent with the applicable general plan designation*

*and all applicable general plan policies as well as with applicable zoning designation and regulations.* The Project site has a City of Rialto General Plan Land Use designation of General Industrial and zoning designation of General Manufacturing (I-GM). The General Industrial land use designation allows a FAR of 1.0 and the proposed Project has a FAR of 0.01.

The proposed Project may be conditionally permitted within the I-GM zone and is subject to the required development standards of Municipal Code Section 18.104 for outdoor storage uses. As shown on Exhibit B, *Site Plan*, the Project meets all of the requisite development standards of Municipal Code Section 18.104, as demonstrated, including setback, screening, landscaping, and parking requirements. Therefore, the proposed Project would be consistent with the applicable zoning regulations. For those reasons the proposed Project meets the criteria of CEQA Guidelines Section 15332(c).

**b. Project Site:** *The proposed development occurs within City limits on a Project site of no more than five acres substantially surrounded by urban uses.*

The proposed Project is within the city limits of the City of Rialto, on a 2.5-acre site, bounded by Stonehurst Drive. As shown on Exhibit A, *Location Map*, the site is surrounded by general industrial. As the Project site is no more than five acres and substantially surrounded by urban uses, it meets the criteria of CEQA Guidelines Section 15332(b).

**c. Potential Habitat:** *The Project site was determined to have no value as habitat for endangered, rare or threatened species.*

The 2.5-acre Project site has been heavily disturbed from prior land use, only contains weedy type vegetation and does not contain any endangered, rare or threatened species as described in the attached **Exhibit F, Biological Assessment**. The assessment concluded that the proposed Project site has no value as habitat for endangered, rare or threatened species. For these reasons the proposed Project meets the criteria of CEQA Guidelines Section 15332(c).

**d. Significant Effects:** *Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

#### **TRAFFIC**

The City of Rialto Traffic Impact Analysis (TIA) Guidelines were utilized for this Project. TJW Engineering prepared a Traffic Scoping Agreement (**Exhibit G**), dated June 14, 2024, which found that the project would not generate a significant amount of trips, does not exceed the guidelines threshold of 50 peak hour trips and does not warrant the preparation of a TIA.

#### **NOISE**

The Rialto General Plan Noise Element indicated that acceptable exterior noise levels for industrial land uses are below 70 dBA CNEL and noise levels below 75 dBA CNEL are conditionally acceptable. Project will operate in accordance with the city municipal code regulations for noise control including restricted hours of for construction and operation as well as the striction of loading/unloading and the use of dollies, carts, forklifts, or wheeled equipment that causes any unnecessary noise within 1,000 ft of a residence between the hours of 8:00 p.m. and 7:00 a.m.

#### **AIR QUALITY**

The Project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The attached air quality assessment (**Exhibit H**) was prepared in compliance with SCAQMD rules and regulations and concluded that the project would have less than significant impact.

#### **WATER QUALITY**

The Project site is within the Santa Ana River watershed and under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). Construction of the site will follow all rules and regulations of the SARWQCB. One regulation includes the requirement of a Stormwater Pollution Prevention Plan (SWPPP) to be developed because the site is greater than 1 acre. The SWPPP will identify construction methods to reduce or eliminate impacts to water quality. For operations, the Rialto Municipal Code requires the Project to implement a standard water quality management plan (WQMP) to implement Best Management Practices (BMP) requirements to control pollutant discharge. With successful implementation of the WQMP (**Exhibit I**), the Project would not result in any significant effects relating to water quality. For these reasons the proposed Project meets the criteria of CEQA Guidelines Section 15332(d)

**e. Criterion Section 15332(e): Utilities:** *The site can be adequately served by all required utilities and public services.*

The necessary utilities for the Project (electric, natural gas, trash, water, and sewage) will be provided through existing utility service lines. The Project site is located in an area surrounded by development currently served by utilities so the site can be adequately served by all required utilities and public services. Connections to all required utilities will be confirmed prior to the issuance of certificate of occupancy. Therefore, the proposed Project meets the criteria of CEQA Guidelines Section 15332(e).

**PUBLIC NOTICE:**

Staff prepared a public hearing notice for the proposed project that was published in the *San Bernardino Sun* newspaper as required by State law, posted copies of the public hearing notice outside the Council Chambers and the Project Site, and mailed public hearing notices to all property owners within 660 feet of the project site.

**RECOMMENDATION:**

The Planning Division recommends that the Planning Commission:

1. Determine that the proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) as a Class 32 Infill Development Project; and,
2. Adopt the attached Resolution (**Exhibit K**) to approve Conditional Development Permit No. 2024-0001 for the truck yard expansion subject to the findings and conditions therein; and,
3. Adopt the attached Resolution (**Exhibit L**) to approve Precise Plan of Design No. 2024-0002 to allow the development of the 2.5-acre truck yard expansion subject to the findings and conditions therein.



**Project Location Map**



**From:** [John Killen](#)  
**To:** [Daniel Rosas](#); [Paul P. Gonzales](#)  
**Cc:** [Nelson Oporto](#); [Sylvia Tran](#)  
**Subject:** CDP-2024-0001 and PPD-2024-0001 - 2160 W Stonehurst Dr  
**Date:** Thursday, May 15, 2025 5:51:00 PM  
**Attachments:** [image001.png](#)

**CAUTION:** External Sender. Please do not click on links or open attachments from senders you do not trust.

Hello everyone,

Thank you for taking the time for this important call. After further discussion with ownership, we would like to continue our current application and remain on the calendar for the 06/04 Planning Commission meeting. [@Daniel Rosas](#) [@Paul P. Gonzales](#) please let know if you need anything else from us. We appreciate your time today.

Regards,

John

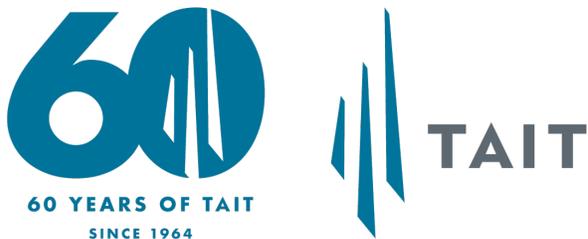
**John C Killen AIA / NCARB | TAIT & Associates, Inc.**

*Vice President - Development Management*

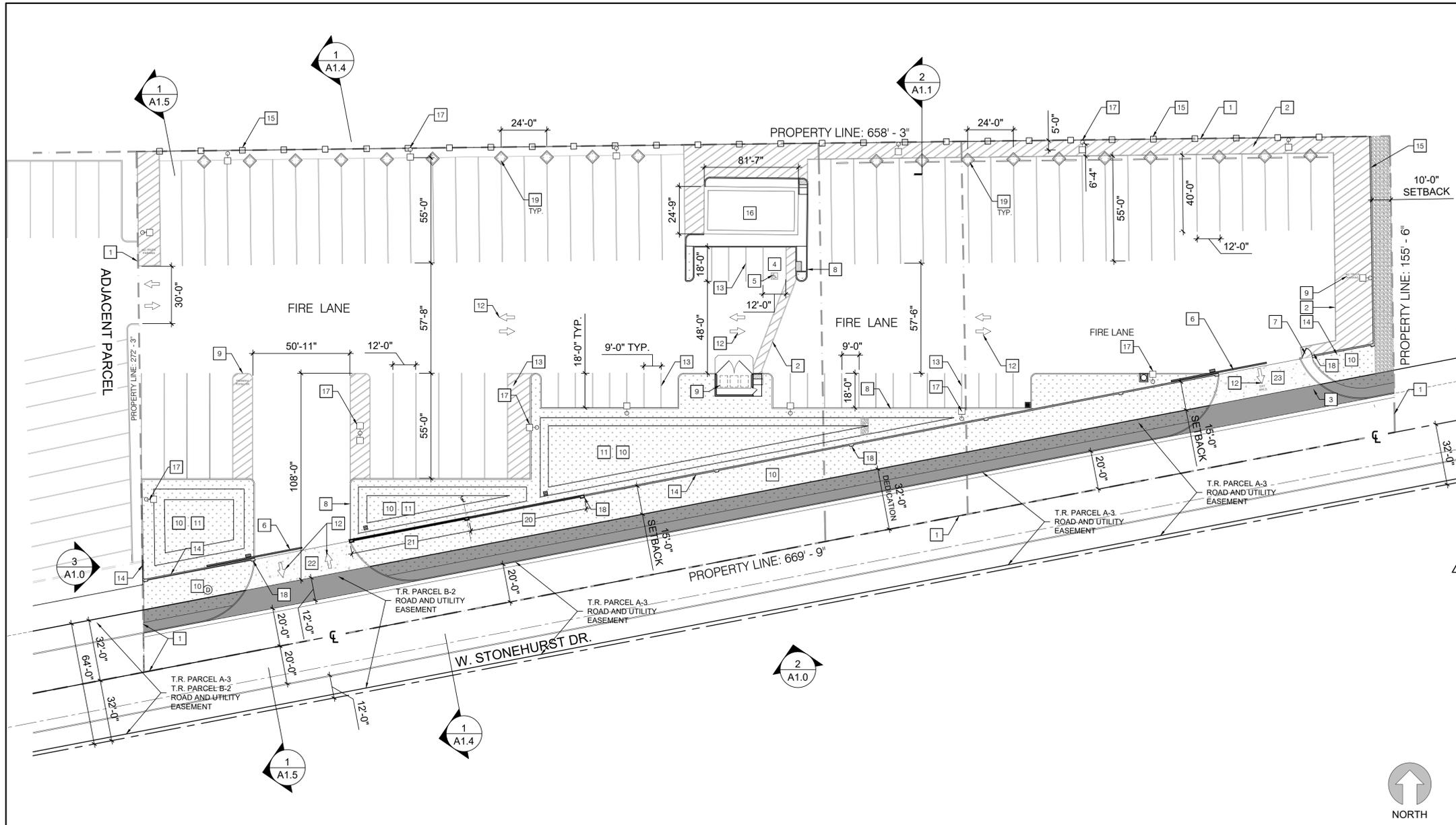
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- ### KEYNOTES
- 1 PROPERTY LINE
  - 2 ADA PATH OF TRAVEL
  - 3 ADA PATH OF TRAVEL TO CONNECT TO FUTURE OFF-STREET IMPROVEMENTS
  - 4 VAN ACCESSIBLE PARKING STALL - PAINT ACCESSIBLE LOADING ZONE PER OTC STANDARDS FOR ACCESSIBLE PARKING PLACES. PAVEMENT MARKINGS AND STENCILS ARE TO BE 4" WIDE STRIPING WHITE AND SHOULD BE RETROREFLECTIVE PAINT. PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE.
  - 5 INTERNATIONAL SYMBOL AT PARKING STALL. REFER TO DET. 8/A0.02
  - 6 PROPOSED ROLLING GATE - HOLLOW STEEL SECTION FRAME W/ CORRUGATED METAL PANEL. PAINTED "SW 7549 - STUDIO TAUPE"
  - 7 PROPOSED PEDESTRIAN ACCESS GATE.
  - 8 6" CONCRETE CURB (TYP.).
  - 9 PROPOSED TRASH ENCLOSURE.
  - 10 LANDSCAPING - SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
  - 11 RETENTION BASIN. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
  - 12 DIRECTIONAL ARROW. "GATE TO REMAIN OPEN DURING OPERATING HOURS".
  - 13 PARKING STRIPING PER CITY STANDARDS (TYP.).
  - 14 PROPOSED TAN SPLIT FACE CMU WALL 8". INCORPORATE DECORATIVE CAP ALONG ENTIRE WALL LENGTH AND COLUMNS. MATCH CAP COLORS TO THE CMU WALL
  - 15 PROPOSED 8" HIGH WROUGHT IRON FENCE.
  - 16 EXISTING BUILDING TO REMAIN.
  - 17 SITE LIGHTING TYP.
  - 18 CMU PILASTERS EVERY 70 LINEAR FEET AND AT ALL CORNERS AND ENDS OF THE WALL
  - 19 LANDSCAPE DIAMONDS @ ± 24'-0"
  - 20 CMU WALL SECTION AT 10'-0" HEIGHT. TOTAL LENGTH 61'-4". INCORPORATE DECORATIVE CAP ALONG ENTIRE WALL LENGTH. MATCH CAP COLORS TO THE CMU WALL
  - 21 CMU WALL SECTION AT 12'-0" HEIGHT. TOTAL LENGTH 63'-4". INCORPORATE DECORATIVE CAP ALONG ENTIRE WALL LENGTH. MATCH CAP COLORS TO THE CMU WALL
  - 22 DUAL-DIRECTION TRAFFIC ENTRY/EXIT POINT.
  - 23 EXIT ONLY ACCESS POINT.

### STREET SECTION

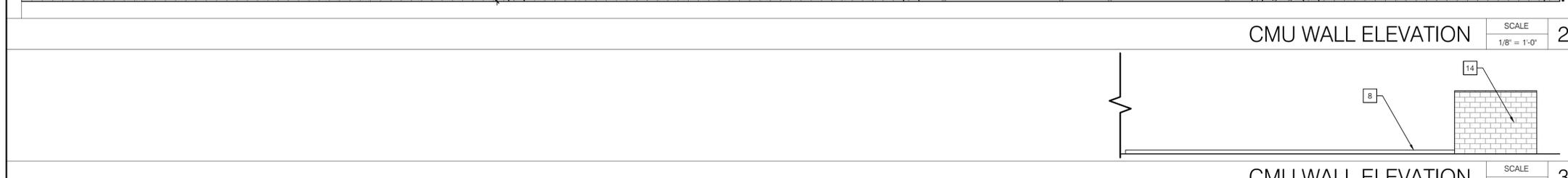
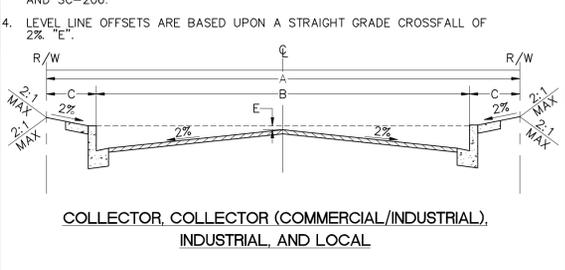
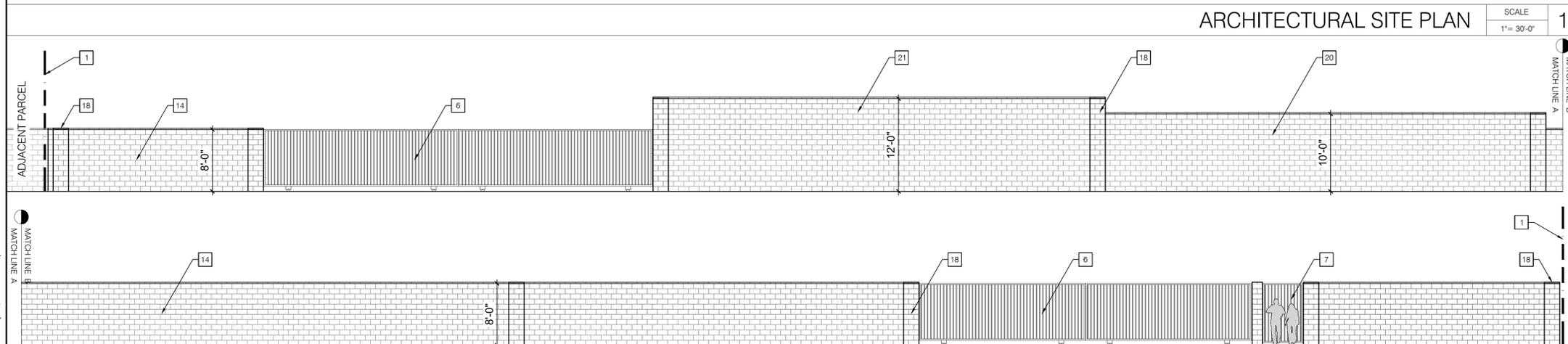
SCALE: N.T.S. 3

STREET-TYPE	DIMENSIONS					STRUCTURAL SECTION		# OF TRAVEL LANES
	A	B	C	D	E	MIN. A.C.	MIN. A.B.	
COLLECTOR	64'	40'	12'	-	.14'	4"	6"	2 LANES 2 PARKING

THE STRUCTURAL SECTION DESIGN FOR ALL STREETS SHALL BE DETERMINED USING THE FORMULAS CONTAINED IN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL TABLES 608.4 AND 608.4B AND IN NO CASE SHALL THE DESIGN SECTIONS BE LESS THAN THE MINIMUMS SHOWN.

**GENERAL NOTES:**

1. STREET DIMENSIONS MAY VARY IN SPECIFIC PLAN AREAS.
2. T.I.=10 FOR ALL TRUCK ROUTES AND ARTERIAL STREETS. SOIL TESTING AND CALCULATIONS WILL BE REQUIRED FOR PAVEMENT SECTION RECOMMENDATIONS.
3. FOR SIDEWALK, REFER TO STANDARD DRAWINGS SC-203, SC-204, SC-205, AND SC-206.
4. LEVEL LINE OFFSETS ARE BASED UPON A STRAIGHT GRADE CROSSFALL OF 2% "E".



### SITE INFORMATION

APN: 113-071-08-000, 1133-071-09-0-000, 1133-071-10-0-000

SITE SIZE: 85,440 SQFT.

ZONING DESIGNATION: INDUSTRIAL

LAND USE DESIGNATION: GENERAL MANUFACTURING

EXISTING BUILDING SIZE: +/- 1,220 SQFT

LANDSCAPED AREA: +/- 21,650 SQFT

PARKING TABULATION:

STANDARD 9X18 STALLS REQUIRED:	5
STANDARD 9X18 STALLS PROVIDED:	27
VAN ACCESSIBLE STALLS PROVIDED:	1
12X40 TRUCK STALLS PROVIDED:	7
12X55 TRUCK STALLS PROVIDED:	51

### PRELIMINARY PLAN NOTE

THIS PLAN HAS BEEN PREPARED WITH THE BEST AVAILABLE INFORMATION PROVIDED BY THE CUSTOMER, WITHOUT THE BENEFIT OF A SURVEY IN SOME CASES. THE ENGINEER HAS NOT CONDUCTED ANY CODE RESEARCH REGARDING BUT NOT LIMITED TO, PERMITTED USES, SETBACKS, BUFFERS, ACCESS, REQUIRED PARKING, LANDSCAPING, FAR, ISR STORM WATER MANAGEMENT, UTILITIES, RIGHT OF WAY ACQUISITION OR EASEMENTS TO BENEFIT ACCURATE LAYOUT ORIENTATION AND CONFIGURATION.

Rev. #	Date	Description
1	05/01/2025	ACCESS UPDATE

Job#: DM0002

Scale:

Date:

Drawn By:

Checked By:

TAIT

3883 Rutlin Road Suite 8  
San Diego, CA 92123  
Tel: 619.444.8811  
Fax: 619.444.8811  
www.tait.com

USA Architects  
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San Diego

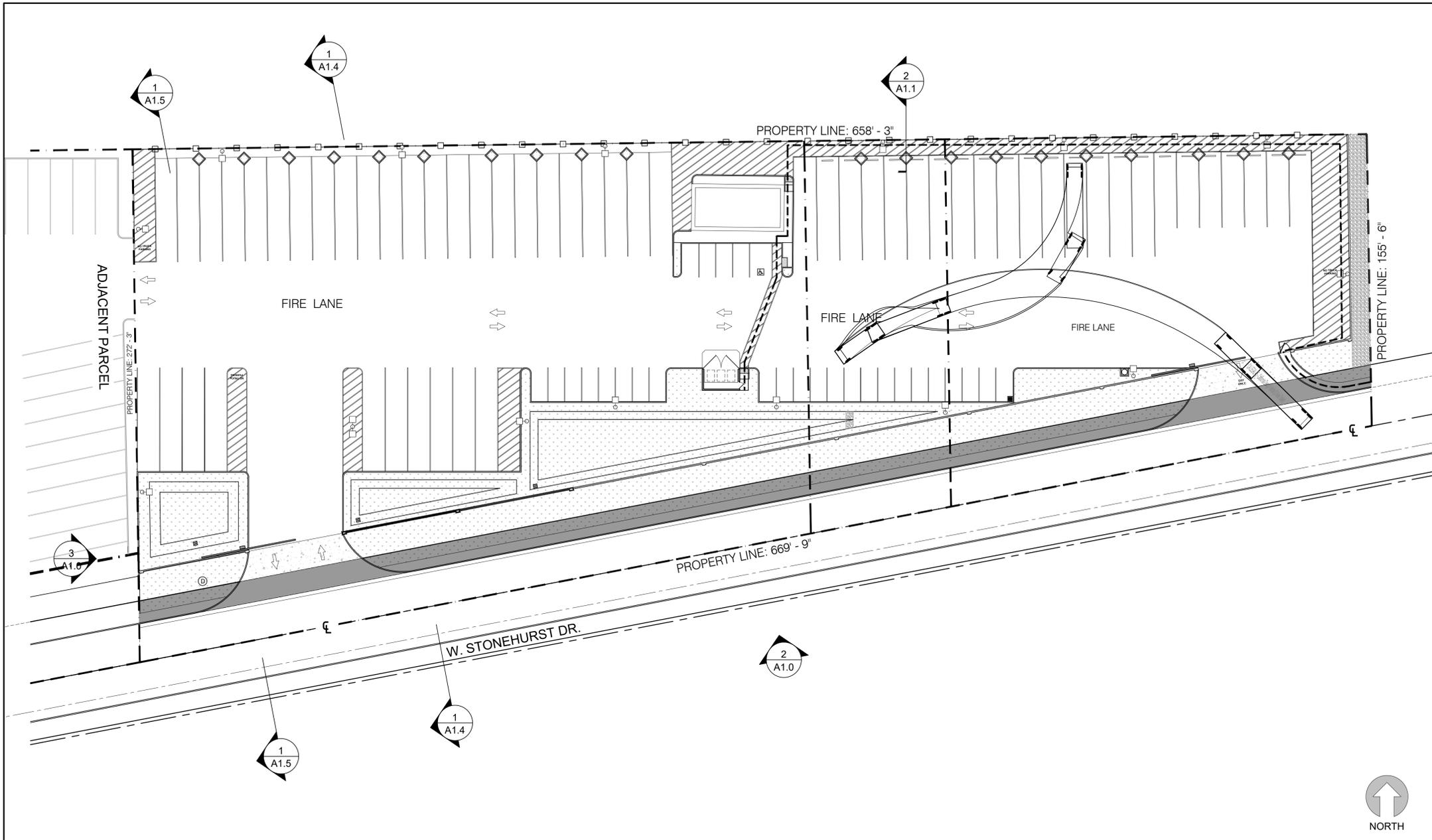
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NO. C 27416  
DATE: 05/01/2025

SHEET: **A1.0**



### SITE LEGEND

HANDICAP PARKING	
BOUNDARY LINE	
CENTER LINE OF ROAD	
LANDSCAPE	
ADA PATH	

NORTH

SCALE 1  
1" = 30'-0"

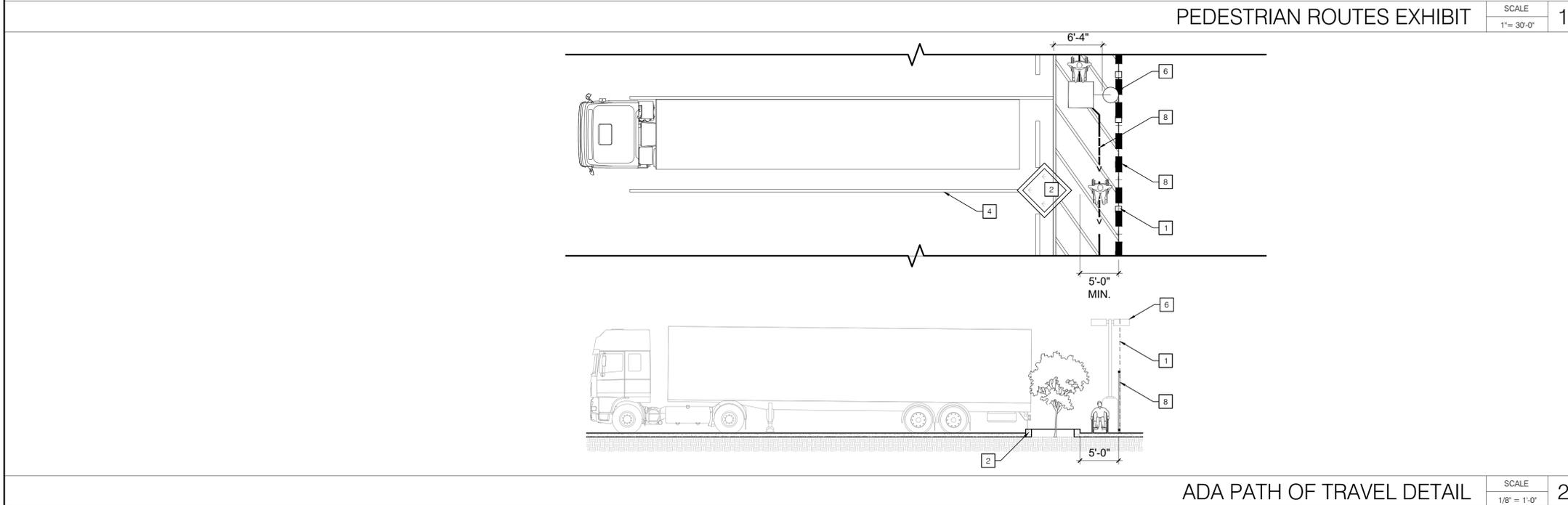
Rev. #	Date	Description
1	05/01/2025	ACCESS UPDATE

Job#: DM0002  
Scale:  
Date:  
Drawn By:  
Checked By:

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### KEYNOTES

- 1 PROPERTY LINE
- 2 LANDSCAPE DIAMONDS
- 3 LANDSCAPING - SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
- 4 PARKING STRIPING PER CITY STANDARDS (TYP.).
- 5 PROPOSED CMU WALL 8' MAXIMUM HEIGHT.
- 6 SITE LIGHTING TYP.
- 7 CMU PILASTERS EVERY SEVENTY (70)
- 8 PROPOSED 8' HIGH WROUGHT IRON FENCE.
- 10 ADA PATH OF TRAVEL

### PRELIMINARY PLAN NOTE

THIS PLAN HAS BEEN PREPARED WITH THE BEST AVAILABLE INFORMATION PROVIDED BY THE CUSTOMER, WITHOUT THE BENEFIT OF A SURVEY IN SOME CASES. THE ENGINEER HAS NOT CONDUCTED ANY CODE RESEARCH REGARDING BUT NOT LIMITED TO, PERMITTED USES, SETBACKS, BUFFERS, ACCESS, REQUIRED PARKING, LANDSCAPING, FAR, ISR STORM WATER MANAGEMENT, UTILITIES, RIGHT OF WAY ACQUISITION OR EASEMENTS TO BENEFIT ACCURATE LAYOUT ORIENTATION AND CONFIGURATION.

Job#: DM0002  
Scale:  
Date:  
Drawn By:  
Checked By:

THESE DRAWINGS AND SPECIFICATIONS ARE HEREBY MADE A PART OF THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING THE SITE TO ORIGINAL OR BETTER CONDITION AFTER COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING THE SITE TO ORIGINAL OR BETTER CONDITION AFTER COMPLETION OF THE PROJECT.

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REGISTERED ARCHITECT  
DANIEL W. HILTON  
NO. C 27416  
STATE OF CALIFORNIA

SHEET:  
**A1.1**

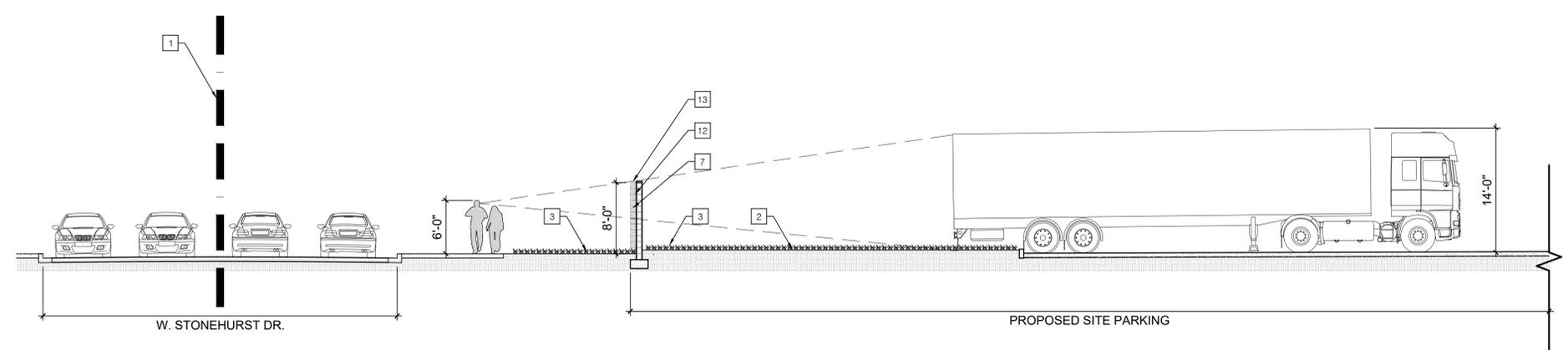
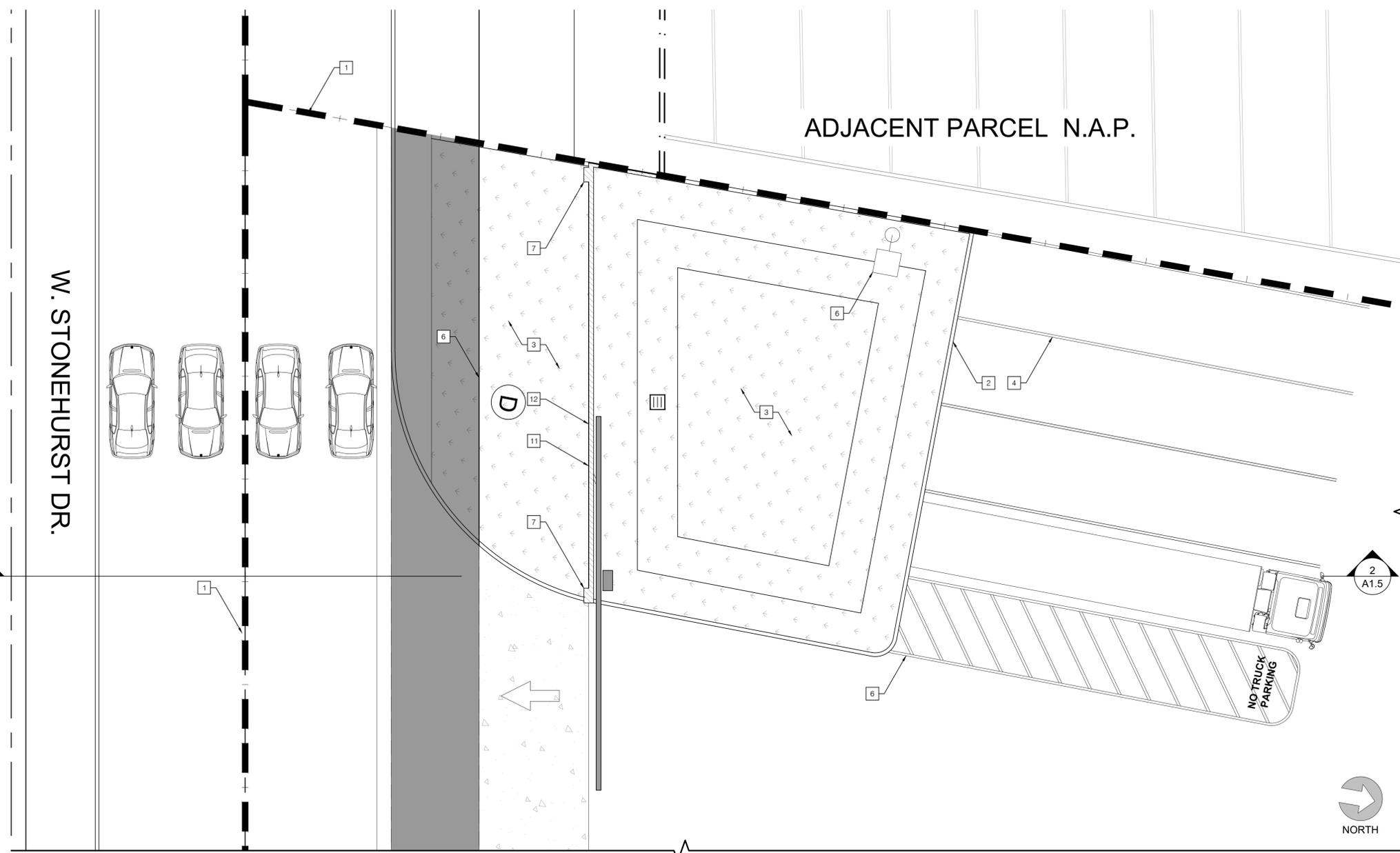
PRINTED BY: GSALES@TAIT.COM DATE: May 01, 2025 - 1:52pm DRAWING NAME: DM0002 - A1.3 SITE PLAN/DWG



KEYNOTES

- 1 PROPERTY LINE
- 2 6" CONCRETE CURB (TYP.)
- 3 LANDSCAPING - SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
- 4 PARKING STRIPING PER CITY STANDARDS (TYP.)
- 5 PROPOSED CMU WALL 8'-0" MAXIMUM HEIGHT.
- 6 SITE LIGHTING TYP.
- 7 CMU PILASTERS EVERY SEVENTY (70)
- 8 4" CONCRETE FILLED PIPE BOLLARD @ 48" O.C.
- 10 ADA PATH OF TRAVEL
- 11 CMU WALL SECTION AT 8'-8" HEIGHT
- 12 INCORPORATE DECORATIVE CAP ALONG ENTIRE WALL LENGTH AND COLUMNS. MATCH CAP COLORS TO THE CMU WALL

Rev. #	Date	Description
1	05/01/2025	ACCESS UPDATE



SCALE 1  
1/8" = 1'-0"

PRINTED BY: CSALDEFERAWA  
DRAWING NAME: DM0002 - A1.4 LINE OF SIGHT.DWG  
PRINT DATE: May 01, 2025 - 12:17pm

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SHEET:  
**A1.5**

**EXHIBIT "A"**  
LOT MERGER NO. \_\_\_\_\_  
LEGAL DESCRIPTION BEFORE LOT MERGER

**PARCEL A:**

PARCEL 1:

THAT PORTION OF THE SOUTH 660 FEET OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHWEST QUARTER DISTANT NORTH 89° 51' WEST 1319.36 FEET THEREON FROM THE CENTER OF SAID SECTION 28; THENCE NORTH 0° 32' WEST 509.68 FEET, MORE OR LESS, TO A POINT THAT IS SOUTH 0° 32' EAST 150.32 FEET FROM THE NORTH LINE OF SAID SOUTH 660 FEET; THENCE SOUTH 79° 37' WEST TO A POINT IN A LINE THAT BEARS NORTH 0° 32' WEST FROM A POINT IN THE SOUTH LINE OF SAID NORTHWEST QUARTER, DISTANT NORTH 89° 61' WEST, 1619.36 FEET FROM THE CENTER OF SAID SECTION, TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 79° 37' WEST TO A POINT IN THE NORTHERLY PROLONGATION OF THE CENTER LINE OF ORANGE AVENUE AS SHOWN ON MAP OF ORANGE VILLA TRACT, AS PER PLAT THEREOF RECORDED IN BOOK 16, PAGES 79 AND 80 OF MAPS, RECORDS OF SAID COUNTY; THENCE NORTH ALONG SAID PROLONGED CENTER LINE TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 660 FEET OF SAID NORTHWEST QUARTER; THENCE EAST ALONG SAID NORTH LINE TO A POINT THEREON THAT BEARS NORTH 0° 32' WEST FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 0° 32' EAST TO THE TRUE POINT OF BEGINNING.

APN: 1133-071-08-0-000

PARCEL 2:

THE WEST 75 FEET OF THAT PORTION OF THE SOUTH 660 FEET OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHWEST QUARTER DISTANT SOUTH 09° 43' WEST, 1319.36 FEET FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTH 00° 54' WEST, 505.13 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 00° 54' WEST, 154.87 FEET TO A POINT IN THE NORTH LINE OF SAID SOUTH 660 FEET;

**EXHIBIT "A"**  
LOT MERGER NO. \_\_\_\_\_  
LEGAL DESCRIPTION BEFORE LOT MERGER

THENCE SOUTH 09° 18' WEST, 300 FEET, ALONG SAID NORTH LINE TO THE NORTHEAST CORNER OF THE PARCEL OF LAND CONVEYED TO JAMES G. JEFFERYS AND WIFE BY DEED RECORDED DECEMBER 31, 1954 AS INSTRUMENT NO. 80 IN BOOK 3537, PAGE 326 OF OFFICIAL RECORDS; THENCE SOUTH 00° 54' WEST, 208.28 FEET ALONG THE EAST LINE OF THE LAND SO CONVEYED TO JEFFERYS; THENCE NORTH 79° 11' 45" EAST TO THE TRUE POINT OF BEGINNING.

APN: 1133-071-09-0-000

PARCEL 3:

AN EASEMENT FOR ROAD AND UTILITIES PURPOSES OVER, UPON, ACROSS OR UNDER A STRIP OF LAND 60 FEET IN WIDTH LYING 30 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE:

BEGINNING AT A POINT IN THE WEST LINE OF SAID NORTHWEST QUARTER DISTANT NORTH 01° 05' 10" WEST, 270 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 79° 11' 45" EAST ALONG SAID CENTER LINE TO A POINT THAT BEARS NORTH 00° 54' WEST, 749.78 FEET AND SOUTH 79° 11' 45" WEST, 210.50 FEET FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 60° 41' 15" EAST, 239.91 FEET TO A POINT IN THE EAST LINE OF SAID NORTHWEST QUARTER DISTANT THEREON NORTH 0° 54' WEST, 592.87 FEET FROM THE SOUTHEAST CORNER THEREOF

NOTE: THE BASIS FOR THE BEARINGS AS USED IN THE ABOVE DESCRIPTION ARE THOSE SET OUT FOR THE WEST, SOUTH AND EAST LINES OF SAID NORTHWEST QUARTER IN PLAT OF TRACT NO. 3279, AS RECORDED IN BOOK 44, PAGE 1 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPT THEREFROM THOSE PORTIONS INCLUDED WITHIN PARCELS 1 AND 2 ABOVE.

**PARCEL B:**

PARCEL 1:

THAT PORTION OF THE SOUTH 660.00 FEET OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

**EXHIBIT "A"**  
LOT MERGER NO. \_\_\_\_\_  
LEGAL DESCRIPTION BEFORE LOT MERGER

COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHWEST QUARTER DISTANT THEREON NORTH 89° 51' 00" WEST, 1319.36 FEET FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER;

THENCE NORTH 0° 32' 00" WEST, 509.68 FEET TO A POINT MARKED BY A 1-INCH IRON PIPE, THAT IS SOUTH 0° 32' 00" EAST, 150.32 FEET FROM THE NORTH LINE OF SAID SOUTH 660.00 FEET OF SAID NORTHWEST QUARTER, SAID POINT BEING THE SOUTHWEST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THE DEED TO WAYNE J. SIKKILA AND WIFE, RECORDED FEBRUARY 10, 1956 IN BOOK 3854, PAGE 415 OF OFFICIAL RECORDS, SAID POINT ALSO BEING THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 32' 00" WEST 150.32 FEET ALONG THE WEST LINE OF SIKKILA LAND TO THE NORTH LINE OF SAID SOUTH 660.00 FEET;

THENCE NORTH 89° 51' 00" WEST, 300.00 FEET ALONG SAID NORTH LINE TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THE DEED TO JAMES G. JEFFERYS AND WIFE, RECORDED IN BOOK 3537, PAGE 326 OF OFFICIAL RECORDS;

THENCE SOUTH 0° 32' 00" EAST, 208.28 FEET ALONG THE EAST LINE OF SAID JEFFERYS' LAND TO THE SOUTHEAST CORNER THEREOF, SAID POINT BEING THE NORTHWEST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THE DEED TO THE NORTH FONTANA LAND COMPANY, RECORDED MAY 19, 1954 IN BOOK 3386, PAGE 39 OF OFFICIAL RECORDS;

THENCE NORTH 79° 37' 00" EAST, 305.14 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT THEREFROM ANY PORTION LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE WEST LINE OF SAID NORTHWEST QUARTER WHICH IS NORTH 01° 05' 10" WEST, 270.00 FEET FROM THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTH 79° 11' 45" EAST, TO A POINT ON THE EAST LINE OF SAID NORTHWEST QUARTER WHICH BEARS NORTH 0° 54' 00" WEST, 749.70 FEET FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER.

ALSO EXCEPT THE WEST 75.00 FEET THEREOF, MEASURED ALONG THE NORTH LINE OF SAID SOUTH 600.00 FEET.

APN: 1133-071-10-0-000

**EXHIBIT "A"**  
LOT MERGER NO. \_\_\_\_\_  
LEGAL DESCRIPTION BEFORE LOT MERGER

PARCEL 2:

AN EASEMENT FOR ROAD AND UTILITY PURPOSES OVER, UPON, ACROSS AND UNDER A STRIP OF LAND, 60.00 FEET IN WIDTH, BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, SAID STRIP LYING 30.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE:

BEGINNING AT A POINT IN THE WEST LINE OF SAID NORTHWEST QUARTER, DISTANT NORTH 01° 05' 10" WEST, 270.00 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 79° 11' 45" EAST, ALONG SAID CENTER LINE TO A POINT THAT BEARS NORTH 0° 54' 00" WEST 749.78 FEET AND SOUTH 79° 11' 45" WEST, 210.50 FEET FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 60° 41' 15" EAST, 239.01 FEET TO A POINT IN THE EAST LINE OF SAID NORTHWEST QUARTER, DISTANT THEREON NORTH 0° 54' 00" WEST, 592.87 FEET FROM THE SOUTHEAST CORNER THEREOF.

EXCEPT THEREFROM THAT PORTION INCLUDED WITHIN PARCEL 1 ABOVE.

APN: 1133-071-08-0-000, 1133-071-09-0-000, 1133-071-10-0-000

**EXHIBIT "A"**  
LOT MERGER NO. \_\_\_\_\_  
LEGAL DESCRIPTION AFTER LOT MERGER

**PARCEL 1:**

THAT PORTION OF THE SOUTH 660 FEET OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN IN THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 98, PAGE 87, ALSO SHOWN AS PARCELS 1 AND 2 OF THAT CERTAIN TRUST TRANSFER DEED TO DELORES RIGGIO AND ROBERT S. RIGGIO AS CO-TRUSTEES OF THE RIGGIO FAMILY SURVIVOR'S TRUST DATED AUGUST 29, 1989 RECORDED JANUARY 30, 2020 AS PER DOCUMENT NO. 2020-0034395 TOGETHER WITH PARCEL 1 OF THAT CERTAIN GRANT DEED TO BATFISH HOLDINGS LLC, A CALIFORNIA LIMITED LIABILITY COMPANY RECORDED APRIL 7, 2022 AS DOCUMENT NO. 2022-0131688, ALL RECORDS OF THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. DESCRIBED AS A WHOLE AS FOLLOWS:

**BEGINNING** AT THE INTERSECTION OF THE NORTHERLY LINE OF SAID SOUTH 660 FEET OF SAID NORTHWEST QUARTER WITH THE NORTHERLY PROLONGATION CENTERLINE OF ORANGE AVENUE AS SHOWN ON SAID RECORD OF SURVEY;

THENCE, ALONG SAID NORTHERLY LINE, NORTH 89° 17' 55" EAST 658.23 FEET;

THENCE, SOUTH 00° 58' 42" EAST 154.90 FEET TO THE CENTERLINE OF STONEHURST DRIVE (FORMERLY KNOWN AS STONEHURST AVENUE) AS SHOWN ON SAID RECORD OF SURVEY;

THENCE, ALONG SAID CENTERLINE OF STONEHURST DRIVE, SOUTH 79° 11' 12" WEST 668.78 FEET TO SAID NORTHERLY PROLONGATION CENTERLINE OF ORANGE AVENUE;

THENCE, LEAVING SAID CENTERLINE OF STONEHURST DRIVE AND ALONG SAID NORTHERLY PROLONGATION CENTERLINE OF ORANGE AVENUE, NORTH 00° 49' 33" WEST 272.31 FEET TO THE **POINT OF BEGINNING**.

CONTAINING A GROSS AREA OF 140,660 SQUARE FEET (3.229 ACRES), MORE OR LESS.

ALSO SHOWN IN EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

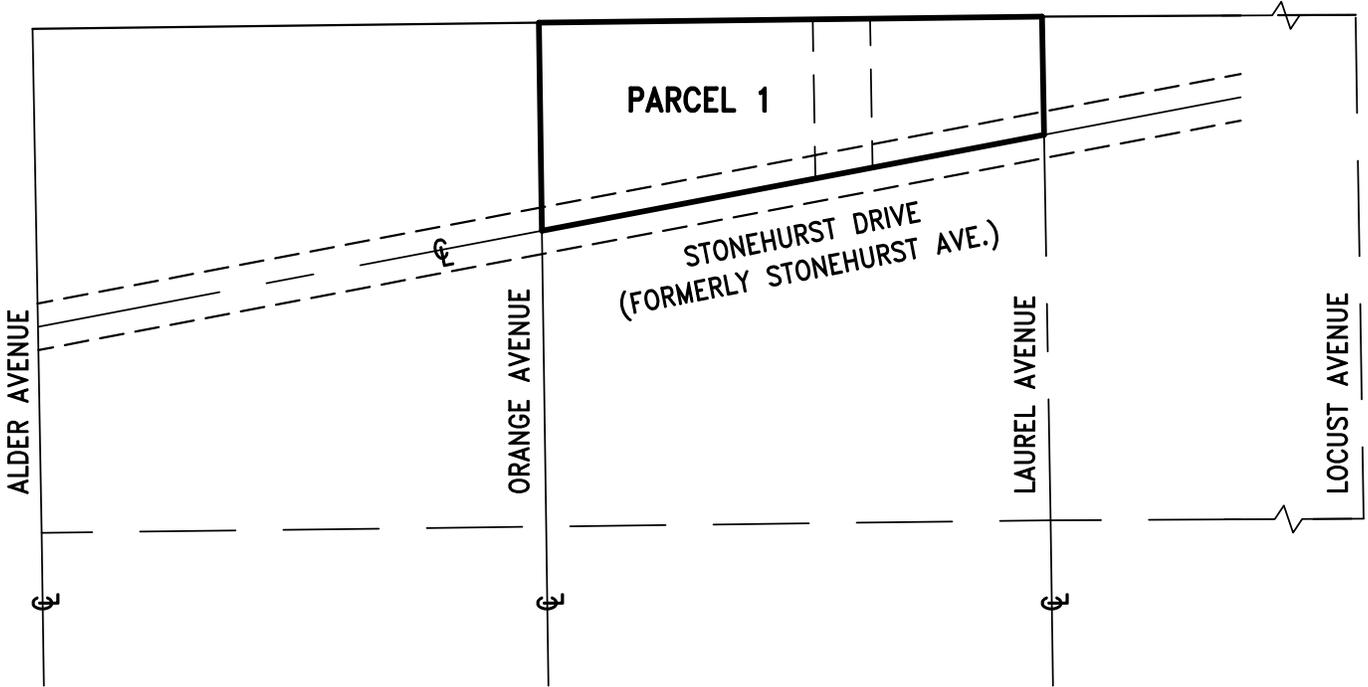
SUBJECT TO EASEMENTS, COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, RIGHTS-OF-WAY AND MATTERS OF RECORD, IF ANY.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY SUPERVISION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS' ACT.

  
MICHAEL FURLONG, PLS 8899      2/2/24  
DATE

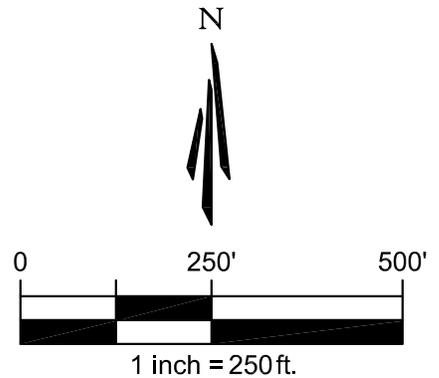


**EXHIBIT "B"**  
 LOT MERGER NO. \_\_\_\_\_  
 PLAT



**LEGEND:**

- DENOTES MERGED PROPERTY LINE
- DENOTES EXISTING LOT LINE TO BE MERGED
- R1 DENOTES RECORD DATA PER R.S.B. 98/87



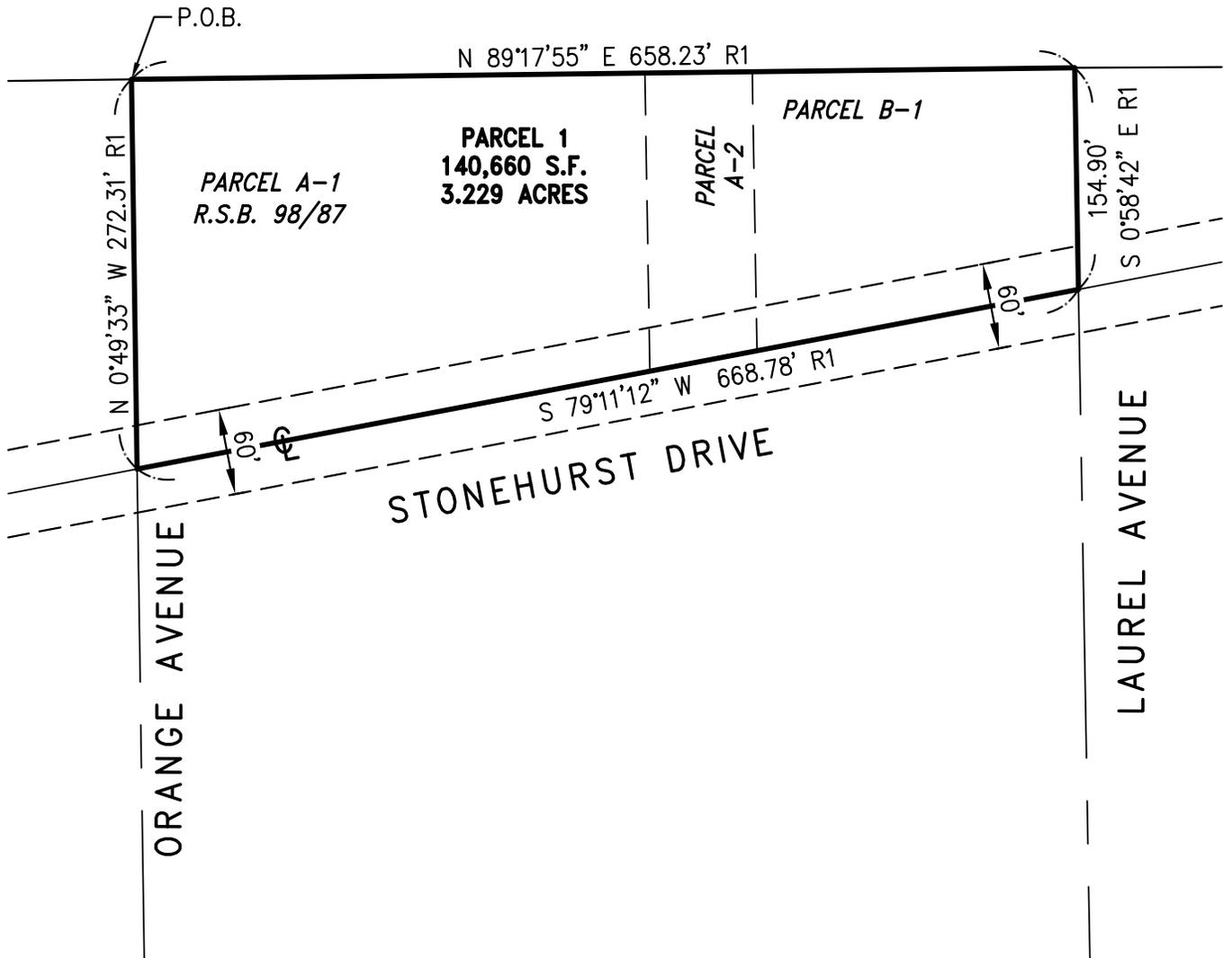
THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS' ACT.



*Michael Furlong* 2/2/24  
 MICHAEL FURLONG, PLS 8899 DATE

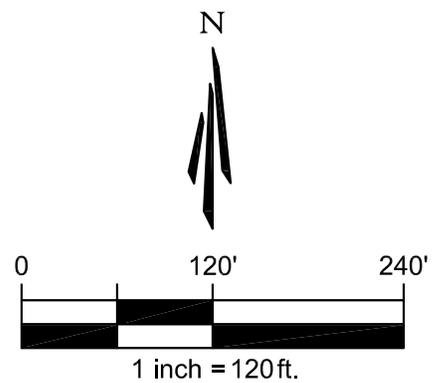
<b>1 OF 4</b>	<b>EXHIBIT "B"</b> CITY OF RIALTO COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA	<b>TAIT &amp; ASSOCIATES INC.</b> Engineering · Surveying · Environmental 701 PARKCENTER DRIVE, SANTA ANA, CALIFORNIA 92705 TEL. (714) 560-8200
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**EXHIBIT "B"**  
 LOT MERGER NO. \_\_\_\_\_  
 PLAT



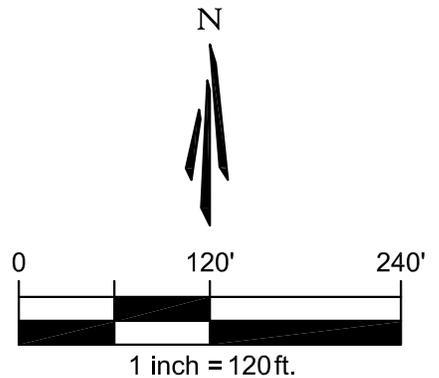
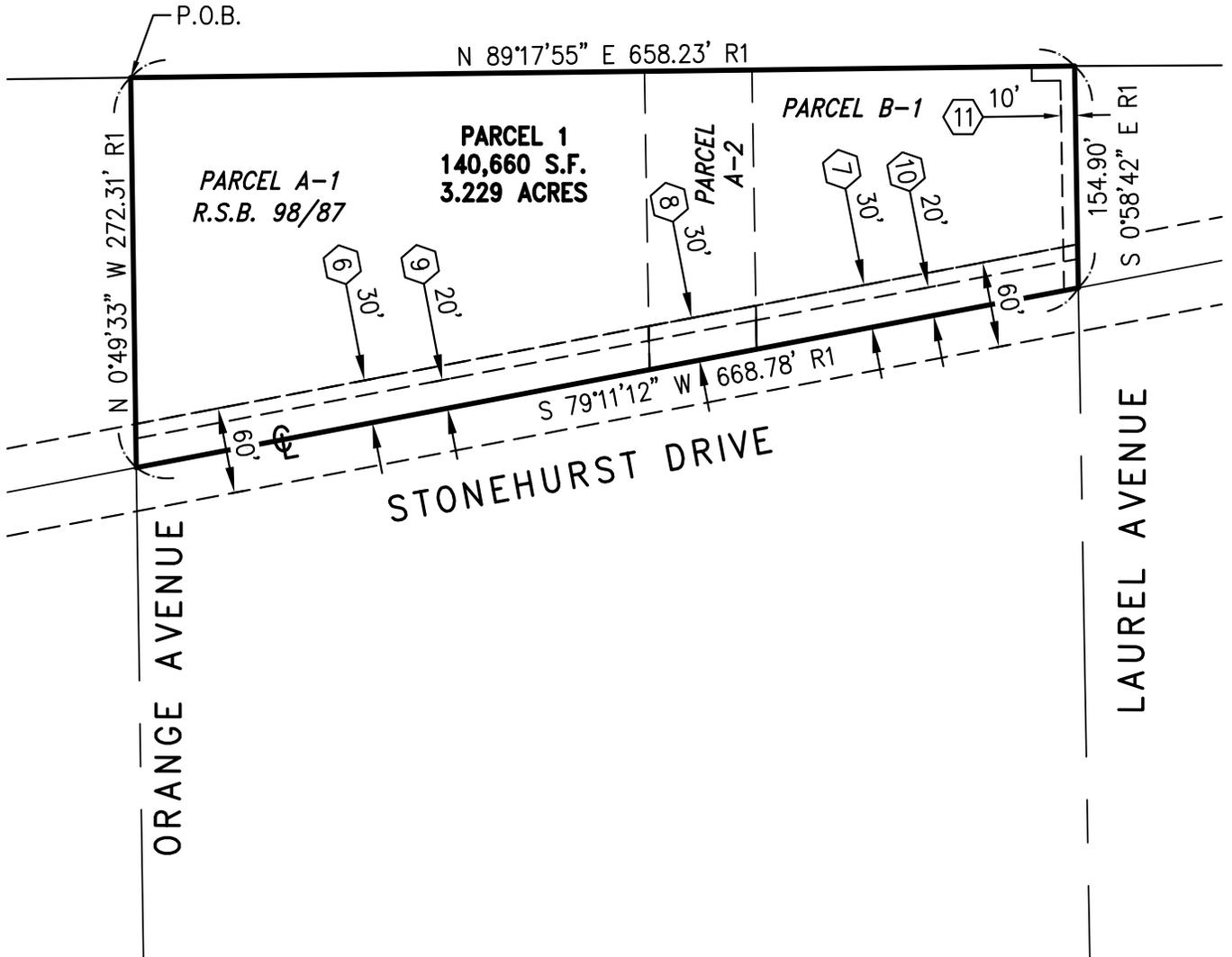
**LEGEND:**

- DENOTES MERGED PROPERTY LINE
- - - DENOTES EXISTING LOT LINE TO BE MERGED
- R1 DENOTES RECORD DATA PER R.S.B. 98/87



2 OF 4	EXHIBIT "B"	<b>TAIT &amp; ASSOCIATES INC.</b> Engineering · Surveying · Environmental 701 PARKCENTER DRIVE, SANTA ANA, CALIFORNIA 92705 TEL. (714) 560-8200
	CITY OF RIALTO COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA	

**EXHIBIT "B"**  
 LOT MERGER NO. \_\_\_\_\_  
 EASEMENT PLAT



3 OF 4	EXHIBIT "B"	<b>TAIT &amp; ASSOCIATES INC.</b> Engineering · Surveying · Environmental 701 PARKCENTER DRIVE, SANTA ANA, CALIFORNIA 92705 TEL. (714) 560-8200
	CITY OF RIALTO COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA	

**EXHIBIT "B"**  
LOT MERGER NO. \_\_\_\_\_  
PLAT \_\_\_\_\_

**EXISTING EASEMENT NOTES:**

PER CHICAGO TITLE COMPANY PRELIMINARY TITLE REPORT ORDER NO. 00181238-994-LT2-JC DATED DECEMBER 5, 2023:

- 4 AN EASEMENT GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY FOR ELECTRIC LINES AND TELEPHONE LINES AND CABLES PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED JULY 25, 1951 IN BOOK 2799, PAGE 434 O.R. *(NOT PLOTTED, SAID EASEMENT APPEARS TO BE OUTSIDE OF THE SUBJECT PROPERTY)*
  
- 6 AN EASEMENT FOR PUBLIC UTILITY AND ROAD PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED DECEMBER 31, 1954 IN BOOK 3537, PAGE 326, O.R. *(PLOTTED)*
  
- 7 AN EASEMENT FOR PUBLIC UTILITY AND ROAD PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED APRIL 5, 1957 IN BOOK 4198, PAGE 210 O.R. *(PLOTTED)*
  
- 8 AN EASEMENT FOR PUBLIC UTILITY AND ROAD PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED APRIL 5, 1957 IN BOOK 4198, PAGE 212 O.R. *(PLOTTED)*
  
- 9 AN EASEMENT GRANTED TO SOUTHERN CALIFORNIA GAS COMPANY FOR ONE OR MORE PIPELINES AND CONDUIT PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED JULY 15, 1998 AS INSTRUMENT NO. 19980274922 O.R. *(PLOTTED)*
  
- 10 AN EASEMENT GRANTED TO SOUTHERN CALIFORNIA GAS COMPANY FOR ONE OR MORE PIPELINES AND CONDUIT PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED JULY 15, 1998 AS INSTRUMENT NO. 19980274926 O.R. *(PLOTTED)*
  
- 11 AN EASEMENT GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITY PURPOSES AND RIGHTS INCIDENTAL THERETO RECORDED APRIL 28, 1999 AS INSTRUMENT NO. 19990179013 O.R. *(PLOTTED)*

<b>4 OF 4</b>	<b>EXHIBIT "B"</b> CITY OF RIALTO COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA	<b>TAIT &amp; ASSOCIATES INC.</b> Engineering · Surveying · Environmental 701 PARKCENTER DRIVE, SANTA ANA, CALIFORNIA 92705 TEL. (714) 560-8200
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**EXHIBIT "C"**

OWNER'S CERTIFICATE FOR LOT MERGER NO. \_\_\_\_\_

WE HEREBY CERTIFY THAT WE ARE THE ONLY OWNERS OF THE PROPERTY AS DESCRIBED IN EXHIBITS "A" AND "B" (ATTACHED) AND WE HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF A CERTIFICATE OF COMPLIANCE TO MERGE THE LOTS AS SHOWN ON THESE EXHIBITS.

OWNER #1: APN 1133- 071-08-0-000 AND 1133-071-09-0-000:  
DELORES RIGGIO AND ROBERT S. RIGGIO AS CO-TRUSTEES OF THE RIGGIO FAMILY SURVIVOR'S TRUST DATED AUGUST 29, 1989 AS TO PARCEL A:

BY: \_\_\_\_\_ BY: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ TITLE: \_\_\_\_\_

OWNER #2: APN 1133- 071-10-0-000:  
BAT FISH HOLDINGS LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, WHICH ERRONEOUSLY ACQUIRED TITLE AS BATFISH HOLDINGS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS TO PARCEL B.

BY: \_\_\_\_\_ BY: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ TITLE: \_\_\_\_\_







**TO:** City of Rialto  
Attn: Daniel Rosas  
150 S Palm Avenue  
Rialto, CA 92376

**Date:** June 18th, 2024

**Re: Master Case No. 2024-0002 (Related Files: Conditional Development Permit No. 2024-0001, Precise Plan of Design No. 2024-0002, and Lot Line Adjustment/Merger No. 2024-0002):** Development of an outdoor truck trailer yard on 1.96 acres of land (APN: 1133-071-08, -09 & -10) located on the north side of Stonehurst Drive approximately 650 feet east of Alder Avenue within the General Manufacturing (I-GM) zone of the Rialto Airport Specific Plan.

**Site Operations and Truck Routes**

Site operations with the tenant, 4GEN Logistics are as follows:

- Hours of operation: Driver work schedule is Monday through Friday, however, the yard is open 24/7.
- Number of employees: 40-50 based upon volume of business.
- Types of items to be stored at the site: Empty and loaded containers on both chassis (trailers) and on the ground. Loaded containers contain a wide variety of materials which include clothing, food items, furniture, and other household items.
- There is and will be only one main gate for ingress and egress on the 2298 Stonehurst property serving as the control point for trucks and vehicles entering and exiting. There is an opening between the properties (2298 Stonehurst and 2160 Stonehurst) to move from one to the other. This was the circulation during 4GEN Logistics operation and will remain the same moving forward. A reciprocal access agreement will be prepared in order to address access between the two properties.
- Proposed truck routing to and from the facility to designated truck routes that avoid passing residential, educational, park and open space intended for public park and recreational use areas to the greatest extent feasible.
- All trucks exit from the neighboring property onto Stonehurst and proceed west to Adler and then south to the 210 freeway.
- No parking of trucks or equipment are permitted outside the fence/secured area surrounding the property. All trucks dropping or picking up loads are required to check in at the security gate, located on the 2298 Stonehurst property, which is inside the secured area. This is monitored by 24/7 security and video monitoring. There are also signs on the outer face of the existing screen wall to state no truck parking at any time.

---

June 12, 2024

Nelson Oporto  
TAIT & Associates, Inc.  
*Development Project Manager*  
701 N. Parkcenter Dr, Santa Ana, CA 92705

**RE: Biological Assessment for the 2160 Stonehurst Property, City of Rialto, California**

This letter report presents an assessment of any biological resources on the above-referenced site, the purpose of which is to identify any potential adverse biological resource effects resulting from implementation of development of the site. Specifically, this assessment addresses potential impacts to federal and state listed threatened or endangered species and describes any onsite vegetation communities and identifies any potential jurisdictional waters of the U.S. The site is located at 2160 Stonehurst Drive in the City of Rialto (Figure 1) and consists of an existing truck parking facility and associated fencing (Figure 2). Surrounding land uses are a mix of light industrial development such as a concrete plant and storage and parking facilities. The proposed project consists of the development of a commercial truck stop and associated features.

### **Regulatory Background**

#### *Federal Endangered Species Act*

The United States Fish and Wildlife Service (USFWS) has jurisdiction over species listed as threatened or endangered under the federal Endangered Species Act (FESA). Section 9 of FESA protects listed species from “take”, which is broadly defined as actions taken to, “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct,” (USFWS). FESA protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were listed during the environmental review process.

Procedures for addressing impacts to federally listed species follow two principal pathways, both of which require consultation with the USFWS, which administers the FESA for all terrestrial species. The first pathway is Section 10(a) incidental take permit, which applies to situations where a non-federal government entity must resolve potential adverse impacts to species protected under FESA. The second pathway is Section 7 consultation, which applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval.

### *Federal Migratory Bird Treaty Act*

The federal Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the FGC. All raptors and their nests are protected from take or disturbance under the MBTA (16 United States Code [USC], Section 703, et seq.) and California statute (FGC Section 3503.5). The golden eagle (*Aquila chrysaetos*) and bald eagle (*Haliaeetus leucocephalus*) are also afforded additional protection under the Bald and Golden Eagle Protection Act, amended in 1973 (16 USC, Section 669, et seq.).

### *Federal Bald and Golden Eagle Protection Act*

With few exceptions, this act (16 USC 668–668d) prohibits take of bald eagles and golden eagles. Unlike the MBTA, which defines “take” to mean only direct killing or taking of birds or their body parts, eggs, and nests, the Bald and Golden Eagle Protection Act defines take in a manner similar to FESA as including “pursuing, shooting, shooting at, poisoning, wounding, killing, capturing, trapping, collecting, molesting, and disturbing,” with “disturb” further defined (50 CFR 22.3) as “to agitate or bother a Bald or Golden Eagle to a degree that causes, or is likely to cause, based on the best scientific information available; (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.” Therefore, the requirements for guarding against impacts to eagles generally are far more stringent than those required by the MBTA alone.

### *Federal Clean Water Act*

The United States Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (USEPA) regulates the discharge of dredged or fill material into waters of the U.S., including wetlands, under Sections 10 and 404 of the federal Clean Water Act (CWA). The USACE has established a series of nationwide permits (NWP) that authorize certain activities in waters of the United States, if a proposed activity can demonstrate compliance with standard conditions. Normally, the USACE requires an individual permit (IP) for an activity that will affect (fill or otherwise remove) an area in excess of 0.5-acre of waters of the United States. Projects that result in impacts less than 0.5 acre can typically be conducted pursuant to one of the nationwide permits, if they are consistent with the standard permit conditions. The USACE also has discretionary authority to require an environmental document (e.g. Environmental Impact Statement (EIS) or Environmental Assessment (EA) for projects that result in impacts to an area between 0.1 and 0.5-acre and above 0.5-acre.

Waters of the U.S. include wetlands, lakes, and rivers, streams, and their tributaries. Wetlands that fall under the jurisdiction of the USACE (referred to as jurisdictional wetlands) are defined as areas “inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life

in saturated soil conditions.” Areas not considered jurisdictional waters include, for example, non-tidal drainage and irrigation ditches excavated on dry land; artificially irrigated or created bodies such as small ponds, lakes or swimming pools; and water-filled depressions (33 CFR 328.3; 40 CFR 230.3). Project proponents must obtain a permit from USACE for all discharges of fill material into waters of the U.S., including jurisdictional wetlands, before proceeding with a proposed action. If wetlands are jurisdictional and could be filled as part of the project, USACE may issue either an individual permit or a general permit. Individual permits are prepared on a project-specific basis for projects that are expected to have adverse effects on the aquatic environment. General permits are pre-authorized permits issued to cover similar activities that are expected to cause only minimal individual and cumulative adverse environmental effects.

A Section 404 permit may not be required if the project avoids the discharge of any fill material into waters of the U.S., including wetlands. If the project cannot be designed to avoid the discharge of fill or excavating in waters of the U.S., including wetlands, a Section 404 permit must be obtained. The CWA requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the U.S. to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The appropriate Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements.

#### *California Fish and Game Code*

Under the state of California Endangered Species Act (CESA), the state of California Department of Fish and Wildlife (CDFW) has the responsibility for maintaining a list of endangered and threatened species (FGC § 2070). Sections 2050 through 2098 of the Fish and Game Code (FGC) outline the protection provided to California’s rare, endangered, and threatened species. Section 2080 of the FGC prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for state listed species. The CDFW maintains a list of “candidate species,” which it formally notices as being under review for addition to the list of endangered or threatened species. In addition, the Native Plant Protection Act of 1977 (FGC Section § 1900, et seq.) prohibits the taking, possessing, or sale within the State of any plants with a state designation of rare, threatened, or endangered (as defined by CDFW). An exception to this prohibition in the Native Plant Protection Act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify CDFW and give that state agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed. (FGC Section 1913 exempts from “take” prohibition “the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way.”) Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

CDFW also maintains lists of “Species of Special Concern” that serve as species “watch lists.” The CDFW has identified many Species of Special Concern. Species with this status have limited distribution or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While they do not have statutory protection, they may be considered

rare under the state of California Environmental Quality Act (CEQA) and thereby warrant specific protection measures.

Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. CEQA Guidelines Section 15065 (Mandatory Findings of Significance) requires that a substantial reduction in numbers of a rare or endangered species be considered a significant effect. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on the CNPS's Lists 1A, 1B, and 2 would typically be considered under CEQA.

Sections 3500 to 5500 of the FGC outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock. Under Section 3503.5 of the FGC, it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. To comply with the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project study area and determine whether the proposed project will have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any proposed project that may impact a candidate species. Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from CDFW would be in the form of an Incidental Take Permit.

Section 1602 of the FGC requires any entity to notify CDFW before beginning any activity that "may substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of any river, stream, or lake" or "deposit debris, waste, or other materials that could pass into any river, stream, or lake." "River, stream, or lake" includes waters that are episodic and perennial, and ephemeral streams, desert washes, and watercourses with a subsurface flow. A Lake or Streambed Alteration Agreement will be required if CDFW determines that project activities may substantially adversely affect fish or wildlife resources through alterations to a covered body of water.

#### *California Porter-Cologne Water Quality Control Act*

The RWQCB has regulatory authority over wetlands and waterways under both the CWA and the State of California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the RWQCB has regulatory authority over actions in waters of the U.S. through the issuance of water quality certifications under Section 401 of the CWA in conjunction with permits issued by the USACE under Section 404 of the CWA. When the RWQCB issues Section 401 certifications, it

simultaneously issues general Waste Discharge Requirements for the project under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside of the jurisdiction of the USACE (e.g., isolated wetlands, vernal pools, seasonal streams, intermittent streams, channels that lack a nexus to navigable waters, or stream banks above the ordinary high-water mark) are regulated by the RWQCB under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside of USACE jurisdiction may require the issuance of either individual or general waste discharge requirements.

### *California Native Plant Society*

The California Native Plant Society (CNPS) maintains a ranking of plant species native to California that have low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS ranked plants receive consideration under CEQA review. The following identifies the definitions of the CNPS ranks:

- Rank 1A: Plants presumed Extinct in California.
- Rank 1B: Plants Rare, Threatened, or Endangered in California and elsewhere.
- Rank 2: Plants Rare, Threatened, or Endangered in California, but more numerous elsewhere.
- Rank 3: Plants about which we need more information—A Review List; and
- Rank 4: Plants of limited distribution—A Watch List.

All plants appearing on CNPS Lists 1 or 2 are considered to meet the CEQA Guidelines Section 15380 criteria. While only some of the plants ranked 3 and 4 meet the definitions of threatened or endangered species, the CNPS recommends that all Rank 3 and Rank 4 plants be evaluated for consideration under CEQA.

### *CEQA Guidelines*

The following CEQA Guidelines serve as thresholds of significance for determining potentially significant impacts to the biological resources identified in this report:

- Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as being a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- Has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- Has a substantial adverse effect on federally protected wetlands as defined by Sections 10 and/or 404 of the CWA through direct removal or filling;

- Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impedes the use of native wildlife nursery sites;
- Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflicts with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, state or federal habitat conservation plan.

## Methods

The literature review and field survey provide a baseline from which to evaluate the biological resources potentially occurring on the project site as well as the surrounding area. As part of the literature review, information pertaining to habitat requirements of special-status species potentially occurring in the vicinity of the project site included the California Natural Diversity Database (CNDDDB) and the CNPS online Inventory of Rare and Endangered Plants of California.

We also reviewed aerial photography and information obtained from the review of the topographic maps including elevation range, general watershed information, and potential drainage feature locations. Aerial photographs provided a perspective of the most current site conditions relative to on-site and off-site land use, plant community locations, and potential locations of wildlife movement corridors. literature pertaining to habitat requirements of special-status species potentially occurring in the vicinity of the project site; and federal register listings, protocols, and species data provided by the USFWS. Specifically, these documents included:

- California Natural Diversity Database 5-mile radius records search of the USGS 7.5-minute quadrangles;
- California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants of California records search of the USGS 7.5-minute quadrangles; and
- USFWS Information for Planning and Conservation (IPaC) was developed and provided a list of Federally protected plants, wildlife, and critical habitat for the limits of the proposed project site.

Aerial photographs provided a perspective of the most current site conditions relative to onsite and offsite land use and plant community locations.

Prior to conducting the field survey, Endemic biologists reviewed USGS topographic maps and aerial photography to identify any potential natural drainage features and water bodies. In general, all surface drainage features identified as blue-line streams on USGS and USFWS maps exhibit evidence of flows and are considered potentially subject to federal regulatory authority as “waters of the U.S.” As part of the assessment, we determine the location of any existing drainages and limits of project-related grading activities, to aid in determining any need for regulatory permitting for the project.

The field assessment was conducted on June 6, 2024 by Endemic Environmental Senior Biologist Brant Primrose and involved 100% search coverage of the site. The purpose of the survey was to determine current site conditions. Specifically, the survey included an assessment of general biological site

conditions and vegetation mapping and identification of potentially suitable habitats for special-status plant and wildlife species. Special-status or other sensitive biological resources identified during the literature review were verified during the field surveys to ensure mapping accuracy. Special attention was paid to sensitive habitats and areas potentially supporting special-status floral and faunal species. Additional investigation parameters included general habitat, soil conditions, presence of indicator species, slope, aspect, and hydrology.

Common plant species observed during surveys were identified by visual characteristics and morphology in the field and recorded in a field notebook. Uncommon and less-familiar plants were identified off-site with the use of taxonomical guides, such as Clarke et al. (2007), Hitchcock (1971), McAuley (1996), and Munz (1974). Vegetation communities and boundaries were noted on current aerial photography and through field observation. Habitat types were based on the classification system from A Guide to Wildlife Habitats of California (CDFW 1988). Vegetation community and land cover types used to help classify habitat types are based on Holland (1986) and Oberbauer (1996) and cross-referenced with California Department of Fish and Wildlife's (CDFW) Natural Communities List (2010).

Wildlife species detected during the survey by sight, calls, tracks, scat, or other signs were recorded in a field notebook. Notations were made regarding suitable habitat for those special-status species determined to potentially occur within the project site (CDFW 2018). Appropriate field guides were used to assist with species identification during surveys, such as Peterson (2010), Reid (2006), and Stebbins (2003).

## Results

The only vegetation onsite and surrounding the site is sparse ruderal (weedy) vegetation, most of the site is paved and used as a truck parking facility. Non-native weedy plant species that occur include field mustard (*Hirschfeldia incana*), telegraph weed (*Heterotheca grandiflora*), yellow sweet clover (*Melilotus indica*) and soft chess brome (*Bromus hordeaceus*). Wildlife species recorded included common species such as house finch (*Carpodacus mexicanus*) and common raven (*Corvus corax*).

Special-status species that occur in the vicinity of the site include several species as outlined in the CNDDDB such as Parish's desert thorn (*Lycium parishii*) and spineflower (*Chorizanthe parishii*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), and California gnatcatcher (*Polioptila californica*) (Figure 3). Specifically, this assessment focuses on any potential effects to these species as they have records of occurrences and potential to occur in the region. None of these species were found during the survey and were not expected given the developed (paved) parking facility and disturbed weedy conditions in the project area.

## Conclusions

Although special-status species occur in the region, the project site is mostly developed (paved) and is of little value to common species. Furthermore, special-status species are unlikely to occur in immediate offsite areas due to the extent of developed land uses. No other sensitive biological resources were found and it is unlikely that development of the site will result in adverse effects to

biological resources. For these reasons, development of the site is not expected to impact or otherwise adversely affect biological resources and no further studies are required.

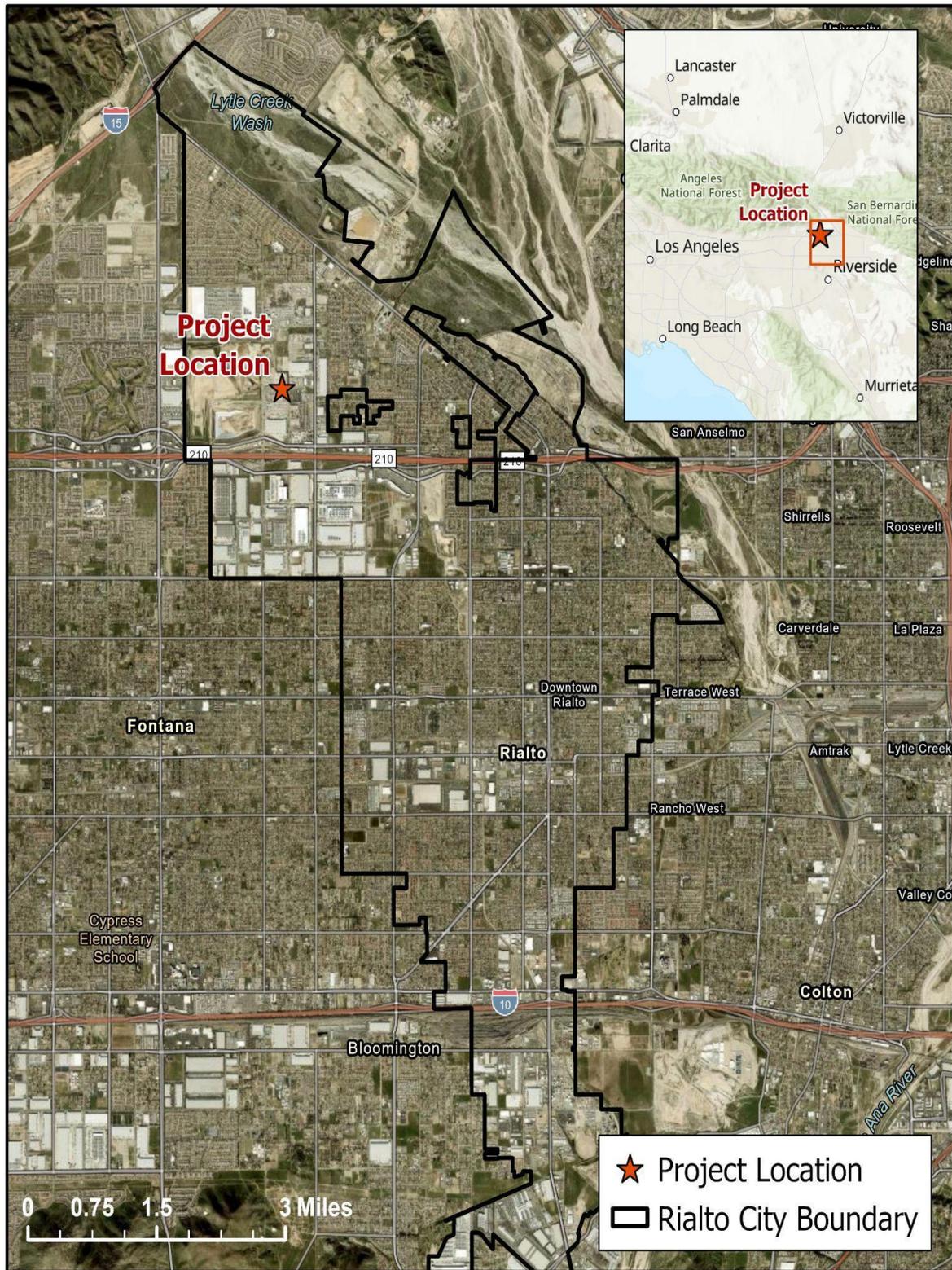
Please contact me if you have any questions or need additional information.

Sincerely,

*Brian Mayerle*

Brian Mayerle  
Senior Ecologist  
Endemic Environmental Services, Inc.

Attachment - Figures 1-3



## 2160 Stonehurst, Rialto

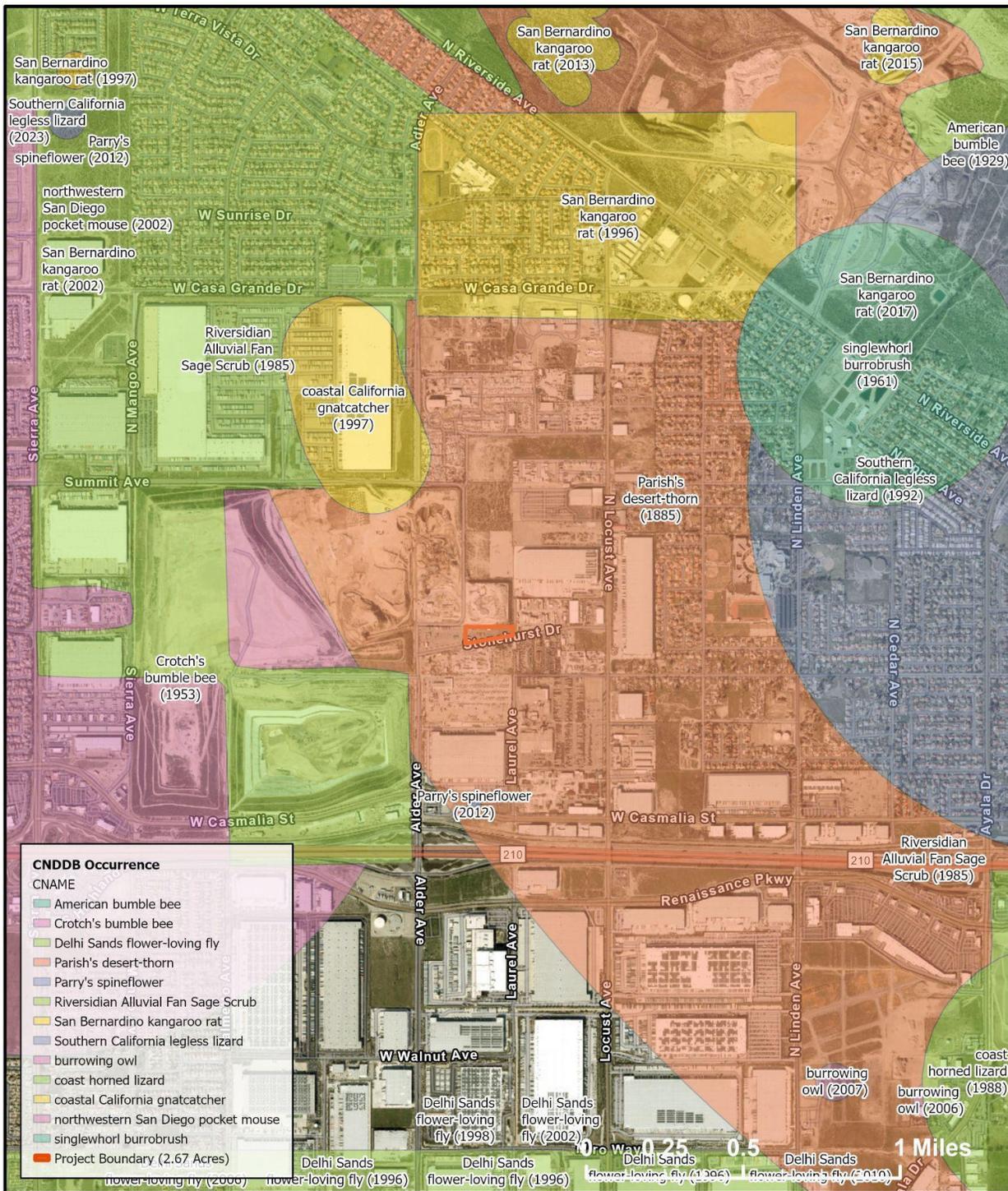
**Figure 1**

Project Location and Vicinity





**2160 Stonehurst, Rialto**  
**Figure 2**  
Local Project Vicinity



**2160 Stonehurst, Rialto**  
**Figure 3**  
CNDDDB Occurrences in the Project Vicinity





## Exhibit A

### SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the City Council on \_\_\_\_\_.

#### City of Rialto

#### Traffic Impact Analysis

#### Scoping Agreement

Case No. \_\_\_\_\_

Related Cases -

SP No. \_\_\_\_\_

EIR No. \_\_\_\_\_

GPA No. \_\_\_\_\_

ZC No. \_\_\_\_\_

Project Name: Stonehurst Truck Storage

Project Address: 2160 Stonehurst Drive, City of Rialto

Project Description: 57 truck docking spaces & 28 passenger vehicle spaces

#### Consultant

#### Developer

Name: TJW Engineering TAIT & Associates

Address: 9841 Irvine Center Drive, Ste 200, Irvine, CA 701 N. Parkcenter Dr, Santa Ana, CA 92705

Telephone: 949-878-3509 714-560-8200

Fax: \_\_\_\_\_



**1. Trip Generation Source:** See comments below

Existing GP Land Use \_\_\_\_\_ Proposed Land Use \_\_\_\_\_

Current Zoning: \_\_\_\_\_ Proposed Zoning: \_\_\_\_\_

Total Daily Project Trips: 255

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips	_____	_____	_____	<u>15</u>	<u>14</u>	<u>29</u>	
PM Trips	_____	_____	_____	<u>16</u>	<u>17</u>	<u>33</u>	
Internal Trip Allowance	Yes	X No	(_____ % Trip Discount)				See attached
Pass-By Trip Allowance	Yes	X No	(_____ % Trip Discount)				

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

**2. Trip Geographic Distribution:** N % S % E % W %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

**3. Background Growth Traffic**

Project Completion Year: \_\_\_\_\_ Annual Background Growth Rate: \_\_\_\_\_%

Years \_\_\_\_\_

Other area projects to be considered: N/A

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: N/A

**4. Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- |               |           |
|---------------|-----------|
| 1. <u>N/A</u> | 6. _____  |
| 2. _____      | 7. _____  |
| 3. _____      | 8. _____  |
| 4. _____      | 9. _____  |
| 5. _____      | 10. _____ |



**5. Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- |               |           |
|---------------|-----------|
| 1. <u>N/A</u> | 6. _____  |
| 2. _____      | 7. _____  |
| 3. _____      | 8. _____  |
| 4. _____      | 9. _____  |
| 5. _____      | 10. _____ |

**6. Other Jurisdictional Impacts**

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?

N/A YES  
NO

If so, name of Jurisdiction: \_\_\_\_\_

**7. Site Plan** (please attach 11" x 17" legible copy)

**8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

For trip generation rates, traffic data from 2298 W. Stonehurst Dr., a site of the same land use and in close proximity to the proposed project, was utilized. Three different trip generation methodologies were used in the Trip Generation Memo dated 5/15/24. The volumes on this scoping agreement are the averages of those from these methodologies.

The proposed project does not meet the *City of Rialto TIA Guidelines for VMT and LOS* threshold of 50 or more peak hour trips that would trigger an LOS study.

**9. Existing Conditions**

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: N/A

**NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.**

Fees Paid: \_\_\_\_\_ Date \_\_\_\_\_

peak hour trips triggering an LOS study.



**Recommended:**

Scoping Agreement Submittal date June 14, 2024

Scoping Agreement Resubmittal date \_\_\_\_\_

David Chew, PTP 6/14/2024

Applicant/Engineer Date

**Land Use Concurrence:**

\_\_\_\_\_  
Development Services Department Date

**Approved by:**

Juan P. Schaefer 2/24/2023  
Public Works Department Date

**NOTE:**

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.





**TJW ENGINEERING, INC.**  
TRAFFIC ENGINEERING &  
TRANSPORTATION PLANNING  
CONSULTANTS

May 15, 2024

Mr. Jacob Vandervis  
TAIT & Associates, Inc.  
701 N. Parkcenter Drive  
Santa Ana, CA 92705

**SUBJECT: Stonehurst Truck Storage Trip Generation Memo, City of Rialto**

Dear Mr. Vandervis,

*TJW Engineering, Inc. (TJW)* is pleased to submit this trip generation memo for the proposed Stonehurst Truck Storage project located at 2160 Stonehurst Drive in the City of Rialto. The proposed truck storage project includes 28 passenger vehicle spaces and 57 truck docking spaces. The purpose of this memorandum is to provide methodologies to determine project trip generation as the industry standard Institute of Transportation Engineers (ITE) Trip Generation Manual does not specify a land use type that is appropriate to use for the proposed project.

#### [Proposed Project](#)

The proposed site is located at 2160 Stonehurst Drive in the City of Rialto. The proposed project includes the construction of a truck storage with 28 passenger vehicle spaces and 57 truck docking spaces. A site plan is attached as part of this memo. Site access is planned via two driveways on W Stonehurst Drive.

#### [Trip Generation Analysis](#)

The *Institute of Transportation Engineers Trip (ITE) Generation Manual* (11th Edition, 2021) does not have a specified land use description for the proposed project, hence, there are no feasible trip generation rates for the proposed project. Following discussion with City staff, traffic data would be collected from a similar site to help determine proposed project trip generation volumes. TJW identified traffic data to be collected at the adjacent site, a truck and container storage site that is located at 2298 W Stonehurst Drive, based on its same land use type and proximity to the proposed project. The adjacent site is comprised of 25 vehicle stalls and 178 truck docks while the proposed project is comprised of 28 vehicle stalls and 57 truck docks. The traffic volumes, which includes a breakdown of 2-,3- and 4-axle

counts, were collected over a three (3) day period, Monday through Wednesday, from February 26 to February 28, 2024. Count sheets can be found in the attachments.

The trip generation analysis utilizes the AM and PM peak hour trips of the generator. As such, the peak occurrence of the trips does not coincide with the typical peak hours for traffic analysis (7 AM - 9 AM and 4 PM – 6 PM). Showing the trip generation values of the generator (proposed project) likely presents the worst-case scenario.

Utilizing collected traffic data, and the sample scoping agreement trip generation report supplied by the City of Rialto for the Crown Enterprises – Santa Ana Avenue Truck Terminal Site Project, TJW applied several methods to produce trip generation volumes for the proposed project. The description of each methodology and subsequently, the trip generation volumes can be found on the following pages.

[Trip Generation Methodologies](#)

**Trip Generation Methodology 1**

Methodology 1 shows project trips generated based on the trip generation rates gathered from the adjacent site’s driveway volumes. The rates are based on the adjacent site’s 25 vehicle parking stalls and 178 Truck Docks. Traffic data was collected from Monday through Wednesday, February 26-28, 2024. **Table 1** shows the highest collected peak hour traffic data volume, taken on Tuesday, February 27, 2024, for daily, AM peak hour, and PM peak hour at the adjacent truck and container storage site.

**Table 1**  
 Existing Trip Generation<sup>1,2,3</sup>

Proposed Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	25	Stalls	92	8	5	13	5	6	11
Truck Storage – Trucks	178	Truck Docks	88	7	7	14	4	8	12
TOTAL			180	15	12	27	9	14	23

<sup>1</sup> - Total project trips may vary slightly due to rounding.

<sup>2</sup> - Peak hour trip generation is based on highest daily 24-hour data collected from February 26-28, 2024.

<sup>3</sup> - AM and PM peak hours are from 3:30 AM to 4:30 AM and 3:30 PM to 4:30 PM, respectively.

Based on the data and land use type quantities in **Table 1** above, TJW determined trip generation rates for both passenger vehicles and trucks by dividing the collected volume with the total quantity of parking stalls/truck docks in the adjacent site. The trip generation rates are shown in **Table 2**.

**Table 2**  
 Existing Trip Generation Rates

Proposed Land Use <sup>1</sup>	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	25	Parking Stalls	3.680	0.320	0.200	0.520	0.200	0.240	0.440
Truck Storage - Trucks	178	Truck Docks	0.494	0.039	0.039	0.079	0.022	0.045	0.067

Application of the proposed project’s land use quantities to the adjacent site’s trip generation rates establishes the proposed project trip generation as shown in **Table 3**.

**Table 3**  
 Proposed Project Trip Generation

Proposed Land Use <sup>1</sup>	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	28	Parking Stalls	103	9	6	15	6	7	12
Truck Storage - Trucks	57	Truck Docks	28	2	2	4	1	3	4
Total Project Trips			131	11	8	19	7	10	16

<sup>1</sup> - Total project trips may vary slightly due to rounding.

**Table 4** below shows the resulting trip generation volumes with PCE adjustment applied to the standard passenger vehicle and 4-axle truck traffic data obtained during the peak hour trip generation of the adjacent site.

**Table 4**  
 Proposed Project Trip Generation (PCE Adjusted)

Proposed Land Use <sup>1</sup>	Quantity	Units	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
				Volume	Volume			Volume		
					In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	28	Parking Stalls	1.0	103	9	6	15	6	7	12
Truck Storage - 4 Axle Trucks (PCE)	57	Truck Docks	3.0	84	7	7	13	4	8	12
Total Project PCE Trips				187	16	13	28	10	15	24

<sup>1</sup> - Total project trips may vary slightly due to rounding.

Based on methodology 1, the project is expected to generate a net total of 19 AM peak hour trips, 16 PM peak hour trips, and 131 daily trips without PCE adjustment and a net total of 28 AM peak hour trips, 24 PM peak hour trips, and 187 daily trips with PCE adjustment.

**Trip Generation Methodology 2**

Methodology 2 utilizes the previously mentioned truck terminal scoping agreement Crown Enterprises – Santa Ana Avenue Truck Terminal Site Project in the City of Rialto. Although the land use itself is similar to the proposed and adjacent data collected site, the project trip generation rates found in the aforementioned scoping agreement differ. Additionally, the Crown Enterprises document also breaks down vehicle counts to truck volume mix per the City of Rialto Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2021). The truck volume mix of 2% 2-axle, 28% 3-axle, and 70% 4-axle trucks is applied to the truck volumes and, in addition, truck trips have applied a PCE factor.

Under Methodology 2, TJW applied the criteria above to determine proposed trips. **Table 5** shows the trip generation rates; **Table 6** shows the proposed trips generated based on these rates, truck breakdown and PCE adjustment.

**Table 5**  
 Trip Generation Rates (based on Crown Enterprises criteria)

Proposed Land Use <sup>1</sup>	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	83	Parking Stalls	2.446	0.060	0.042	0.102	0.187	0.217	0.404
Truck Storage	102	Truck Docks	2.050	0.059	0.088	0.147	0.144	0.079	0.225

Source: Crown Enterprises- Santa Ana Avenue Truck Terminal Scoping Agreement for TIA

**Table 6**  
 Proposed Project Trip Generation (based on Crown Enterprises criteria)

Proposed Land Use <sup>1</sup>	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
				Volume	Volume			Volume		
					In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	100.0%	68	1	68	1	1	3	5	6	11
Truck Storage - 2 Axle Trucks (PCE)	2.0%	2	1.5	4	0	0	0	0	0	0
Truck Storage - 3 Axle Trucks (PCE)	28.0%	33	2	66	2	3	5	5	3	7
Truck Storage - 4 Axle Trucks (PCE)	70.0%	82	3	246	7	11	18	17	9	27
<b>Total Project PCE Trips</b>				<b>383</b>	<b>10</b>	<b>15</b>	<b>26</b>	<b>27</b>	<b>18</b>	<b>45</b>

<sup>1</sup> - Total project trips may vary slightly due to rounding.

Based on methodology 2, utilizing the project’s anticipated 28 vehicle stalls and 57 truck docks, the project is expected to generate a net total of 26 AM peak hour trips, 45 PM peak hour trips, and 383 daily trips. It should be noted that the trip generation rates utilized in methodology 2, per the Crown Enterprises document, are greater as the data collection site is considerable larger than both the proposed project site and the TJW data collection site.

**Trip Generation Methodology 3**

Methodology 3 provides additional analysis that utilizes the rates from Methodology 1 but modifies the truck volumes by applying the truck volume mix breakdown found in the City of Rialto Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2021) of 2% 2-axle, 28% 3-axle, and 70% 4-axle trucks and then applying a PCE adjustment, instead of the breakdown per the TJW data collection. Trip generation findings under Methodology 3 are provided in **Table 7**.

**Table 7**

Rialto Truck % Proposed Project Trip Generation PCE (based on TJW adjacent site)

Proposed Land Use <sup>1</sup>	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
				Volume	Volume			Volume		
					In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	100.0%	103	1	103	9	6	15	6	7	12
Truck Storage - 2 Axle Trucks (pce)	2.0%	0	1.5	0	0	0	0	0	0	0
Truck Storage - 3 Axle Trucks (pce)	28.0%	1	2	2	0	0	0	0	0	0
Truck Storage - 4 Axle Trucks (pce)	70.0%	49	3	147	14	14	28	8	16	24
Total Project PCE Trips				252	23	20	43	14	23	36

<sup>1</sup> - Total project trips may vary slightly due to rounding.

Based on methodology 3, the project is expected to generate a net total of 43 AM peak hour trips, 36 PM peak hour trips, and 252 daily trips.

Summary

This memorandum provides an overview of the trip generation analysis for the proposed project utilizing three (3) different methodologies to determine project trips for the proposed Stonehurst Truck Storage project. Based on each of the methodologies above, it is anticipated that the project would generate less than 50 peak hour trips. Thus, based on the industry standard of a minimum 50 trip volume distribution for consideration as a study area intersection, no study area intersections would be included for analysis. Moreover, based on the minimal number of trips generated by the proposed project, a traffic impact study is not likely to be required.

Mr. Vandervis  
Stonehurst Trip Gen and VMT Analysis  
May 15, 2024  
Page 6

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



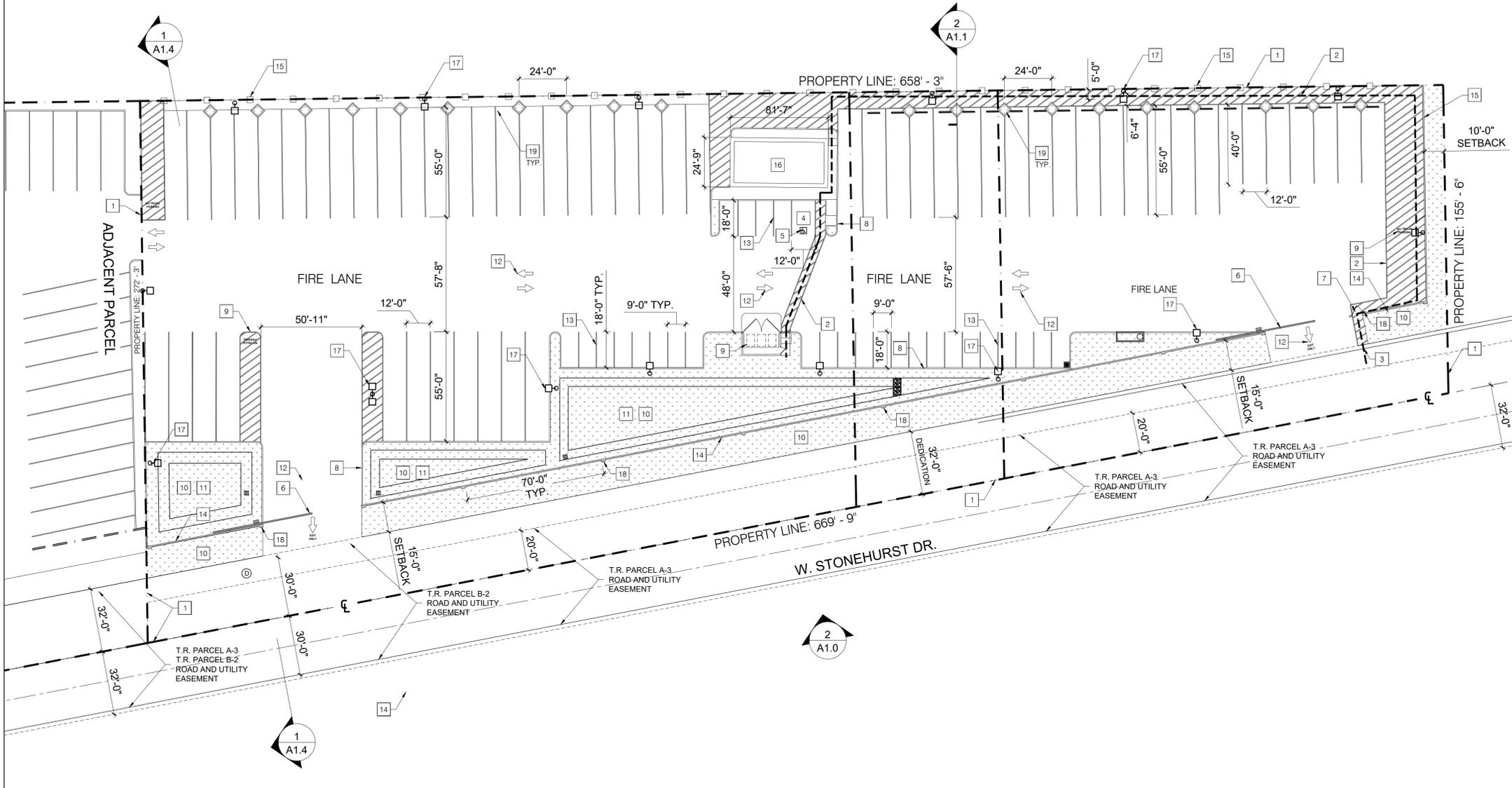
Gene Kim, PE, TE  
Principal Engineer

Registered Civil Engineer #83175  
Registered Traffic Engineer #2684



Tiffany Chang  
Transportation Planner





- ### KEYNOTES
- 1 PROPERTY LINE
  - 2 ADA PATH OF TRAVEL
  - 3 ADA PATH OF TRAVEL TO CONNECT TO FUTURE OFF-STREET IMPROVEMENTS
  - 4 VAN ACCESSIBLE PARKING STALL - PAINT ACCESSIBLE LOADING ZONE PER OTC STANDARDS FOR ACCESSIBLE PARKING PLACES, PAVEMENT MARKINGS AND STENCILS ARE TO BE 4" WIDE STRIPING WHITE AND SHOULD BE RETROREFLECTIVE PAINT. PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE.
  - 5 INTERNATIONAL SYMBOL AT PARKING STALL. REFER. TO DET. 8/A0.02
  - 6 PROPOSED ROLLING GATE.
  - 7 PROPOSED PEDESTRIAN ACCESS GATE.
  - 8 6" CONCRETE CURB (TYP.).
  - 9 PROPOSED TRASH ENCLOSURE.
  - 10 LANDSCAPING - SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
  - 11 RETENTION BASIN. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
  - 12 DIRECTIONAL ARROW.
  - 13 PARKING STRIPING PER CITY STANDARDS (TYP.).
  - 14 PROPOSED TAN SPLIT FACE CMU WALL 8" MAXIMUM HEIGHT.
  - 15 PROPOSED 8" HIGH WROUGHT IRON FENCE.
  - 16 EXISTING BUILDING TO REMAIN.
  - 17 SITE LIGHTING TYP.
  - 18 CMU PILASTERS EVERY 70 LINEAR FEET AND AT ALL CORNERS AND ENDS OF THE WALL
  - 19 LANDSCAPE DIAMONDS @ ± 24'-0"

Rev #	Date	Description

### SITE INFORMATION

APN:	113-071-08-0-000, 1133-071-09-0-000, 1133-071-10-0-000
SITE SIZE:	85,440 SQFT.
ZONING DESIGNATION:	INDUSTRIAL
LAND USE DESIGNATION:	GENERAL MANUFACTURING
EXISTING BUILDING SIZE:	+/- 1,220 SQFT
LANDSCAPED AREA:	+/- 21,650 SQFT

PARKING TABULATION:	
STANDARD 9X18 STALLS REQUIRED:	5
STANDARD 9X18 STALLS PROVIDED:	27
VAN ACCESSIBLE STALLS PROVIDED:	1
12X40 TRUCK STALLS PROVIDED:	7
12X55 TRUCK STALLS PROVIDED:	51

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San Diego, CA 92123  
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Fax: 619.451.1101  
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USA Architects  
Architects  
California  
San Diego

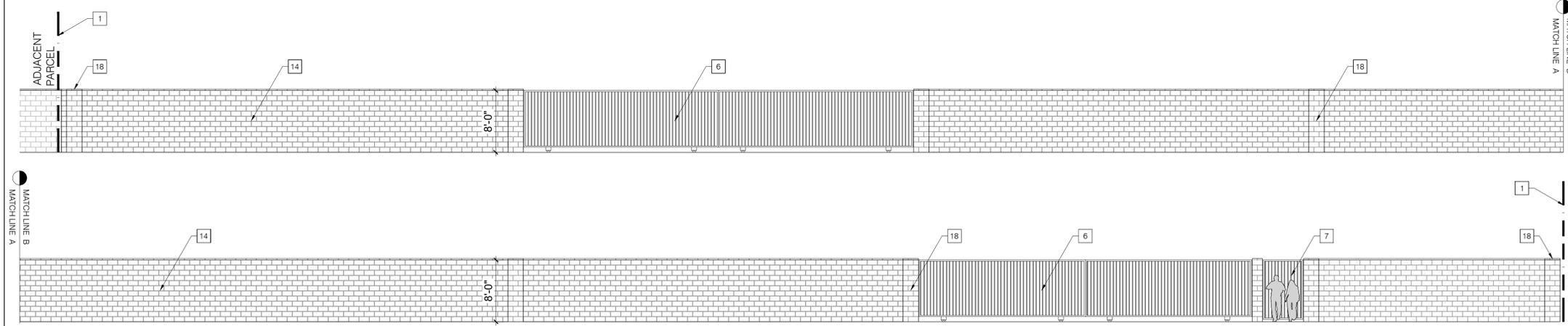
Since 1964

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## ARCHITECTURAL SITE PLAN



## CMU WALL ELEVATION

Job#:	Scale:	Date:	Drawn By:	Checked By:
DM0002				

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SHEET:  
**A1.0**

LICENSED ARCHITECT  
DANIEL W. HANCOCK  
No. C 27416  
Exp. 12-31-24  
STATE OF CALIFORNIA



City: Rialto  
 Location: 2298 Stonehurst Dr  
 Date: Monday, February 26, 2024  
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	2	0	0	0	2
3:45	3	0	0	0	3
4:00	2	0	0	0	2
4:15	1	0	0	0	1
4:30	2	0	0	0	2
4:45	4	0	0	0	4
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	1	0	0	1	2
5:45	0	0	0	0	0
6:00	1	0	0	2	3
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	1	1
7:00	1	0	0	1	2
7:15	1	0	0	0	1
7:30	0	0	0	1	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	1	0	1
8:30	1	0	1	0	2
8:45	0	0	0	2	2
9:00	0	1	0	1	2
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	2	0	0	2	4
10:30	0	0	0	0	0
10:45	0	1	0	1	2
11:00	0	0	0	0	0
11:15	0	0	0	1	1
11:30	0	0	0	0	0
11:45	1	0	0	2	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	1	1
4:00	0	0	0	2	2
4:15	0	0	0	4	4
4:30	0	0	0	1	1
4:45	0	0	0	1	1
5:00	0	0	0	1	1
5:15	0	0	0	2	2
5:30	0	0	0	4	4
5:45	0	0	0	1	1
6:00	0	0	0	1	1
6:15	1	0	0	2	3
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	1	1
7:30	0	0	0	1	1
7:45	0	0	0	1	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	1	1
8:45	0	0	0	1	1
9:00	0	0	1	0	1
9:15	0	0	0	0	0
9:30	0	0	0	1	1
9:45	0	0	0	0	0
10:00	0	0	0	1	1
10:15	1	0	1	0	2
10:30	0	0	1	0	1
10:45	2	0	0	1	3
11:00	0	0	0	0	0
11:15	0	1	0	1	2
11:30	0	0	0	0	0
11:45	1	0	0	0	1



City: Rialto  
 Location: 2298 Stonehurst Dr  
 Date: Monday, February 26, 2024  
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	1	1
12:15	0	1	0	0	1
12:30	0	0	0	1	1
12:45	0	0	0	0	0
13:00	1	0	0	3	4
13:15	0	0	0	0	0
13:30	0	0	0	1	1
13:45	1	0	0	2	3
14:00	0	0	0	0	0
14:15	0	0	0	1	1
14:30	0	0	0	1	1
14:45	2	0	0	0	2
15:00	1	0	0	3	4
15:15	2	0	0	2	4
15:30	2	0	0	0	2
15:45	1	0	1	0	2
16:00	3	0	0	1	4
16:15	0	0	1	0	1
16:30	1	0	0	2	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	1	0	0	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	1	1
<b>TOTAL</b>	<b>44</b>	<b>3</b>	<b>4</b>	<b>34</b>	<b>85</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	0	0	0	1	1
12:30	2	1	0	0	3
12:45	0	0	0	0	0
13:00	0	0	0	1	1
13:15	0	0	1	1	2
13:30	0	0	0	1	1
13:45	0	0	0	0	0
14:00	3	0	0	0	3
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	5	0	0	0	5
16:00	1	0	0	3	4
16:15	0	0	0	6	6
16:30	0	0	0	1	1
16:45	1	0	0	3	4
17:00	1	1	0	0	2
17:15	0	0	0	1	1
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	2	0	0	0	2
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>30</b>	<b>3</b>	<b>4</b>	<b>48</b>	<b>85</b>



City: Rialto  
 Location: 2298 Stonehurst Dr  
 Date: Tuesday, February 27, 2024  
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	3	3
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	4	0	0	1	5
3:45	2	0	0	3	5
4:00	2	0	0	2	4
4:15	0	0	0	1	1
4:30	2	0	0	0	2
4:45	1	0	0	1	2
5:00	0	0	0	0	0
5:15	1	0	0	1	2
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	1	0	0	0	1
6:15	0	0	0	1	1
6:30	1	0	0	1	2
6:45	2	0	0	0	2
7:00	0	0	0	1	1
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	0	0	1	0	1
8:15	0	1	0	0	1
8:30	0	0	0	0	0
8:45	1	0	0	1	2
9:00	0	1	0	0	1
9:15	1	0	0	1	2
9:30	0	0	0	0	0
9:45	1	0	0	1	2
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	2	2
11:30	1	0	0	0	1
11:45	1	1	0	1	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	1	0	0	4	5
4:15	3	0	0	3	6
4:30	2	0	0	1	3
4:45	0	0	0	2	2
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	2	2
5:45	1	0	0	1	2
6:00	0	0	0	0	0
6:15	0	0	0	1	1
6:30	0	0	0	0	0
6:45	1	0	0	1	2
7:00	0	0	1	1	2
7:15	0	0	0	0	0
7:30	0	0	0	1	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	0	0	1	1
9:30	0	0	0	0	0
9:45	1	0	0	1	2
10:00	0	0	0	0	0
10:15	0	0	0	1	1
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	1	0	0	0	1
11:15	0	1	0	0	1
11:30	1	0	0	1	2
11:45	0	0	0	1	1



City: Rialto  
 Location: 2298 Stonehurst Dr  
 Date: Tuesday, February 27, 2024  
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	0	1	0	2
12:30	1	0	0	0	1
12:45	0	0	0	1	1
13:00	0	0	0	0	0
13:15	0	0	0	2	2
13:30	1	1	0	1	3
13:45	2	0	0	2	4
14:00	0	0	0	2	2
14:15	1	0	0	0	1
14:30	2	1	0	2	5
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	3	0	0	2	5
15:30	3	0	0	0	3
15:45	0	0	0	3	3
16:00	2	0	0	1	3
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>45</b>	<b>5</b>	<b>2</b>	<b>37</b>	<b>89</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	1	1
12:15	0	0	0	0	0
12:30	2	0	0	0	2
12:45	2	1	0	0	3
13:00	1	0	1	0	2
13:15	1	0	0	1	2
13:30	0	0	1	1	2
13:45	0	0	0	0	0
14:00	3	2	0	0	5
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	3	0	0	0	3
15:45	0	0	0	2	2
16:00	0	0	0	1	1
16:15	3	0	0	5	8
16:30	0	0	0	2	2
16:45	3	0	0	0	3
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	1	0	0	1	2
17:45	0	0	0	0	0
18:00	0	1	0	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>47</b>	<b>5</b>	<b>3</b>	<b>36</b>	<b>91</b>



City: Rialto  
 Location: 2298 Stonehurst Dr  
 Date: Wednesday, February 28, 2024  
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	2	2
2:30	0	0	0	2	2
2:45	0	0	0	0	0
3:00	0	0	0	2	2
3:15	0	0	0	2	2
3:30	3	0	0	1	4
3:45	2	0	0	0	2
4:00	3	0	0	1	4
4:15	0	0	0	1	1
4:30	0	0	0	0	0
4:45	4	0	0	0	4
5:00	2	0	0	0	2
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	0	0	0	1	1
6:00	1	0	0	1	2
6:15	0	0	0	0	0
6:30	1	0	0	1	2
6:45	1	0	0	0	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	2	2
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	1	0	0	1
9:15	0	0	0	1	1
9:30	0	0	0	0	0
9:45	0	0	0	1	1
10:00	0	0	0	2	2
10:15	1	0	1	1	3
10:30	0	0	0	1	1
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	1	1	2
11:30	0	0	0	0	0
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	2	0	0	1	3
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	4	0	0	0	4
4:00	0	0	0	4	4
4:15	0	0	0	0	0
4:30	1	0	0	2	3
4:45	0	0	0	1	1
5:00	0	0	0	0	0
5:15	0	0	0	1	1
5:30	0	0	0	3	3
5:45	0	0	0	0	0
6:00	0	0	0	2	2
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	0	0	0
7:00	0	0	0	3	3
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	1	1	2
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	1	0	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	3	3
10:30	1	0	1	0	2
10:45	0	0	0	1	1
11:00	0	0	0	0	0
11:15	1	0	0	0	1
11:30	0	0	0	1	1
11:45	0	0	0	2	2



City: Rialto  
 Location: 2298 Stonehurst Dr  
 Date: Wednesday, February 28, 2024  
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	2	2
12:45	0	0	0	1	1
13:00	0	0	0	3	3
13:15	1	0	0	0	1
13:30	0	0	0	2	2
13:45	1	0	0	2	3
14:00	0	0	0	1	1
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	2	0	0	1	3
15:00	0	0	0	3	3
15:15	5	1	0	0	6
15:30	1	0	0	0	1
15:45	1	0	0	2	3
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	1	0	0	1	2
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	2	0	1	0	3
17:30	0	0	0	0	0
17:45	0	0	1	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	1	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	1	1
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>37</b>	<b>2</b>	<b>4</b>	<b>45</b>	<b>88</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	1	0	0	1
12:45	0	0	0	0	0
13:00	3	0	1	1	5
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	1	0	0	2	3
14:00	2	0	0	0	2
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	0	0	0	0	0
15:30	2	0	0	0	2
15:45	3	0	0	0	3
16:00	1	0	1	2	4
16:15	0	0	0	1	1
16:30	0	0	0	3	3
16:45	1	0	0	2	3
17:00	1	0	0	0	1
17:15	2	0	0	0	2
17:30	0	0	0	1	1
17:45	0	1	0	1	2
18:00	1	0	0	2	3
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	1	1
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>37</b>	<b>2</b>	<b>5</b>	<b>43</b>	<b>87</b>

# Exhibit B

## SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, dated December 2013 and approved by the Transportation Commission on February 5, 2014.

**City of Rialto**  
**Traffic Impact Analysis**  
**Scoping Agreement**

Case No. TBD

Related Cases -

SP No. \_\_\_\_\_

EIR No. \_\_\_\_\_

GPA No. \_\_\_\_\_

ZC No. \_\_\_\_\_

Project Name: Crown Enterprises – Santa Ana Avenue Truck Terminal  
Site Plan and Project Description attached – **Attachment 1**

Project Address: 249 E Santa Ana Avenue

Project Description: 172,415 SF Truck Terminal plus 18,700 SF Shop Building: Total 191,115 SF  
Located in Sub-Area 8 of the Agua Mansa Specific Plan.

Consultant

Developer

Name: Kimley-Horn and Associates, Inc.

Crown Enterprises, Inc.

Address: 3880 Lemon St #420  
Riverside, CA 92501

12225 Stephens Road  
Warren, Michigan 48089

Telephone: (951) 543-9868

(586) 939-7000

Fax: NA

NA

**1. Trip Generation Source:** Based on Trip Generation survey at similar site (in Rialto)

Existing GP Land Use General Industrial (Holliday Rock)

Proposed Land Use Intermodal Truck Terminal

Current Zoning: Heavy Industrial      Proposed Zoning: No change

Total Daily Project Trips: 1,856 (with PCE) – see **Attachment 2** – Trip Generation Table

	<u>Existing Trip Generation</u>			<u>Proposed Trip Generation (with PCE)</u>		
	In	Out	Total	In	Out	Total
AM Trips	_____	_____	_____	<u>53</u>	<u>75</u>	<u>128</u>
PM Trips	_____	_____	_____	<u>132</u>	<u>84</u>	<u>216</u>
Internal Trip Allowance	Yes		No X ( <u>0</u> % Trip Discount)			
Pass-By Trip Allowance	Yes		No X ( <u>0</u> % Trip Discount)			
Trip Credit for Existing Site Trips			Yes		No X	

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%.  
 Discount trips shall be indicated on a report figure for intersections and access locations.

**2. Trip Geographic Distribution:** N 15 % S 15 % E 20 % W 50 %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

See **Attachment 3** - (Truck and Passenger Car Distribution)

**3. Background Growth Traffic**

Project Completion Year: 2024      Annual Background Growth Rate: 2 %

Other Phase Years N/A

Other area projects to be considered: We will start with the Cumulative Projects list from our most recent TIA (Riverside Avenue Storage Lot – See **Attachment 4**), and will update and add other recent projects based on info to be provided by Planning.

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: Existing plus Growth plus Cum Proj plus Project to Opening Year

**4. Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- 1. Riverside Avenue at I-10 WB Ramps      5. Riverside Avenue at Jurupa Avenue
- 2. Riverside Avenue at I-10 EB Ramps
- 3. Riverside Avenue at Slover Avenue
- 4. Riverside Avenue at Santa Ana Avenue

We will also study the site entrance on Santa Ana Avenue.

**5. Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- 1. Riverside Avenue – North of Slover Ave      6. \_\_\_\_\_
- 2. Riverside Avenue – Slover to Santa Ana      7. \_\_\_\_\_
- 3. Riverside Avenue – Santa Ana to Jurupa      8. \_\_\_\_\_
- 4. Santa Ana Avenue – East of Riverside      9. \_\_\_\_\_
- 5. \_\_\_\_\_      10. \_\_\_\_\_

**6. Other Jurisdictional Impacts**

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?     YES     NO

If so, name of Jurisdiction:    City of Colton, County of San Bernardino

**7. Site Plan** (please attach 11" x 17" legible copy) – see **Attachment 1** – Site Plan

**8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

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**9. Existing Conditions**

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: New counts will be collected

**NOTE: Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.**

Fees Paid: \_\_\_\_\_ Date \_\_\_\_\_

**Recommended:**

Scoping Agreement Submittal date December 21, 2022

Scoping Agreement Resubmittal date \_\_\_\_\_

Kimley-Horn and Associates, Inc. December 21, 2022  
Applicant/Engineer Date

**Land Use Concurrence:**

\_\_\_\_\_  
Development Services Department Date

**Approved by:**

*Justin P. Schlaepf*

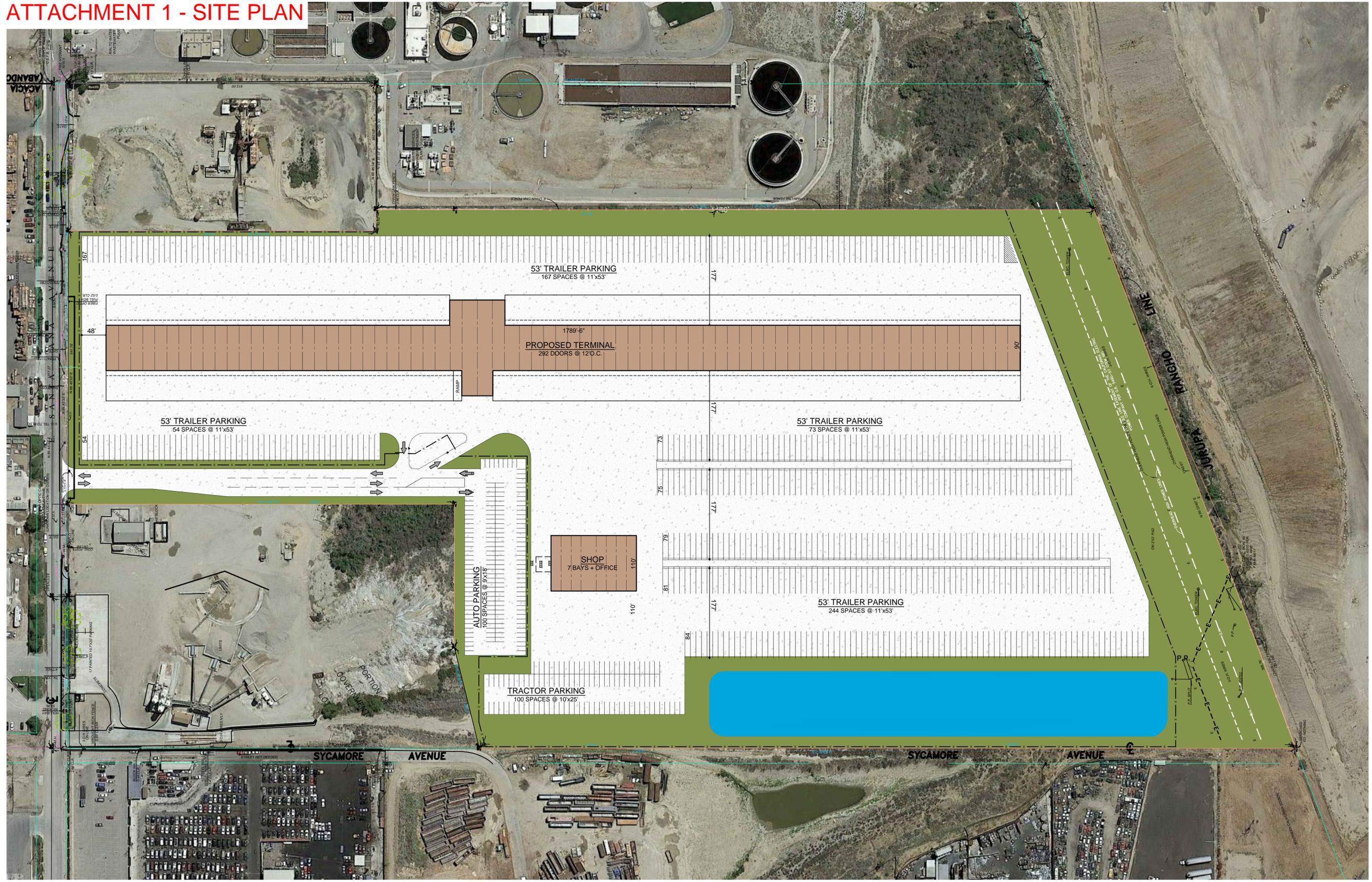
2/24/2023

\_\_\_\_\_  
Public Works Department Date

**NOTE:**

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.

# ATTACHMENT 1 - SITE PLAN



ACREAGE: 46

DOCK: (292) DOORS AT 12' OC x 90' WIDE  
 SHOP: 7 DRIVE-THRU BAYS + OFFICE/PARTS BAY  
 TRAILER PARKING: (538) 53' SPACES  
 TRACTOR PARKING: (100) SPACES  
 EMPLOYEE PARKING: (150) SPACES

**CONCEPTUAL SITE PLAN**  
 SCALE: N.T.S.

DATE	ISSUED FOR	REV
05-16-2019	CONCEPT	

KEY PLAN

DRAWN BY	J.
DATE	2-17-2021
APPROVAL	D. ONIFER



PROJECT  
 SANTA ANA AVE

DRAWING TITLE  
 PROPOSED CT TERMINAL

CHECK SCALE SCALE

PROJECT NO. 18-000  
 DRAWING NO. C1

**ATTACHMENT 2**  
**SUMMARY OF PROJECT TRIP GENERATION**  
**249 SANTA ANA AVENUE TRUCK TERMINAL PROJECT**

**TRIP GENERATION RATES <sup>1</sup>**

Existing Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Truck Terminal - Passenger Vehicles	83	Parking Stalls	2,446	0.060	0.042	0.102	0.187	0.217	0.404
Truck Terminal - Trucks <sup>3</sup>	102	Truck Docks	2,050	0.059	0.088	0.147	0.144	0.079	0.224

**PROJECT TRIP GENERATION**

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Passenger Vehicle Trips	100	Parking Stalls	245	6	4	10	19	22	41
Proposed Truck Trips	292	Truck Docks	599	17	26	43	42	23	65
Total Project Trips (Non-PCE)	--	--	844	23	30	53	61	45	106

**PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)**

Vehicle Type	Vehicle Mix <sup>2</sup>	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	100.0%	245	1.0	245	6	4	10	19	22	41
2-Axle Trucks	2.0%	12	1.5	18	1	1	2	1	1	2
3-Axle Trucks	28.0%	168	2.0	336	10	15	25	24	13	37
4+ Axle Trucks	70.0%	419	3.0	1,257	36	55	91	88	48	136
Total Truck PCE Trips				1,611	47	71	118	113	62	175
Total Project PCE Trips				1,856	53	75	128	132	84	216

<sup>1</sup> Based on trip generation data at a comparable Truck Terminal site in the City of Rialto. Data collection worksheets are provided as Appendix A to the Scoping Agreement.

<sup>2</sup> Source: City of Rialto *Traffic Impact Analysis Guidelines for VMT and LOS Assessment*, October, 2021

<sup>3</sup> The current truck operations of the existing site (including at time of data collection) exceeds the current building size. As such, the existing site uses off-site trailer drop lots that provide a staging buffer until a dock position is available at the existing site. The additional truck trips created from moving truck trailers to/from the off-site drop lot from/to the existing site overestimates the number of truck trips at a typical site. As a result, the truck trip rates have been reduced by 40% to account for this overestimation of truck trips at the existing site.

PCE = Passenger Car Equivalent

**ATTACHMENT 3 - SANTA ANA TRUCK TERMINAL – SUGGESTED STUDY LOCATIONS AND TRIP DISTRIBUTION**

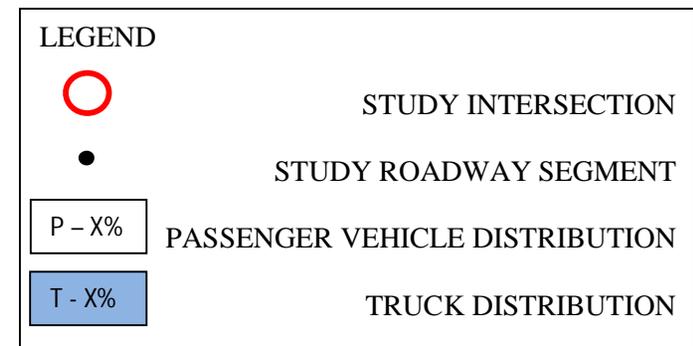
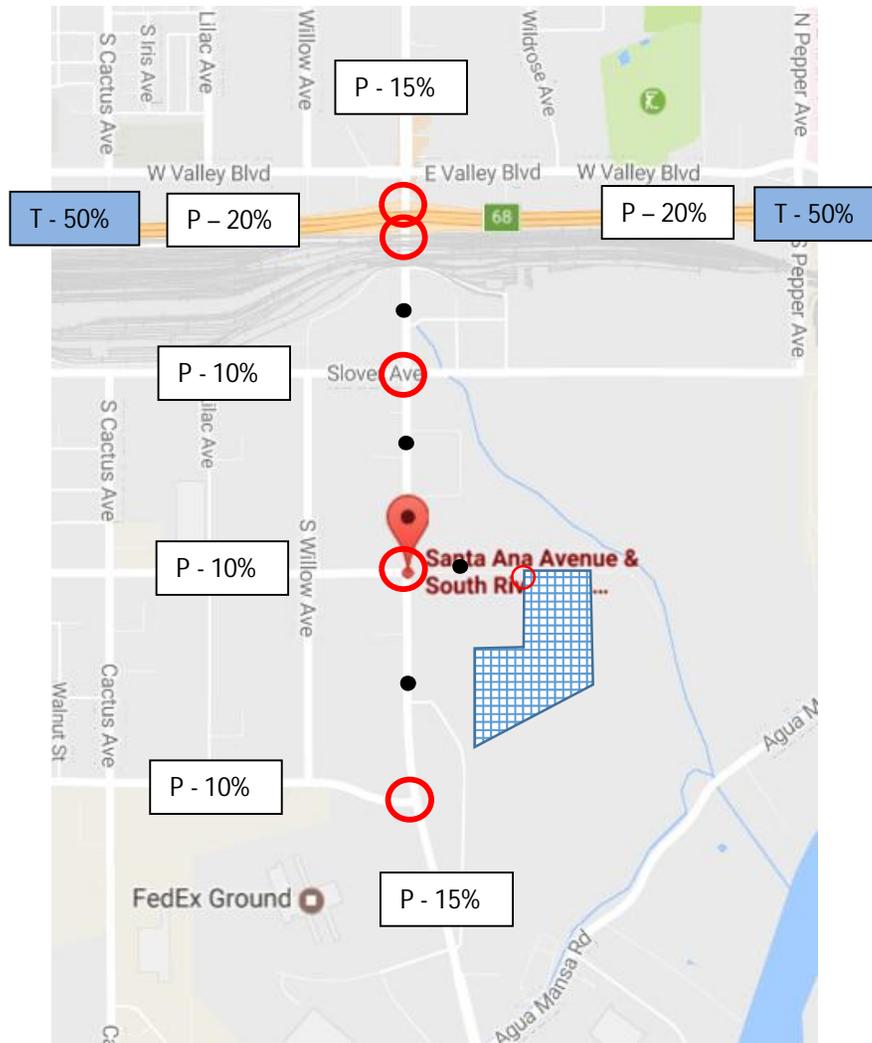


TABLE 8  
SUMMARY OF CUMULATIVE PROJECTS

PROJECT TRIP GENERATION											
Project #	Land Use	Quantity	Units	Trip Generation Estimates							
				Daily	AM Peak Hour			PM Peak Hour			
					In	Out	Total	In	Out	Total	
<b>City of Rialto</b>											
1	Panattoni I-10 (Rialto Commerce Center)	2,475,745	KSF	3,565	145	78	223	82	166	248	
2	CapRock III	527,900	KSF	3,151	212	53	265	73	211	284	
3	Rialto Walmart										
	Free Standing Discount Superstore	197,639	KSF	10,501	185	145	330	446	465	911	
	Shopping Center	13,712	KSF	589	8	5	13	25	26	51	
	High-Turnover (Sit-Down) Restaurant	12,856	KSF	1,635	77	71	148	85	59	144	
	Gasoline/Service Station	16	VFP	2,697	99	95	194	111	111	222	
	Pass-by Gasoline/Service Station			-1,019	-52	-50	-102	-42	-42	-84	
	Fast-Food Restaurant w/ D.T.	5,948	KSF	2,951	150	144	294	105	97	202	
	Pass-by Fast-Food Restaurant			-1,328	-66	-63	-129	-48	-44	-92	
	Internal Capture (10%)			-1,837	-52	-46	-98	-77	-76	-153	
4	Fuel/Convenience Market	18	VFP	3,803	232	231	463	190	189	379	
5	Truck Yard (SWC of Riverside Ave and Santa Ana Ave) <sup>1</sup>			686	29	43	72	31	34	65	
6	Fast Food/Retail (SWC of Riverside Ave and Slover Ave) <sup>1</sup>			1,104	34	22	56	38	37	75	
7	Warehouse (SWC of Cactus Ave and Slover Ave) <sup>1</sup>			587	45	12	57	16	48	64	
8	Truck Lot (Jurupa Ave) <sup>1</sup>			393	14	21	35	18	20	38	
9	FedEx <sup>1</sup>			5,174	342	91	432	116	347	463	
10	Warehouse (Valley Blvd) <sup>1</sup>			2,405	159	42	201	54	161	215	
11	Warehouse (San Bernardino Ave) <sup>1</sup>			956	66	18	84	22	67	89	
12	Warehouse (Riverside Ave) <sup>1</sup>			494	33	9	42	11	34	45	
13	Warehouse (Agus Mansa Rd) <sup>1</sup>			319	22	6	28	7	21	28	
<b>City of Colton</b>											
14	CUSM (300 N. Pepper Ave)	150	STUDENTS	357	25	6	31	9	22	31	
15	1600 Agua Mansa Road	805,500	KSF	2,868	191	51	242	64	193	257	
16	Valley Orange Ent. (1600 W. Valley Blvd)	8	VFP	1,348	50	48	98	55	55	110	
17	785 M Street	20,600	KSF	144	17	2	19	2	18	20	
18	644-660 Laurel Lane	7	DU	67	1	4	5	4	3	7	
19	602 Agua Mansa Road	19,919	KSF	196	7	11	18	8	9	17	
20	Roquet Ranch										
	Single-Family Detached Housing	754	DU	7,216	141	424	565	480	282	762	
	Condominium	244	DU	1,418	18	89	107	85	42	127	
	Senior Adult Housing-Attached	52	DU	181	2	4	6	5	3	8	
	Shopping Center	6,500	VFP	279	4	3	7	12	12	24	
	Coffee/Donut Shop w/ D.T.	1,500	KSF	1,228	85	81	166	32	32	64	
	Fast-Food Restaurant w/ D.T.	4,000	KSF	1,984	101	97	198	70	65	135	
	County Park	19.5	ACRES	44	0	0	0	0	1	1	
<b>City of Riverside</b>											
21	P15-0812	61	DU	354	5	22	27	21	10	31	
22	P14-1033	308,000	KSF	1,096	73	19	92	25	74	99	
<b>City of Jurupa Valley</b>											
23	Rio Vista Specific Plan 243										
	Single-Family Detached Housing	579	DU	5,541	109	326	435	368	216	584	
	Condominium	290	DU	1,685	22	106	128	101	50	151	
	Apartment	346	DU	2,301	35	141	176	139	75	214	
	City Park	22.2	ACRES	35	-	-	-	-	-	-	
	Elementary School (1)	600	STUDENTS	774	149	122	271	44	46	90	
24	Rubidoux Commercial Development	315,499	KSF	2,199	255	35	290	37	269	306	
25	Wheatley Industrial Mfg. Bldg.	31,500	KSF	220	26	3	29	4	27	31	
26	Emerald Ridge North	187	DU	1,790	35	105	140	119	70	189	
<b>County of San Bernardino</b>											
27	High Cube	334,000	KSF	481	20	11	31	11	22	33	
28	High Cube	476,000	KSF	685	28	15	43	16	32	48	
	General Warehouse	30,000	KSF	107	7	2	9	2	7	9	
29	High Cube	677,000	KSF	975	40	21	61	22	45	67	
30	Single Family Residential	198	DU	1,895	37	111	148	126	74	200	
31	General Warehouse	395,000	KSF	1,406	94	25	119	32	95	127	
32	Truck Terminal	450,000	KSF	8,231	300	449	749	300	391	691	
<b>County of Riverside</b>											
33	CUP03718	19,988	KSF	139	16	2	18	2	17	19	
34	PP24798										
	Shopping Center	5,361	KSF	230	3	2	5	10	10	20	
	General Office Building	3,405	KSF	37	5	1	6	1	4	5	
<b>Total Project Trips</b>				<b>84,337</b>	<b>3,583</b>	<b>3,265</b>	<b>6,848</b>	<b>3,468</b>	<b>4,202</b>	<b>7,670</b>	
Notes: <sup>1</sup> Trip generation estimates provided by City staff. DU = Dwelling Units, KSF = 1,000 square feet, VFP = Vehicle Fueling Positions NEC = Northeast Corner, SEC = Southeast Corner, NWC = Northwest Corner, SWC = Southwest Corner											

APPENDIX A  
TRIP GENERATION SURVEY WORKSHEETS

### Directional Dwy In & Out

Location: S Riverside Ave & 2765 S Riverside Ave/Central Transport Dwy  
 City: Bloomington

Date: 6/28/2022  
 Day: Tuesday

TIME	FHWA 1-3				FHWA 5				FHWA 6				FHWA 8				FHWA 9				
	Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		
	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	
6:00 AM	4	9	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
6:15 AM	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 AM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
9:00 AM	1	1	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
9:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
11:15 AM	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
11:30 AM	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
12:30 PM	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1:45 PM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
2:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0
2:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
3:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0
3:30 PM	1	2	1	1	0	1	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0
3:45 PM	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
4:00 PM	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
4:15 PM	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:30 PM	2	0	0	2	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0
4:45 PM	1	1	1	1	0	0	0	0	0	3	0	0	0	0	0	0	1	5	0	0	0
5:00 PM	1	3	1	3	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	4	1	4	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:45 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
6:00 PM	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
6:30 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
7:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
7:15 PM	1	2	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0
7:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:45 PM	0	2	1	1	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
Totals	27	72	32	60	0	21	0	0	2	22	0	0	0	12	0	0	16	51	0	0	0

### Directional Dwy In & Out

Location: S Riverside Ave & 2765 S Riverside Ave/Central Transport Dwy  
 City: Bloomington

Date: 6/29/2022  
 Day: Wednesday

TIME	FHWA 1-3				FHWA 5				FHWA 6				FHWA 8				FHWA 9			
	Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out	
	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR
6:00 AM	2	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 AM	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
9:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:15 AM	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0
12:15 PM	1	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30 PM	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1:00 PM	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
1:30 PM	2	4	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
3:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
3:15 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
3:30 PM	0	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0
3:45 PM	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
4:00 PM	0	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0
4:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0
4:45 PM	1	1	0	1	0	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0
5:00 PM	1	4	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
5:15 PM	2	3	0	2	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0
5:30 PM	1	2	1	4	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	5	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 PM	0	0	3	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:15 PM	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	26	71	27	68	0	28	0	0	5	17	1	0	0	6	0	0	16	50	0	0





TABLE 1  
SUMMARY OF CENTRAL TRANSPORT SURVEYS  
TUESDAY JUNE 28, 2022

Time	Driveway						Hourly Sum		
	S Riverside Ave & 2765 S Riverside Ave Dwy		2765 S Riverside Ave & Industrial Dr Dwy		Combined				
	In	Out	In	Out	In	Out	In	Out	Total
AM Peak									
7:00 to 7:15	1	1	0	3	1	4	-	-	-
7:15 to 7:30	2	0	2	4	4	4	-	-	-
7:30 to 7:45	4	0	1	5	5	5	-	-	-
7:45 to 8:00	3	1	2	4	5	5	15	18	33
8:00 to 8:15	3	0	0	4	3	4	17	18	35 *
8:15 to 8:30	0	0	2	2	2	2	15	16	31
8:30 to 8:45	2	1	0	1	2	2	12	13	25
8:45 to 9:00	5	0	0	5	5	5	12	13	25
PM Peak									
4:00 to 4:15	4	4	3	4	7	8	-	-	-
4:15 to 4:30	3	3	0	4	3	7	-	-	-
4:30 to 4:45	6	2	1	2	7	4	-	-	-
4:45 to 5:00	11	2	3	3	14	5	31	24	55
5:00 to 5:15	8	4	1	3	9	7	33	23	56
5:15 to 5:30	6	5	2	4	8	9	38	25	63
5:30 to 5:45	8	5	2	4	10	9	41	30	71 *
5:45 to 6:00	3	3	3	6	6	9	33	34	67
<i>Total</i>	<i>69</i>	<i>31</i>	<i>22</i>	<i>58</i>	<i>91</i>	<i>89</i>			

\* = Peak hour volumes, based on the highest 4 consecutive 15-minute periods.

TABLE 2  
SUMMARY OF CENTRAL TRANSPORT SURVEYS  
WEDNESDAY JUNE 29, 2022

Time	Driveway						Hourly Sum		
	S Riverside Ave & 2765 S Riverside Ave Dwy		2765 S Riverside Ave & Industrial Dr Dwy		Combined				
	In	Out	In	Out	In	Out	In	Out	Total
AM Peak									
7:00 to 7:15	3	4	0	3	3	7	-	-	-
7:15 to 7:30	2	1	0	3	2	4	-	-	-
7:30 to 7:45	3	0	0	1	3	1	-	-	-
7:45 to 8:00	4	1	0	3	4	4	12	16	28 *
8:00 to 8:15	2	0	0	3	2	3	11	12	23
8:15 to 8:30	1	0	0	1	1	1	10	9	19
8:30 to 8:45	1	1	0	4	1	5	8	13	21
8:45 to 9:00	3	2	0	5	3	7	7	16	23
PM Peak									
4:00 to 4:15	5	2	0	8	5	10	-	-	-
4:15 to 4:30	3	2	2	2	5	4	-	-	-
4:30 to 4:45	6	1	1	3	7	4	-	-	-
4:45 to 5:00	8	1	1	1	9	2	26	20	46
5:00 to 5:15	8	9	1	2	9	11	30	21	51
5:15 to 5:30	8	3	2	2	10	5	35	22	57
5:30 to 5:45	6	5	0	2	6	7	34	25	59
5:45 to 6:00	7	3	2	4	9	7	34	30	64 *
<i>Total</i>	<i>70</i>	<i>35</i>	<i>9</i>	<i>47</i>	<i>79</i>	<i>82</i>			

\* = Peak hour volumes, based on the highest 4 consecutive 15-minute periods.

# 2160 STONEHURST DRIVE TRUCK YARD AIR QUALITY AND GLOBAL CLIMATE CHANGE IMPACT ANALYSIS

City of Rialto

June 13, 2024



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration  
Air Quality • Global Climate Change • Health Risk Assessment

# 2160 STONEHURST DRIVE TRUCK YARD AIR QUALITY AND GLOBAL CLIMATE CHANGE IMPACT ANALYSIS

City of Rialto

June 13, 2024

*prepared by*  
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Project No. 19721

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## EXECUTIVE SUMMARY

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The purpose of this air quality and global climate change impact analysis is to provide an assessment of the impacts resulting from development of the proposed 2160 Stonehurst Drive Truck Yard project and to identify measures that may be necessary to reduce potentially significant impacts.

### *Construction-Source Emissions*

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Given the temporary and short-term construction schedule, the project would not result in a long-term (i.e., lifetime or 30-year) exposure to Toxic Air Contaminants (TACs) as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, impacts from TACs during construction would be less than significant.

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less than significant.

### *Operational-Source Emissions*

Project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality or TAC impacts as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO "hotspots"). Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

### *Greenhouse Gases*

Project-related GHG emissions would not exceed the SCAQMD screening threshold of 10,000 MTCO<sub>2e</sub> per year for industrial uses.

Furthermore, the project's GHG emissions would not exceed the SCAQMD screening threshold (based on EO S-3-05). The project would not conflict with the goals of AB-32, SB-32, or the CARB Scoping Plan; therefore,

the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.

# 1. INTRODUCTION

---

This section describes the purpose of this air quality and global climate change impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

## PURPOSE AND OBJECTIVES

This study was performed to address the possibility of regional/local air quality impacts and global climate change impacts, from project related air emissions. The objectives of the study include:

- documentation of the atmospheric setting
- discussion of criteria pollutants and greenhouse gases
- discussion of the air quality and global climate change regulatory framework
- analysis of the construction related air quality and greenhouse gas emissions
- analysis of the operations related air quality and greenhouse gas emissions
- analysis of the conformity of the proposed project with the SCAQMD AQMP
- recommendations for mitigation measures

The City of Rialto is the lead agency for this air quality and greenhouse gas analysis, in accordance with the California Environmental Quality Act authorizing legislation. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with terms unique to air quality and global climate change, a definition of terms has been provided in Appendix A.

## PROJECT LOCATION

The approximately 85,440 square foot (~1.96-acre) project site is located at 2160 Stonehurst Drive in the City of Rialto, California. The project site is currently developed with a chassis/trailer storage yard and located in the Rialto Airport Specific Plan. A vicinity map showing the project location is provided on Figure 1.

## PROJECT DESCRIPTION

The proposed project includes the construction and operation of a truck storage use with 28 passenger vehicle spaces and 57 truck docking spaces. Site access is planned via two driveways on W Stonehurst Drive. Figure 2 illustrates the proposed site plan.

## PHASING AND TIMING

The proposed project is anticipated to be constructed and fully operational by the year 2025. The project is anticipated to be built in one phase with project construction anticipated to start no sooner than February 2025 and being complete June 2025. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>1</sup>

## SENSITIVE RECEPTORS IN PROJECT VICINITY

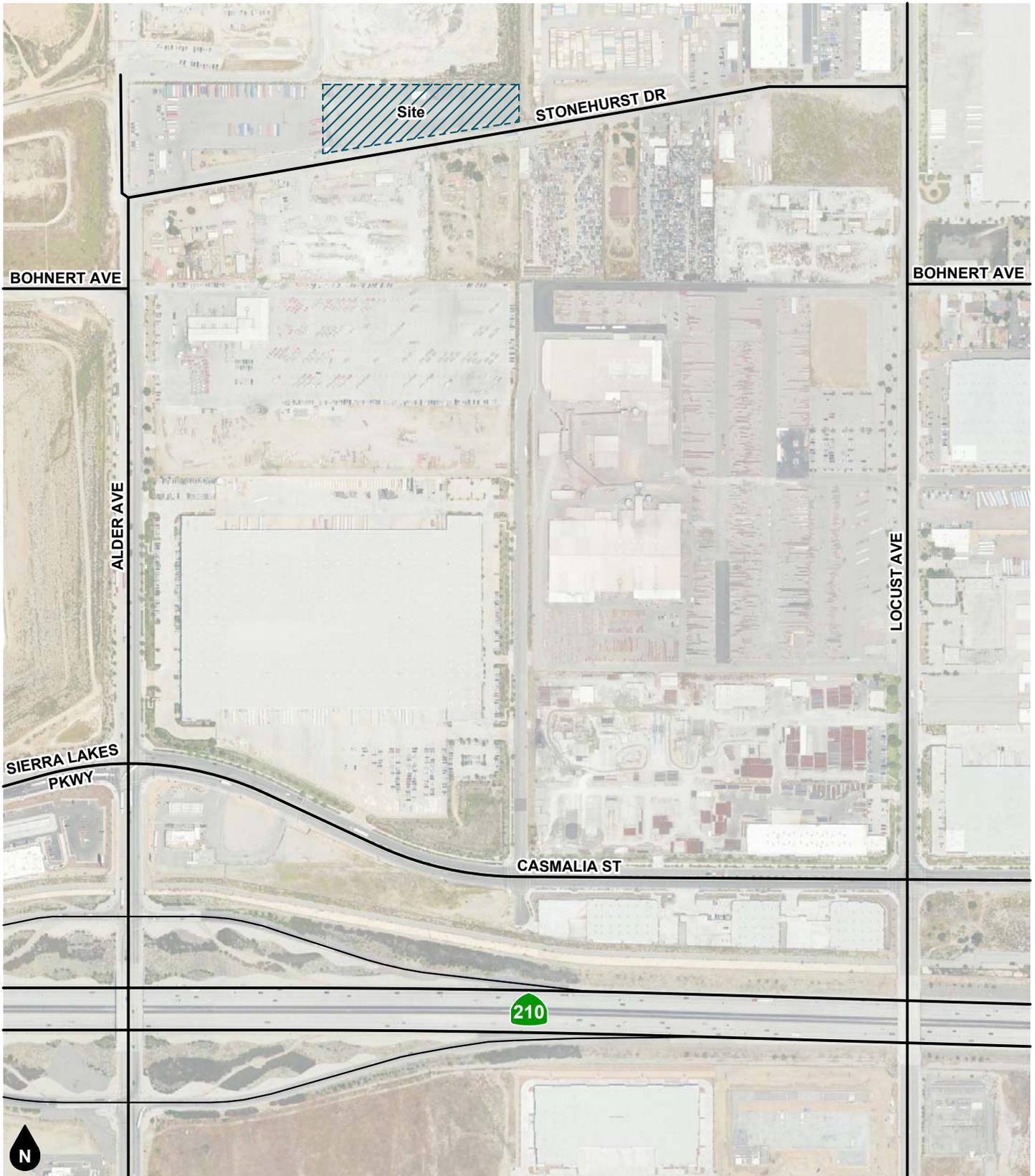
Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location

---

<sup>1</sup> As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0, Section 4.3.2 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

The nearest sensitive receptors to the project site include the existing single-family residential uses located approximately 1,542 feet (~470 meters) to the southeast (at the southeast corner of the intersection of Locust Avenue and Bohnert Avenue) of the project site. Other air quality sensitive land uses are located further from the project site and would experience lower impacts.



**Figure 1**  
**Project Location Map**



## 2. AIR QUALITY ANALYSIS

---

This section documents the existing conditions, regulatory setting, monitored pollutants/standards, and an assessment of the project's air quality impacts.

### EXISTING AIR QUALITY CONDITIONS

#### **Local Air Quality**

The project site is located within the City of Rialto in San Bernardino County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. The project site is located toward the northeast portion of the South Coast Air Basin near the foot of the San Bernardino Mountains, which define the eastern boundary of the South Coast Air Basin.

The climate of western San Bernardino County, technically called an interior valley subclimate of the Southern California's Mediterranean-type climate, is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. The clouds and fog that form along the area's coastline rarely extend as far inland as western San Bernardino County. When morning clouds and fog form, they typically burn off quickly after sunrise. The most important weather pattern from an air quality perspective is associated with the warm season airflow across the populated areas of the Los Angeles Basin. This airflow brings polluted air into western San Bernardino County late in the afternoon. This transport pattern creates unhealthy air quality that may extend to the project site particularly during the summer months.

Winds are an important parameter in characterizing the air quality environment of a project site because they both determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in western San Bernardino County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but as discussed above, these coastal winds carry significant amounts of industrial and automobile air pollutants from the densely urbanized western portion of the South Coast Air Basin into the interior valleys which become trapped by the mountains that border the eastern edge of the South Coast Air Basin.

In the summer, strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the basin, there is not enough traffic in inland valleys to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the City of Fontana, the closest station with updated data, are shown below in Table 1. Table 1 shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

**Table 1  
Local Monthly Climate Data**

Descriptor	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	66.4	68.9	68.5	72.8	80.3	86.5	95.0	96.2	90.0	80.4	68.7	66.0
Avg. Min. Temperature	41.5	42.6	43.9	45.9	51.5	56.1	59.5	62.4	60.2	52.5	43.5	41.7
Avg. Total Precipitation (in.)	3.17	3.27	4.13	1.31	0.31	0.00	0.00	0.28	0.62	0.77	2.59	2.33

Source: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca3120>

Data from the Fontana Kaiser, CA station (043120).

## **Pollutants**

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

### *Criteria Pollutants*

The criteria pollutants consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants “criteria” air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants.

### *Nitrogen Dioxides*

Nitrogen Oxides (NO<sub>x</sub>) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO<sub>x</sub> are colorless and odorless, concentrations of nitrogen dioxide (NO<sub>2</sub>) can often be seen as a reddish-brown layer over many urban areas. NO<sub>x</sub> form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO<sub>x</sub> are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO<sub>x</sub> reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO<sub>2</sub>, which cause respiratory problems. NO<sub>x</sub> and the pollutants formed from NO<sub>x</sub> can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NO<sub>x</sub> is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

### *Ozone*

Ozone (O<sub>3</sub>) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NO<sub>x</sub> and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO<sub>x</sub> and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO<sub>x</sub> and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NO<sub>x</sub> and VOC emissions.

### *Carbon Monoxide*

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high

traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

#### *Sulfur Dioxide*

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO<sub>2</sub>]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolve easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

#### *Lead*

Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

#### *Particulate Matter*

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM<sub>10</sub>) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM<sub>2.5</sub>) have been designated as a subset of PM<sub>10</sub> due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

#### *Reactive Organic Gases (ROG)*

Although not a criteria pollutant, reactive organic gases (ROGs), or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM<sub>10</sub> and lower visibility.

## **Other Pollutants of Concern**

### *Toxic Air Contaminants*

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM<sub>2.5</sub> because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a TAC was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

### *Asbestos*

Asbestos is listed as a TAC by the CARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the [General Location Guide for Ultramafic Rocks in California](#) prepared by the California Division of Mines and Geology, is located at Asbestos Mountain in the San Jacinto Mountains, approximately 45 miles southeast of the project site. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

## **REGULATORY SETTING**

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

## **Federal – United States Environmental Protection Agency**

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The State Implementation Plan (SIP) must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan (SIP).

As indicated below in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O<sub>3</sub>) and suspended particulates (PM2.5). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO<sub>2</sub>), suspended particulate matter (PM-10), and nitrogen dioxide (NO<sub>2</sub>).

## **State – California Air Resources Board**

The CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The California Ambient Air Quality Standards (CAAQS) for criteria pollutants are shown in Table 2. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment.

The South Coast Air Basin has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, lead, SO<sub>2</sub>, NO<sub>2</sub>, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m<sup>3</sup> and established an annual average standard for PM2.5 of 12 µg/m<sup>3</sup>. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM2.5 Standards. The plan projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NO<sub>x</sub>, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010

was adopted that codified Resolution 08-43 into Section 2025, Title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to TACs. The Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

#### *AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants*

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and TACs for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and TACs, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and TACs and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

### **Regional**

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

#### South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs).

#### *Air Quality Management Plan*

In May 2022, the SCAQMD completed the 2022 Draft AQMP. The 2022 Draft AQMP is focused on attaining the 2015 8-hour ozone standard (70 ppb) for the South Coast Air Basin and Coachella Valley. The Draft 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NO<sub>x</sub> technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives,

and other CAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP was adopted December 2, 2022, by SCAQMD Governing Board. The 2022 AQMP was approved and adopted by CARB on January 26, 2023. The 2022 AQMP strategy includes the following:<sup>2</sup>

- Wide adoption of zero emissions technologies anywhere available.
- Low NOx technologies where zero emissions aren't feasible.
- Federal Action.
- Zero emissions technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits on the most disadvantaged communities.

### *SCAQMD Rules and Regulations*

During construction and operation, the project must comply with applicable rules and regulations. The following are the rules that the project may be required to comply with, either directly, or indirectly:

#### *SCAQMD Rule 402*

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

#### *SCAQMD Rule 403*

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM<sub>10</sub> component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.

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<sup>2</sup> SCAQMD 2022 AQMP Infographic. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2022-aqmp-infographic>

- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

*SCAQMD Rule 445*

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

*SCAQMD Rule 481*

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- (1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- (2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- (3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

*SCAQMD Rule 1108*

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

*SCAQMD Rule 1113*

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

*SCAQMD Rule 1143*

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

#### *SCAQMD Rule 1186*

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

#### *SCAQMD Rule 1303*

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM<sub>10</sub> among other pollutants.

#### *SCAQMD Rule 1401*

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit TACs.

#### *SCAQMD Rule 1403*

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

#### *SCAQMD Rule 2202*

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

#### *SCAQMD Rule 2305*

The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program aims to reduce nitrogen oxide and diesel emissions associated with warehouses, help meet federal standards and improve public health. The WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Owners and operators of warehouses that have 100,000 square feet or more of indoor floor space in a single building must comply with the WAIRE Program. WAIRE is a menu-based point system in which warehouse operators are required to earn a specific number of points every year. The yearly number of points required is based on the number of trucks trips made to and from the warehouse each year, with larger trucks such as tractors or tractor-trailers multiplied by 2.5. Warehouse operators may be exempt from parts of the rule if they operate less than 50,000 square feet of warehousing activities, if the number of points required is less than 10, or if the WAIRE menu action chosen under performs due to circumstances beyond the operator's control, such as a manufacturer defect. SCAQMD [Rule 316](#) establishes fees to fund Rule 2305 compliance activities.

#### Air Quality Guidance Documents

##### *SCAQMD CEQA Handbook*

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California

Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the SCAQMD (1993) with the most current updates found at <http://www.aqmd.gov/ceqa/hdbk.html>, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website<sup>3</sup>. The SCAQMD CEQA Handbook and supplemental information is used in this analysis.

### *Southern California Association of Governments*

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency, analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

### **Local - City of Rialto**

Local jurisdictions, such as the City of Rialto, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

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<sup>3</sup> <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The Managing Our Land Supply Chapter of the Rialto General Plan summarize air quality issues in the Basin, air quality-related plans and programs administered by federal, state, and special purpose agencies, and establishes goals and policies to improve air quality.

Applicable goals and policies from the Managing Our Land Supply Chapter include:

- Goal 2-35**      Reduce air pollution emissions from both mobile and stationary sources in the city.
- Policy 2-35.1*    Replace Rialto’s vehicle fleet with low-emission, economically sensible vehicles.
- Policy 2-35.2*    Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.
- Policy 2-35.3*    Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.
- Policy 2-35.4*    Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.
  
- Goal 2-36**      Reduce the amount of fugitive dust released into the atmosphere.
- Policy 2-36.1*    Put conditions on discretionary permits to require fugitive dust controls.
- Policy 2-36.2*    Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.
- Policy 2-36.3*    Enforce regulations that do not allow vehicles to transport aggregate or similar material upon a roadway unless the material is stabilized or covered.

**Table 2  
State and Federal Criteria Pollutant Standards**

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O <sub>3</sub> )	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> /24-hour 20 µg/m <sup>3</sup> /annual	150 µg/m <sup>3</sup> /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> / annual	35 µg/m <sup>3</sup> /24-hour 12 µg/m <sup>3</sup> /annual	
Sulfates	25 µg/m <sup>3</sup> /24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m <sup>3</sup> /30-day	0.15 µg/m <sup>3</sup> /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: <https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf>

**Table 3  
South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Attainment	Unclassifiable/Attainment
Nitrogen dioxide	Attainment	Unclassifiable/Attainment
Sulfur dioxide	Attainment	Unclassifiable/Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Attainment	Unclassifiable/Attainment

Source : Source (Federal and State Status): SCAQMD 2022 Air Quality Management Plan (December 2022) <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>.

## MONITORED AIR QUALITY

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2022 Air Quality Management Plan prepared by SCAQMD (December 2022) indicate that collectively, mobile sources account for 46 percent of the VOC, 85 percent of the NO<sub>x</sub> emissions, 89 percent of the CO emissions and 29 percent of directly emitted PM<sub>2.5</sub>, with another 18 percent of PM<sub>2.5</sub> from road dust.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Central San Bernardino Valley Air Monitoring Area (Area 34). The nearest air monitoring station to the project site is the Fontana-Arrow Highway Monitoring Station (Fontana Station). The Fontana Station is located approximately 5.4 miles southwest of the project site at 14360 Arrow Boulevard, Fontana. However, it should be noted that due to the air monitoring station's distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy local air quality conditions at the project site. Table 4 presents the monitored pollutant levels from the Fontana Station.

Table 4 summarizes 2020 through 2022 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) standards.

### **Ozone**

During the 2020 to 2022 monitoring period, the State 1-hour concentration standard for ozone was exceeded between 44 and 56 days each year at the Fontana Station. The State 8-hour ozone standard has been exceeded between 70 and 91 days each year over the past three years at the Fontana Station. The Federal 8-hour ozone standard was exceeded between 68 and 89 days each year over the past three years at the Fontana Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO<sub>2</sub>, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

### **Carbon Monoxide**

CO is another important pollutant that is due mainly to motor vehicles. The Fontana Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

### **Nitrogen Dioxide**

The Fontana Station did not record an exceedance of the State or Federal NO<sub>2</sub> standards for the last three years.

### **Particulate Matter**

The State 24-hour concentration standards for PM<sub>10</sub> were exceeded between three and six days each year over the last three years at the Fontana Station. Over the past three years, the Fontana Station did not record an exceedance of the Federal 24-hour standards for PM<sub>10</sub>.

Over the last three years, the Federal 24-hour standard for PM<sub>2.5</sub> was exceeded between one and four days each year at the Fontana Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

**Table 4  
Air Quality Monitoring Summary**

Pollutant (Standard) <sup>1</sup>		Year		
		2020	2021	2022
Ozone:	Maximum 1-Hour Concentration (ppm)	0.151	0.125	0.144
	Days > CAAQS (0.09 ppm)	<b>56</b>	<b>44</b>	<b>44</b>
	Maximum 8-Hour Concentration (ppm)	0.112	0.104	0.108
	Days > NAAQS (0.070 ppm)	<b>89</b>	<b>81</b>	<b>68</b>
	Days > CAAQS (0.070 ppm)	<b>91</b>	<b>83</b>	<b>70</b>
Carbon Monoxide: <sup>2</sup>	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide: <sup>2</sup>	Maximum 1-Hour Concentration (ppm)	0.066	0.067	0.069
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10):	Maximum 24-Hour Concentration (µg/m <sup>3</sup> )	76.8	73.8	62.4
	Days > NAAQS (150 µg/m <sup>3</sup> )	0	0	0
	Days > CAAQS (50 µg/m <sup>3</sup> )	<b>6</b>	<b>3</b>	<b>6</b>
	Annual Average (µg/m <sup>3</sup> )	37.9	30.1	32.0
Ultra-Fine Particulates (PM2.5): <sup>2</sup>	Maximum 24-Hour Concentration (µg/m <sup>3</sup> )	57.6	55.1	38.1
	Days > NAAQS (35 µg/m <sup>3</sup> )	<b>4</b>	<b>2</b>	<b>1</b>
	Annual Average (µg/m <sup>3</sup> )	12.8	12.1	10.9

Notes:

Source: <http://www.arb.ca.gov/adam/topfour/topfour1.php>. Data from the Fontana Monitoring Station, unless otherwise noted.

(1) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

\* Means there was insufficient data available to determine value.

## AIR QUALITY STANDARDS

### Significance Thresholds

#### *Appendix G of the State CEQA Guidelines*

Appendix G of the State CEQA Guidelines states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to Appendix G, the project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct the implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the project are, therefore, evaluated according to thresholds developed by SCAQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below.<sup>4</sup> Therefore, the project would result in a potentially significant impact to air quality if it would:

AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan;

AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:

- Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds,
- Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:

- Exceed SCAQMD's localized significance thresholds,
- Cause or contribute to the formation of CO hotspots.

AIR-5: Create objectionable odors affecting a substantial number of people.

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<sup>4</sup> While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from industrial land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD.<sup>5</sup>

### **Regional Air Quality**

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5.

### **Local Air Quality**

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significance Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significance Threshold Methodology found that the primary emissions of concern are NO<sub>2</sub>, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO<sub>2</sub> and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significance Thresholds. Table 5 shows the ambient air quality standards for NO<sub>2</sub>, CO, and PM10 and PM2.5.

### **Toxic Air Contaminants**

#### *Construction*

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the Project. According to the Office of Environmental Health Hazard Assessment (OEHHA)<sup>6</sup> and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),<sup>7</sup> health effects from TACs are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime will contract cancer based on the use of standard risk-

<sup>5</sup> While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

<sup>6</sup> Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

<sup>7</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.

assessment methodology. Additionally, the SCAQMD CEQA guidance does not require a HRA for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature (approximately four months). Thus, construction of the project would not result in a substantial, long-term (i.e., 30-year) source of TAC emissions. Nonetheless, a qualitative assessment of TAC emissions associated with short-term construction TAC emissions is provided in the analysis section below.

#### *Operation*

The project proposes to develop the site with truck storage uses; however, the nearest sensitive receptors are located approximately 1,542 feet to the southeast of the project site. Therefore, sensitive receptors would not be exposed to toxic sources of air pollution.

#### **Odor Impacts**

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

**Table 5  
SCAQMD Air Quality Significance Thresholds**

Mass Daily Thresholds <sup>1</sup>		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs), Odor and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO <sub>2</sub> e for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants <sup>2</sup>		
NO <sub>2</sub>	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	0.18 ppm (state)	
annual arithmetic mean	0.03 ppm (state) & 0.0534 ppm (federal)	
PM10	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>3</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
24-hour average	1.0 $\mu\text{g}/\text{m}^3$	
annual average		
PM2.5	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>3</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
24-hour average		
SO <sub>2</sub>	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile)	
1-hour average		
24-hour average	0.04 ppm (state)	
Sulfate	25 $\mu\text{g}/\text{m}^3$ (state)	
24-hour average		
CO	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	20 ppm (state) & 35 ppm (federal)	
8-hour average	9 ppm (state/federal)	
Lead	1.5 $\mu\text{g}/\text{m}^3$ (state)	
30-day average		
Rolling 3-month average	0.15 $\mu\text{g}/\text{m}^3$ (federal)	

Notes:

Source: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

(1) Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

(2) Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

(3) Ambient air quality threshold based on South Coast AQMD Rule 403.

## SHORT-TERM CONSTRUCTION EMISSIONS

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: demolition of existing paving totaling approximately 1.932 acres<sup>8</sup>; grading of approximately 1.932 acres<sup>9</sup>; landscaping of approximately 21,650 square feet; paving of a parking lot with 28 automobile parking spaces and 57 truck parking spaces<sup>10</sup>; and application of architectural coatings. Grading of the proposed project is anticipated to balance. See Appendix B for more details.

The proposed project is anticipated to start construction no sooner than February 2025, being completed June 2025. The project is anticipated to be operational in 2025.

### Methodology

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants. The construction-related regional air quality impacts have been analyzed for both criteria pollutants and GHGs.

Emissions are estimated using the CalEEMod (Version 2022.1.1.24) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by the SCAQMD.<sup>11</sup>

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for the southwestern portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2017 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in Appendix B.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through

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<sup>8</sup> Site is approximately 1.96 acres with an approximately 1,220 square foot existing building to remain; therefore, demolition is of existing paving only. Existing paving covers remainder of site or approximately 1.932 acres.

<sup>9</sup> Site is approximately 1.96 acres with an approximately 1,220 square foot existing building to remain; therefore, it is assumed that approximately 1.932 acres are to be graded.

<sup>10</sup> Site is approximately 1.96 acres with an approximately 1,220 square foot existing building to remain and proposed landscaping is approximately 21,650 square feet (~0.497 acres); therefore, paved area of parking lot modeled as ~62,570 sf or ~1.435 acres.

<sup>11</sup> South Coast Air Quality Management District, California Emissions Estimator Model, <http://www.aqmd.gov/caleemod/>.

application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 1.96 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures is used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 has been included in the CalEEMod modeling for the proposed project.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic coatings. CalEEMod defaults have been adjusted accordingly.

The phases of the construction activities which have been analyzed below for each phase are: (1) demolition, (2) grading, (3) paving, and (4) application of architectural coatings.<sup>12</sup> Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

### **Construction-Related Regional Impacts**

The maximum construction-related criteria pollutant emissions from the proposed project are shown below in Table 6. Table 6 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

### **Construction-Related Local Impacts**

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

#### *Local Air Quality Impacts from Construction*

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain the following parameters:

- (1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- (2) The maximum number of acres disturbed on the peak day.
- (3) Any emission control devices added onto off-road equipment.
- (4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

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<sup>12</sup> The existing building is to remain and no new building are being proposed; therefore, no building construction phase has been modeled.

The CalEEMod output in Appendix B show the equipment used for this analysis.

As shown in Table 7, the maximum number of acres disturbed in a day would be 2 acres during demolition and grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central San Bernardino Valley source receptor area (SRA) 34 and a disturbance value of two acres per day. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the project site are the existing single-family residential uses located approximately 1,542 feet (~470 meters) to the southeast of the project site; therefore, to be conservative, the SCAQMD Look-up Tables for 200 meters was used. Table 8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

### **Construction-Related Health Impacts**

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

### **Construction-Related Toxic Air Contaminant Impacts**

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA)<sup>13</sup> and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),<sup>14</sup> health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately four months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

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<sup>13</sup> Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

<sup>14</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.

### **Construction-Related Odor Impacts**

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors.

**Table 6  
Construction-Related Regional Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG <sup>3</sup>	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Maximum Daily Emissions <sup>1,2</sup>	2.49	18.80	22.30	0.03	3.90	2.18
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.24.

- (1) Includes on-site and off-site emissions. On-site demolition and grading PM-10 and PM-2.5 emissions show compliance with SCAQMD Rule 403 for fugitive dust.
- (2) Construction, painting and paving phases may overlap.

**Table 7  
Maximum Number of Acres Disturbed Per Day**

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Rubber Tired Dozers	1	0.5	0.5
	Crawler Tractors <sup>1</sup>	3	0.5	1.5
Total for phase		-	-	2.0
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors <sup>1</sup>	2	0.5	1.0
Total for phase		-	-	2.0

Notes:

Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.

(1) Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

**Table 8  
Local Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	13.9	15.1	1.36	0.64
Grading	14.10	14.50	3.40	1.93
Paving	4.63	6.50	0.20	0.19
Architectural Coating	0.88	1.14	0.03	0.03
SCAQMD Thresholds <sup>1</sup>	378	6,346	83	26
Exceeds Threshold?	No	No	No	No

Notes:

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 200 m, to be conservative, in SRA 34 Central San Bernardino Valley.

- (1) The nearest sensitive receptors are the existing single-family residential uses located approximately 1,542 feet (~470 meters) to the southeast of the project site; therefore, to be conservative, the 200 meter threshold was used.

Note: The project will disturb up to a maximum of 2 acres a day during demolition and grading (see Table 7).

## LONG-TERM OPERATIONAL EMISSIONS

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the proposed project.

### **Operations-Related Regional Air Quality Impacts**

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

#### *Operations-Related Criteria Pollutants Analysis*

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2025, which is the anticipated opening year for the proposed project. The operations daily emissions printouts from the CalEEMod model are provided in Appendix B. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

#### *Mobile Sources*

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips (trip generation rate) from the Stonehurst Truck Storage Trip Generation Memo (Trip Generation Memo) prepared by TJW Engineering, Inc. (May 15, 2024) into the CalEEMod Model. The Trip Generation Memo included three methodologies to determine the proposed project's trip generation rates. Trip Generation Methodology 1 from the Trip Generation Memo was utilized in the modeling of this report as it most closely resembles the anticipated trip generation of the proposed project.<sup>15</sup> Using Trip Generation Methodology 1 from the Trip Generation Memo, it was found that the proposed project would create approximately 131 vehicle trips per day (non-PCE) and 187 vehicle trips per day (PCE) with a trip generation rate of 3.68 trips per parking space for passenger vehicle spaces and 0.494 trips per parking space for truck spaces.<sup>16</sup> The program then applies the emission factors for each trip which is provided by the EMFAC2017 model to determine the vehicular traffic pollutant emissions.

For Trip Generation Methodology 1, the Trip Generation Memo found that the proposed warehouse would create 103 automobile round trips, 0 2-axle truck round trips, 0 3-axle truck round trips, and 28 4+-axle truck round trips per day (non-PCE). The vehicle mix for the Project was changed in CalEEMod to match the Trip Generation Memo for Trip Generation Methodology 1 (see

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<sup>15</sup> Trip Generation Methodology 1 estimated the project generated vehicle trips based on the trip generation rates gathered from the adjacent site to the west's driveway volumes. It is anticipated that the same tenant that occupies this adjacent site is to also occupy the project site.

<sup>16</sup> The existing building to remain is approximately 1,220 square feet; therefore, the calculated trip generation for modeling purposes, is  $131 \text{ spaces}/1.220 \text{ TSF} = 107.38 \text{ trips per TSF per day}$ .

Table 9) and the percentages in CalEEMod were changed to 78.6% autos (H-W) and 21.4% trucks (W-O) to match the overall vehicle percentages given in the Trip Generation Memo for Trip Generation Methodology 1. All trip lengths were based on the urban default values.

#### *Area Sources*

Per the CAPCOA Appendix A Calculation Details for CalEEMod, area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

#### *Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

#### *Project Impacts*

The maximum daily pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 10. The results show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

### **Operations-Related Local Air Quality Impacts**

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations per SCAQMD LST methodology, and odor impacts.

#### *Local CO Emission Impacts from Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented above.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and

air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority<sup>17</sup> evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour (MTA, Exhibit 2-5 and 2-6).

For Trip Generation Methodology 1, the Trip Generation Memo showed that the proposed project would generate a maximum of approximately 131 daily vehicle trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

#### *Local Air Quality Impacts from On-Site Operations*

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing single-family residential uses located approximately 1,542 feet (~470 meters) to the southeast of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the Central San Bernardino Valley source receptor area (SRA) 34 and, as the site is approximately 1.96 acres, to be conservative, used the thresholds for a one-acre project site.

Table 11 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the project-related new mobile sources.<sup>18</sup> The data provided in Table 11 shows that the on-going operations of the proposed project would not exceed SCAQMD local operational thresholds of significance discussed above. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

#### **Operations-Related Health Impacts**

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<sup>17</sup> Metropolitan Transportation Authority, 2004 Congestion Management Plan for Los Angeles County, Adopted July 22, 2004.

<sup>18</sup> The project site is approximately 0.13 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/40th of the shortest CalEEMod default distance of 5.25 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Furthermore, the closest sensitive receptor is located well over 1,000 feet from the project boundaries and per CARB guidance,<sup>19</sup> would not be significantly impacted by project-related operational toxic air contaminants. Therefore, significant adverse acute health impacts as a result of project operation are not anticipated.

### **Operations-Related Odor Impacts**

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

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<sup>19</sup> CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Table 1-1, Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities

**Table 9**  
**CalEEMod Revised Vehicle Mix Parameters**

CalEEMod Vehicle Type	Vehicle Mix from Traffic Analysis	CalEEMod Default Mix <sup>1</sup>		CalEEMod Revised Mix <sup>2</sup>	
		Ratio	Number of Vehicles	Ratio	Number of Vehicles
Light Auto	Automobile	0.502	66	0.428	56
Light Truck < 3750 lbs	Automobile	0.041	5	0.035	5
Light Truck 3751-5750 lbs	Automobile	0.204	27	0.174	23
Med Truck 5751-8500 lbs	Automobile	0.154	20	0.131	17
Lite-Heavy Truck 8501-10,000 lbs	2-Axle Truck	0.029	4	0.000	0
Lite-Heavy Truck 10,001-14,000 lbs	2-Axle Truck	0.008	1	0.000	0
Med-Heavy Truck 14,001-33,000 lbs	3-Axle Truck	0.017	2	0.000	0
Heavy-Heavy Truck 33,001-60,000 lbs	4+-Axle Truck	0.018	2	0.214	28
Other Bus	--	0.001	0	0.000	0
Urban Bus	--	0.000	0	0.000	0
Motorcycle	Automobile	0.021	3	0.018	2
School Bus	--	0.001	0	0.000	0
Motor Home	--	0.005	1	0.000	0
<b>Total</b>		<b>1.0</b>	<b>131</b>	<b>1.0</b>	<b>131</b>

Notes:

- (1) Source: CalEEMod Version 2022.1.1.24 default values for Opening year of 2025.
- (2) Revised per the Trip Generation Methodology 1 vehicle mix provided in the Stonehurst Truck Storage Trip Generation Memo (TJW Engineering, Inc., May 15, 2024) of 78.6% Autos, 0% 2-Axle Trucks, 0% 3-Axle Trucks and 21.4% 4+ Axle Trucks.

**Table 10  
Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	0.53	2.61	7.57	0.03	1.82	0.49
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.24; the higher of either summer or winter emissions.

**Table 11**  
**Local Operational Emissions at the Nearest Receptors**

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.01	0.05	0.01	0.01
Energy Usage <sup>3</sup>	0.01	0.01	0.01	0.01
Vehicle Emissions <sup>4</sup>	0.26	0.75	0.18	0.05
Total Emissions	0.27	0.81	0.19	0.06
SCAQMD Thresholds <sup>5</sup>	334	5,356	18	6
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre, to be conservative, in SRA 34.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptors are the existing single-family residential uses located approximately 1,542 feet (~470 meters) to the southeast of the project site; therefore, to be conservative, the 200 meter threshold was used.

## CUMULATIVE AIR QUALITY IMPACTS

There are a number of cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality;<sup>20</sup> and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

### **Project Specific Impacts**

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. This applies to TACs as well, as the SCAQMD does not have any cumulative TAC thresholds; therefore, projects that do not exceed the SCAQMD TAC threshold criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Project operations would generate emissions of NO<sub>x</sub>, ROG, CO, PM10, and PM2.5, which, would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. The project will not be a source of significant TACs and will not cause significant cancer or non-cancer-related health risks. Since the project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the project, based on the magnitude of traffic the project is anticipated to create.

Therefore, operation of the project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors, or TACs. As a result, the project would result in a less than significant cumulative impact for operational emissions.

### **Air Quality Compliance**

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to

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<sup>20</sup> South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, 1993, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

#### *Criteria 1 – Increase in the Frequency or Severity of Violations*

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

#### *Criteria 2 – Exceed Assumptions in the AQMP?*

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Rialto Land Use Plan defines the assumptions that are represented in the AQMP.

The project site has a Land Use and Zoning Designation in the Rialto Airport Specific Plan of General Manufacturing (I-GM). The project proposes to develop the site with a truck storage use with 28 passenger vehicle spaces and 57 truck docking spaces. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

## 3. GLOBAL CLIMATE CHANGE ANALYSIS

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### EXISTING GREENHOUSE GAS ENVIRONMENT

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and nitrous oxide (NO<sub>x</sub>) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

#### **Water Vapor**

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop". The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

#### **Carbon Dioxide (CO<sub>2</sub>)**

The natural production and absorption of CO<sub>2</sub> is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s. Each of these activities has increased in scale and distribution. CO<sub>2</sub> was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO<sub>2</sub> from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO<sub>2</sub> emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

### **Methane (CH<sub>4</sub>)**

CH<sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO<sub>2</sub>. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO<sub>2</sub>, N<sub>2</sub>O, and Chlorofluorocarbons (CFCs)). CH<sub>4</sub> has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

### **Nitrous Oxide (N<sub>2</sub>O)**

Concentrations of N<sub>2</sub>O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N<sub>2</sub>O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars).

### **Chlorofluorocarbons (CFC)**

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

### **Hydrofluorocarbons (HFC)**

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

### **Perfluorocarbons (PFC)**

PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). Concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

## **Sulfur Hexafluoride (SF<sub>6</sub>)**

SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> has the highest global warming potential of any gas evaluated; 23,900 times that of CO<sub>2</sub>. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

## **Aerosols**

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

## **Global Warming Potential**

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO<sub>2</sub>). The larger the GWP, the more that a given gas warms the Earth compared to CO<sub>2</sub> over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 12. As shown in Table 12, the global warming potential of GHGs ranges from 1 to 22,800.

**Table 12**  
**Global Warming Potentials and Atmospheric Lifetimes**

Gas	Atmospheric Lifetime	Global Warming Potential <sup>1</sup> (100 Year Horizon)
Carbon Dioxide (CO <sub>2</sub> )	∞ <sup>2</sup>	1
Methane (CH <sub>4</sub> )	12	28-36
Nitrous Oxide (NO)	114	298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF <sub>3</sub> )	740	17,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	22,800

Notes:

Source: <http://www3.epa.gov/climatechange/ghgemissions/gases.html>

- (1) Compared to the same quantity of CO<sub>2</sub> emissions.
- (2) Carbon dioxide's lifetime is poorly defined because the gas is not destroyed over time, but instead moves among different parts of the ocean-atmosphere-land system. Some of the excess carbon dioxide will be absorbed quickly (for example, by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

## GREENHOUSE GAS STANDARDS AND REGULATION

### International

#### *Montreal Protocol*

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

#### *The Paris Agreement*

The Paris Agreement became effective on November 4, 2016. Thirty days after this date at least 55 Parties to the United Nations Framework Convention on Climate Change (Convention), accounting in total for at least an estimated 55 % of the total global greenhouse gas emissions, had deposited their instruments of ratification, acceptance, approval or accession with the Depositary.

The Paris Agreement built upon the Convention and – for the first time – attempted to bring all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. As such, it charts a new course in the global climate effort.

The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. To reach these ambitious goals, appropriate financial flows, a new technology framework and an enhanced capacity building framework will be put in place, thus supporting action by developing countries and the most vulnerable countries, in line with their own national objectives. The Agreement also provides for enhanced transparency of action and support through a more robust transparency framework.

### Federal

The United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO<sub>2</sub> gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The EPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As

such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO<sub>2</sub> and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions will not themselves impose any requirements on industry or other entities. However, it is a prerequisite to finalizing the EPA's proposed GHG emission standards for light-duty vehicles, which were jointly proposed by the EPA and Department of Transportation on September 15, 2009.

#### *Clean Air Act*

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05-1120), the U.S. Supreme Court held in April of 2007 that the EPA has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHGs. The court did not hold that the EPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The EPA adopted a Final Endangerment Finding for the six defined GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) on December 7, 2009. The Endangerment Finding is required before EPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The EPA also adopted a Cause or Contribute Finding in which the EPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

#### *Energy Independence Security Act*

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the EPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.<sup>21</sup>

#### *Executive Order 13432*

In response to the Massachusetts v. Environmental Protection Agency ruling, the President signed Executive Order 13432 on May 14, 2007, directing the EPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards.

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)<sup>22</sup> and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO<sub>2</sub> per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO<sub>2</sub> per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.<sup>23</sup> In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

In December 2021, the EPA finalized federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050. These standards set the light-duty vehicle GHG program on track to provide a strong launch point for the agency's next phase of standards for model year 2027 and beyond.<sup>24</sup> On April 12, 2023, EPA announced new, more ambitious proposed standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The proposal builds upon EPA's final standards for federal greenhouse gas emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to unlock benefits to Americans ranging from reducing climate pollution, to improving public health, to saving drivers money through reduced fuel and maintenance costs. The proposed standards would phase in over model years 2027 through 2032.<sup>25</sup>

Issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and CO<sub>2</sub> standards applicable in

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<sup>21</sup> A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

<sup>22</sup> The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

<sup>23</sup> United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF>.

<sup>24</sup> United States Environmental Protection Agency (EPA), Regulations for Emissions from Vehicles and Engines, Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions>

<sup>25</sup> United States Environmental Protection Agency (EPA), Regulations for Emissions from Vehicles and Engines, Proposed Rule: Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-multi-pollutant-emissions-standards-model>

model year 2020 for model years 2021 through 2026. The estimated CAFE and CO2 standards for model year 2020 are 43.7 mpg and 204 grams of CO2 per mile for passenger cars and 31.3 mpg and 284 grams of CO2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. This Rule also excludes CO2- equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.<sup>26</sup>

On May 12, 2021, the National Highway Traffic Safety Administration (NHTSA) published a notice of proposed rulemaking in the Federal Register, proposing to repeal “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” published Sept. 27, 2019 (SAFE I Rule), in which NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposed to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document proposed to repeal and withdraw the interpretative statements made by the Agency in the SAFE I Rule preamble, including those regarding the preemption of particular state Greenhouse Gas (GHG) Emissions standards or Zero Emissions Vehicle (ZEV) mandates. As such, this document proposed to establish a clean slate with respect to NHTSA’s regulations and interpretations concerning preemption under the Energy Policy and Conservation Act (EPCA).<sup>27</sup> This action is effective as of January 28, 2022.<sup>28</sup>

## **State of California**

### *California Air Resources Board*

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, the CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Refer to Section IV.B, *Air Quality*, of this Draft EIR for additional details

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<sup>26</sup> National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks 2018. Available at: <https://www.gpo.gov/fdsys/pkg/FR-2018-08-24/pdf/2018-16820.pdf>.

<sup>27</sup> <https://www.federalregister.gov/documents/2021/05/12/2021-08758/corporate-average-fuel-economy-cafe-preemption>

<sup>28</sup> <https://www.federalregister.gov/documents/2021/05/12/2021-08758/corporate-average-fuel-economy-cafe-preemption>

regarding these regulations. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions, which are listed below.

#### *Assembly Bill 1493*

California Assembly Bill 1493 enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a “waiver” request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO<sub>2</sub> and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State’s request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009. After adopting these initial greenhouse gas standards for passenger vehicles, CARB adopted continuing standards for future model years.

#### *Executive Order S-3-05*

The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs.

#### *Assembly Bill 32 (California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006)*

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub> and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

#### *Senate Bill 32 and Assembly Bill 197*

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

## 2022 Climate Change Scoping Plan

CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality on November 16, 2022. The 2022 Scoping Plan lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The Plan addresses recent legislation and direction from Governor Newsom and extends and expands upon earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The plan also takes the unprecedented step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

### *SB 32, Pavley. California Global Warming Solutions Act of 2006*

- (1) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.
- (2) This bill would become operative only if AB 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. AB 197 requires that the CARB, which directs implementation of emission-reduction programs, should target direct reductions at both stationary and mobile sources. AB 197 of the 2015-2016 Regular Session was approved on September 8, 2016.

### *Senate Bill 1368*

Senate Bill 1368 (SB 1368) is the companion Bill of AB 32 and was adopted September, 2006. SB 1368 requires the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007, and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the standards set by California Public Utilities Commission (CPUC) and California Energy Commission (CEC).

### *Executive Order S-1-07*

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs the CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard and began implementation on January 1, 2011. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

The LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are "back-loaded", with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

### *Senate Bill 97*

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to the CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009, the Natural Resources Agency adopted amendments to the state CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010, and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.

- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation”.
- OPR’s emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

#### *Senate Bill 100*

Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State’s Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

#### *Senate Bill 375*

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). The CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. The CARB is also charged with reviewing each MPO’s sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by the CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. These reduction targets became effective October 2018.

### *Senate Bill X7-7*

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition, SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

### *Assembly Bill 939 and Senate Bill 1374*

Assembly Bill 939 (AB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004, suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

### *California Code of Regulations (CCR) Title 24, Part 6*

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

Per Section 100 Scope, the 2019 Title 24, Part 6 Building Code now requires healthcare facilities, such as assisted living facilities, hospitals, and nursing homes, to meet documentation requirements of Title 24, Part 1 Chapter 7 – Safety Standards for Health Facilities. A healthcare facility is defined as any building or portion thereof licensed pursuant to California Health and Safety Code Division 2, Chapter 1, Section 1204 or Chapter 2, Section 1250.

Section 120.1 Ventilation and Indoor Air Quality included both additions and revisions in the 2019 Code. This section now requires nonresidential and hotel/motel buildings to have air filtration systems that use forced air ducts to supply air to occupiable spaces to have air filters. Further, the air filter efficiency must be either MERV 13 or use a particle size efficiency rating specific in the Energy Code AND be equipped with air filters with a minimum 2-inch depth or minimum 1-inch depth if sized according to the equation 120.1-A. If natural ventilation is to be used the space must also use mechanical unless ventilation openings are either permanently open or controlled to stay open during occupied times. The 2019 version of the Code also completely revised the minimum ventilation requirements including DVC airflow rates within Section 120.1 Table 120.1-A. Table 120.1-A now includes air classification and recirculation limitations, these are based on either the number of occupants or the CFM/ft<sup>2</sup> (cubic feet per minute per square foot), whichever is greater.

Section 120.1 Ventilation and Indoor Air Quality also included additions for high-rise residential buildings. Requirements include that mechanical systems must provide air filters that and that air filters must be MERV 13 or use a particle size efficiency rating specified in the Energy Code. Window operation is no longer a

method allowed to meet ventilation requirements, continuous operation of central forced air system handlers used in central fan integrated ventilation system is not a permissible method of providing the dwelling unit ventilation airflow, and central ventilation systems that serve multiple dwelling units must be balanced to provide ventilation airflow to each dwelling unit. In addition, requirements for kitchen range hoods were also provided in the updated Section 120.1.

Per Section 120.1(a) healthcare facilities must be ventilated in accordance with Chapter 4 of the California Mechanical Code and are NOT required to meet the ventilations requirements of Title 24, Part 6.

Section 140.4 Space Conditioning Systems included both additions and revisions within the 2019 Code. The changes provided new requirements for cooling tower efficiency, new chilled water-cooling system requirements, as well as new formulas for calculating allowed fan power. Section 140.4(n) also provide a new exception for mechanical system shut-offs for high-rise multifamily dwelling units, while Section 140.4(o) added new requirements for conditioned supply air being delivered to space with mechanical exhaust.

Section 120.6 Covered Processes added information in regards to adiabatic chiller requirements that included that all condenser fans for air-cooled converseness, evaporative-cooled condensers, adiabatic condensers, gas coolers, air or water fluid coolers or cooling towers must be continuously variable speed, with the speed of all fans serving a common condenser high side controlled in unison .Further, the mid-condensing setpoint must be 70 degrees Fahrenheit for all of the above mentioned systems.

New regulations were also adopted under Section 130.1 Indoor Lighting Controls. These included new exceptions being added for restrooms, the exception for classrooms being removed, as well as exceptions in regard to sunlight provided through skylights and overhangs.

Section 130.2 Outdoor Lighting Controls and Equipment added automatic scheduling controls which included that outdoor lighting power must be reduced by 50 to 90 percent, turn the lighting off during unoccupied times and have at least two scheduling options for each luminaire independent from each other and with a 2-hour override function. Furthermore, motion sensing controls must have the ability to reduce power within 15 minutes of area being vacant and be able to come back on again when occupied. An exception allows for lighting subject to a health or life safety statute, ordinance, or regulation may have a minimum time-out period longer than 15 minutes or a minimum dimming level above 50% when necessary to comply with the applicable law.

The 2022 Building Energy Efficiency Standards became effective on January 1, 2023.<sup>29</sup> The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring solar PV on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to onsite energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional HVACs and water heaters.
- Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

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<sup>29</sup> California Energy Commission (CEC). 2022. Building Energy Efficiency Standards. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>.

The 2022 Energy Code affects homes by establishing energy budgets based on efficient heat pumps for space or water heating to encourage builders to install heat pumps over gas-fueled HVAC units; requiring homes to be electric-ready, with dedicated 240-volt outlets and space (with plumbing for water heaters) so electric appliances can eventually replace installed gas appliances; increasing minimum kitchen ventilation requirements so that fans over cooktops have higher airflow or capture efficiency to better exhaust pollution from gas cooking and improve indoor air quality; and allowing exceptions to existing solar PV standards when roof area is not available (such as for smaller homes). In addition, the effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize onsite use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal systems, and grid integration equipment, such as demand-responsive controls to buoy grid stability.<sup>30,31</sup>

*California Code of Regulations (CCR) Title 24, Part 11 (California Green Building Standards)*

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions. During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations requiring recycling areas for multifamily projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

HCD updated the reference to Clean Air Standards of the United States Environmental Protection Agency applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement provides clarity to the code user and is consistent with the United States Environmental Protection Agency's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy

<sup>30</sup> <https://www.lightnowblog.com/2021/08/california-energy-commission-adopts-2022-building-energy-efficiency-standards/>

<sup>31</sup> State of California Energy Commission. 2022 Building Energy Efficiency Standards Summary.

[https://www.energy.ca.gov/sites/default/files/2021-08/CEC\\_2022\\_EnergyCodeUpdateSummary\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf)

estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

2019 CALGreen Code: During the 2019-2020 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle. The 2019 version of the California Green Building Standards became effective January 1, 2020.

HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff pre-project hydrology) with installation of postconstruction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resource's' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

The 2022 California Green Building Standards Code became effective on January 1, 2023.<sup>32</sup>

In the 2022 version of the Code, HCD amended Section 5.106.5.3 in regard to increasing the EV capable space percentages and adding a new requirement for installed Level 2 DCFC chargers. The HCD under Section 5.106.5.4 also added new regulation for electric vehicle charging readiness requirements for new construction of warehouse, grocery stores, and retail stores with planned off-street loading spaces.<sup>33</sup>

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<sup>32</sup> California Building Standards Commission (CBSC). 2022. California Green Building Standards. Website: <https://codes.iccsafe.org/content/CAGBC2022P1>.

<sup>33</sup> <https://www.dgs.ca.gov/BSC/Resources/2022-Title-24-California-Code-Changes>

### *Executive Order B-30-15*

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

### *Executive Order B-29-15*

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. EO B-29-15 signed into law on April 1, 2015.

### *Executive Order B-37-16*

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in EO B-29-15.

### *Executive Order N-79-20*

Executive Order N-79-20 Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

### *SBX1 2*

Signed into law in April 2011, SBX1 2, requires one-third of the State's electricity to come from renewable sources. The legislation increases California's current 20 percent renewables portfolio standard target in 2010 to a 33 percent renewables portfolio standard by December 31, 2020.

### *Senate Bill 350*

Signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

## *Governor Newsom's September 2022 Climate Legislation*

On September 16, 2022, California enacted some of the nation's most aggressive climate measures in history as Governor Gavin Newsom signed a sweeping package of legislation to cut pollution, protect Californians from big polluters, and accelerate the state's transition to clean energy. The Governor partnered with legislative leaders to advance groundbreaking measures to achieve carbon neutrality no later than 2045 and 90 percent clean energy by 2035, establish new setback measures protecting communities from oil drilling, capture carbon pollution from the air, advance nature-based solutions, and more.

Over the next two decades, the California Climate Commitment will:

- Create 4 million new jobs
- Cut air pollution by 60 percent
- Reduce state oil consumption by 91 percent
- Save California \$23 billion by avoiding the damages of pollution
- Reduce fossil fuel use in buildings and transportation by 92 percent
- Cut refinery pollution by 94 percent<sup>34</sup>

The following describes a few of the many bills signed in through the Governor's climate package.

### **Assembly Bill 1279**

Establishes a clear, legally binding, and achievable goal for California to achieve statewide carbon neutrality as soon as possible, and no later than 2045, and establishes an 85% emissions reduction target as part of that goal.

### **Senate Bill 1137**

Establishes a setback distance of 3,200 feet between any new oil well and homes, schools, parks or businesses open to the public. Ensures comprehensive pollution controls for existing oil wells within 3,200 feet of these facilities.

### **Senate Bill 1020**

Creates clean electricity targets of 90 percent by 2035 and 95 percent by 2040 with the intent of advancing the state's trajectory to the existing 100 percent clean electricity retail sales by 2045 goal.

### **Senate Bill 905**

Establishes a clear regulatory framework for carbon removal and carbon capture, utilization and sequestration. Bans the practice of injecting carbon dioxide for the purpose of enhanced oil recovery.

### **Assembly Bill 1757**

Requires the state to develop an achievable carbon removal target for natural and working lands.

## *Energy Sector and CEQA Guidelines Appendix F*

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of

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<sup>34</sup> <https://www.gov.ca.gov/2022/09/16/governor-newsom-signs-sweeping-climate-measures-ushering-in-new-era-of-world-leading-climate-action/>

electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2016 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focused on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The major efficiency improvements to the residential Standards involve improvements for attics, walls, water heating, and lighting, whereas the major efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards. Furthermore, the 2016 update required that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.<sup>35</sup>

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”<sup>36</sup> As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2022 to include new mandatory measures for residential and nonresidential uses; the new measures took effect on January 1, 2023.

### **Regional – South Coast Air Quality Management District**

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

*SCAQMD Regulation XXVII, Climate Change*

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

A variety of agencies have developed greenhouse gas emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of the SCAQMD remain in flux. The California Air Pollution Control Officers Association explored a variety of threshold approaches but did not recommend one approach (2008). The ARB recommended approaches for setting interim significance thresholds (California Air Resources Board 2008b), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO<sub>2e</sub> per year would be

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<sup>35</sup> California Energy Commission, 2016 Building Energy Efficiency Standards, June 2015, <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>

<sup>36</sup> California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

less than significant; however, the ARB has not approved those thresholds and has not published anything since then. The SCAQMD is in the process of developing thresholds, as discussed below.

#### *SCAQMD Threshold Development*

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact. While the CARB published some draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the SCAQMD Governing Board adopted an interim greenhouse gas significance threshold of 10,000 MTCO<sub>2e</sub> for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD permit threshold. However, the SCAQMD is not the lead agency for this project.

The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses (“SCAQMD draft local agency threshold”):

- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to a project’s operational emissions. If a project’s emissions are under one of the following screening thresholds, then the project is less than significant:
  - All industrial projects: 10,000 MTCO<sub>2e</sub> per year. Option 1
    - Based on non-industrial land use type: residential: 3,500 MTCO<sub>2e</sub> per year; commercial: 1,400 MTCO<sub>2e</sub> per year; or mixed-use: 3,000 MTCO<sub>2e</sub> per year.
  - Option 2
    - All non-industrial land use types: 3,000 MTCO<sub>2e</sub> per year.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If the CARB adopts statewide significance thresholds, SCAQMD staff plan to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD’s interim threshold.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD’s 10,000 MTCO<sub>2e</sub> threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. The City’s evaluation of impacts under the 10,000 MTCO<sub>2e</sub> per year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD’s adopted 10,000 MTCO<sub>2e</sub> per year threshold applies only to the new stationary sources generated at industrial facilities.

#### *SCAQMD Working Group*

Since neither the CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 10,000 MTCO<sub>2e</sub> for industrial uses.

In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a working group and adopted Rules 2700, 2701, 2702, and 3002 which are described below.

#### *SCAQMD Rules 2700 and 2701*

The SCAQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII – Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the district. Approved protocols include forest projects, urban tree planting, and manure management. The SCAQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the SCAQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions. Upon approval of the Plan, the Executive Officer issues required to issue a certified receipt of the GHG emission reductions within 90 days.

#### *SCAQMD Rule 2702*

The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB’s Scoping Plan, or a federal cap and trade program.

#### *SCAQMD Rule 3002*

The SCAQMD amended Rule 3002 on November 5, 2010 to include facilities that emit greater than 100,000 tons per year of CO<sub>2</sub>e are required to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

### **Local – City of Rialto**

The City of Rialto does not currently have a Climate Action Plan. However, the Managing Our Land Supply Chapter of the Rialto General Plan includes the following goals and policies applicable to the reduction of greenhouse gas emissions.

**Goal 2-30** Incorporate green building and other sustainable building practices into development projects.

*Policy 2-30.1* Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

*Policy 2-30.2* Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

*Policy 2-30.3* Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

**Goal 2-31** Conserve energy resources.

- Policy 2-30.1* Require the incorporation of energy conservation features into the design of all new construction and site development activities.
- Policy 2-30.2* Provide incentives for the installation of energy conservation measures in existing multi-unit residential and commercial developments, including technical assistance and possibly low-interest loans.
- Policy 2-30.3* Educate the public regarding the need for energy conservation techniques which can be employed and systems which are available.

**Goal 2-38** Mitigate against climate change.

- Policy 2-38.1* Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.
- Policy 2-38.2* Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.
- Policy 2-38.3* Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).
- Policy 2-38.4* The City shall participate in the San Bernardino Regional Greenhouse Inventory and Reduction Plan.

**SIGNIFICANCE THRESHOLDS**

**Appendix G of State CEQA Guidelines**

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions<sup>37</sup>.

**Thresholds of Significance for this Project**

To determine whether the project's GHG emissions are significant, this analysis uses the SCAQMD screening threshold of 10,000 MTCO<sub>2e</sub> per year for industrial uses.

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<sup>37</sup> The Governor's Office of Planning and Research recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

## METHODOLOGY

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the project impacts.

CalEEMod Version 2022.1.1.24 was used to calculate the GHG emissions from the proposed project. The CalEEMod Output for year 2025 is available in Appendix B. Each source of GHG emissions is described in greater detail below.

### *Area Sources*

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

### *Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

### *Mobile Sources*

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Trip Generation Memo into the CalEEMod Model. The program then applies the emission factors for each trip which is provided by the EMFAC2021 model to determine the vehicular traffic pollutant emissions. See Section 2 for details.

### *Waste*

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. No changes were made to the default waste parameters.

### *Water*

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. No changes were made to the default water usage parameters.

### *Construction*

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod and in the manner detailed above in Section 2.

## PROJECT GREENHOUSE GAS EMISSIONS

The GHG emissions have been calculated based on the parameters described above. A summary of the results is shown below in Table 13 and the CalEEMod Model run for the proposed project is provided in Appendix B. Table 13 shows that the total for the proposed project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 546.26 MTCO<sub>2e</sub> per year. According to the

thresholds of significance established above, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the SCAQMD threshold of 10,000 MTCO<sub>2</sub>e per year for industrial uses. Therefore, operation of the proposed project would not create a significant cumulative impact to global climate change. No mitigation is required.

**Table 13  
Project-Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Maximum Annual Operations	0.22	526.00	526.00	0.06	0.05	544.00
Construction <sup>1</sup>	0.00	2.24	2.24	0.00	0.00	2.26
Total Emissions	0.22	528.24	528.24	0.06	0.05	546.26
SCAQMD draft screening threshold for industrial uses						10,000
Exceeds Threshold?						No

Notes:

Source: CalEEMod Version 2022.1.1.24 for Opening Year 2025.

(1) Construction GHG emissions CO<sub>2</sub>e based on a 30 year amortization rate.

## CONSISTENCY WITH APPLICABLE GREENHOUSE GAS REDUCTION PLANS AND POLICIES

The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As stated previously, the City of Rialto does not currently have a Climate Action Plan; therefore, the project and its GHG emissions have been compared to the goals of the CARB Scoping Plan.

### *Scoping Plan*

Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth's atmosphere. However, California's actions set an example and drive progress towards a reduction in greenhouse gases elsewhere. If other states and countries were to follow California's emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The CARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent required by applicable by law.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 of the Scoping Plan provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

Independent studies confirm CARB's determination that the state's existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted.<sup>38</sup> Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies would allow the state to meet the 2050 target.

In November of 2022, the CARB released the 2022 Scoping Plan. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. As the latest, 2022 Scoping Plan builds upon previous versions, project consistency with applicable strategies of the 2008, 2017, and 2022 Plan are assessed in Table 14. As shown in Table 14, the project is consistent with the applicable strategies within the Scoping Plan.

Furthermore, at a level of 546.26 MTCO<sub>2e</sub> per year, the project's GHG emissions would be in compliance with the reduction goals of AB-32 and SB-32. Furthermore, the project will comply with applicable Green Building Standards and City of Rialto's policies regarding sustainability (as dictated by the City's General Plan). Impacts are considered to be less than significant.

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<sup>38</sup> Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158-172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors. [https://www.ethree.com/wp-content/uploads/2017/02/E3\\_Project\\_Overview\\_20150406.pdf](https://www.ethree.com/wp-content/uploads/2017/02/E3_Project_Overview_20150406.pdf)

**Table 14 (1 of 2)**  
**Project Consistency with CARB Scoping Plan Policies and Measures**

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	No Conflict. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	No Conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	No Conflict. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project (that are required to comply with the measures) will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	No Conflict. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City’s recycling and waste reduction program, which comply with the 75 percent reduction required per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	No Conflict. The project will comply with all applicable City ordinances and CALGreen requirements.

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.

**Table 14 (2 of 2)**  
**Project Consistency with CARB Scoping Plan Policies and Measures**

Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	No Conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	No Conflict. The project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	No Conflict. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by AB 341.

2022 Scoping Plan Priority Key Actions and Recommendations	Project Compliance with Recommended Actions
100 percent of light-duty vehicle sales are ZEVs by 2035.	Not Applicable. This action is in regard to vehicle sales, with an aim to have 100 percent of light-duty vehicle sales be ZEVs by 2035. The proposed project is an industrial use and would not interfere with such policymaking.
VMT per capita reduced 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.	No Conflict. The Project would not result in an unmitigated impact to VMT. The Project is an industrial use in close proximity to existing public transit and existing residential and commercial uses.
All electric appliances in new construction beginning 2026 (residential) and 2029 (commercial).	No Conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.
For existing residential buildings, 80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035 (appliances replaced at end of life). For existing commercial buildings, 80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2045 (appliances replaced at end of life)	Not Applicable. This action is in regard to appliance sales and the proposed project is a hotel use with rooftop restaurant and would not interfere with such policymaking. Furthermore, although this action is not necessarily applicable on a project-specific basis, the proposed project is subject to the California Green Building Standards Code (proposed Part 11, Title 24) which was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Notes:

(1) Source: CARB Scoping Plan (2008, 2017, and 2022)

## CUMULATIVE GREENHOUSE GAS IMPACTS

Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, “GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.”<sup>39</sup> The resultant consequences of that climate change can cause adverse environmental effects. A project’s GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

In 2006, under Assembly Bill 32, the state mandated a goal of reducing statewide emissions to 1990 levels by 2020. In November of 2022, the CARB released the 2022 Scoping Plan. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. In order to achieve these goals, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with CEQA Guidelines Section 15064h(3),<sup>40</sup> the City, as lead agency, has determined that the project’s contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed in the Consistency With Applicable Greenhouse Gas Reduction Plans and Policies section above, the project is consistent with the goals of the CARB Scoping Plan.

Thus, given the project’s consistency with the CARB Scoping Plan and SCAQMD’s 10,000 MTCO<sub>2e</sub> per year threshold for industrial uses, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Given this consistency, it is concluded that the project’s incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

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<sup>39</sup> Source: California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).

<sup>40</sup> The State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per State CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions.”

## 4. EMISSIONS REDUCTION MEASURES

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### CONSTRUCTION MEASURES

*Adherence to SCAQMD Rule 403 is required.*

No construction mitigation is required.

### OPERATIONAL MEASURES

No operational mitigation is required.

## 5. REFERENCES

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### California Air Resources Board

- 2008 Resolution 08-43
- 2008 Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act
- 2008 Climate Change Scoping Plan, a framework for change.
- 2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document
- 2013 Almanac of Emissions and Air Quality.  
Source: <https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm>
- 2014 First Update to the Climate Change Scoping Plan, Building on the Framework Pursuant to AB32, the California Global Warming Solutions Act of 2006. May.
- 2017 California's 2017 Climate Change Scoping Plan. November.
- 2022 2022 Scoping Plan for Achieving Carbon Neutrality. November 16.

### City of Rialto

- 2010 City of Rialto General Plan. December.

### Governor's Office of Planning and Research

- 2008 CEQA and Climate: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review
- 2018 CEQA Guideline Sections to be Added or Amended

### Intergovernmental Panel on Climate Change (IPCC)

- 2014 IPCC Fifth Assessment Report, Climate Change 2014: Synthesis Report

### Office of Environmental Health Hazard Assessment

- 2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

### South Coast Air Quality Management District

- 1993 CEQA Air Quality Handbook
- 2005 Rule 403 Fugitive Dust
- 2007 2007 Air Quality Management Plan
- 2008 Final Localized Significance Threshold Methodology, Revised
- 2012 Final 2012 Air Quality Management Plan

2016 2016 Air Quality Management Plan

2022 2022 Air Quality Management Plan. December 2.

**Southern California Association of Governments**

2020 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

**TJW Engineering, Inc.**

2024 Stonehurst Truck Storage Trip Generation Memo. May 15.

**U.S. Environmental Protection Agency (EPA)**

2017 Understanding Global Warming Potentials  
(Source: <https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>)

**U.S. Geological Survey**

2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

## APPENDICES

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Appendix A Glossary

Appendix B CalEEMod Model Detailed Report

## **APPENDIX A**

### **GLOSSARY**

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH <sub>4</sub>	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CO <sub>2</sub> e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MTCO <sub>2</sub> e	Metric tons of carbon dioxide equivalent
MMTCO <sub>2</sub> e	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO <sub>x</sub>	Nitrogen Oxides
NO <sub>2</sub>	Nitrogen dioxide
N <sub>2</sub> O	Nitrous oxide
O <sub>3</sub>	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM <sub>10</sub>	Particles that are less than 10 micrometers in diameter
PM <sub>2.5</sub>	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SANBAG	San Bernardino Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SSAB	Salton Sea Air Basin
SF <sub>6</sub>	Sulfur hexafluoride
SIP	State Implementation Plan
SO <sub>x</sub>	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

**APPENDIX B**  
**CALEEMOD MODEL DETAILED REPORT**

# 19721 2160 Stonehurst Drive Truck Yard - CONSTRUCTION ANALYSIS ONLY Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	19721 2160 Stonehurst Drive Truck Yard - CONSTRUCTION ANALYSIS ONLY
Construction Start Date	2/1/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	6.40
Location	2160 W Stonehurst Dr, Rialto, CA 92377, USA
County	San Bernardino-South Coast
City	Rialto
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5315
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.24

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	85.0	Space	1.44	0.00	21,650	—	—	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.62	2.49	5.57	8.61	0.01	0.23	0.16	0.39	0.21	0.04	0.25	—	1,301	1,301	0.05	0.02	0.65	1,308
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.56	2.17	18.8	22.3	0.03	0.85	3.06	3.90	0.78	1.40	2.18	—	3,737	3,737	0.21	0.19	0.07	3,753
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.29	0.25	1.72	2.20	< 0.005	0.07	0.12	0.19	0.06	0.03	0.10	—	406	406	0.02	0.01	0.11	410
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.04	0.31	0.40	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	67.1	67.1	< 0.005	< 0.005	0.02	67.9

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	2.62	2.49	5.57	8.61	0.01	0.23	0.16	0.39	0.21	0.04	0.25	—	1,301	1,301	0.05	0.02	0.65	1,308
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.56	2.17	18.8	22.3	0.03	0.85	3.06	3.90	0.78	1.40	2.18	—	3,737	3,737	0.21	0.19	0.07	3,753
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.29	0.25	1.72	2.20	< 0.005	0.07	0.12	0.19	0.06	0.03	0.10	—	406	406	0.02	0.01	0.11	410
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.04	0.31	0.40	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	67.1	67.1	< 0.005	< 0.005	0.02	67.9

### 3. Construction Emissions Details

#### 3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.79	0.79	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.10	0.08	0.76	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.73	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	161	161	0.01	0.01	0.02	164
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	0.02	1.23	0.67	0.01	0.01	0.26	0.28	0.01	0.07	0.08	—	982	982	0.10	0.16	0.05	1,033
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.97	8.97	< 0.005	< 0.005	0.02	9.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.07	0.04	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	53.8	53.8	0.01	0.01	0.05	56.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.49	1.49	< 0.005	< 0.005	< 0.005	1.51
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.91	8.91	< 0.005	< 0.005	0.01	9.3

### 3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.9	26.9	< 0.005	< 0.005	—	27.0
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.45	4.45	< 0.005	< 0.005	—	4.47

Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	129	129	0.01	< 0.005	0.01	131
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.44	1.44	< 0.005	< 0.005	< 0.005	1.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.24	0.24	< 0.005	< 0.005	< 0.005	0.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

### 3.5. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

19721 2160 Stonehurst Drive Truck Yard - CONSTRUCTION ANALYSIS ONLY Detailed Report, 6/3/2024

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.63	6.50	0.01	0.20	—	0.20	0.19	—	0.19	—	992	992	0.04	0.01	—	995
Paving	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.63	6.50	0.01	0.20	—	0.20	0.19	—	0.19	—	992	992	0.04	0.01	—	995
Paving	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.70	0.98	< 0.005	0.03	—	0.03	0.03	—	0.03	—	149	149	0.01	< 0.005	—	150
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.7	24.7	< 0.005	< 0.005	—	24.8
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.06	0.05	0.97	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	176	176	0.01	0.01	0.65	179
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.73	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	161	161	0.01	0.01	0.02	164
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.7	24.7	< 0.005	< 0.005	0.04	25.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.09	4.09	< 0.005	< 0.005	0.01	4.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

### 3.7. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134

Architectural Coatings	1.74	1.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
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Demolition	Demolition	2/1/2025	3/1/2025	5.00	20.0	—
Grading	Grading	3/2/2025	3/6/2025	5.00	4.00	—
Paving	Paving	3/6/2025	5/21/2025	5.00	55.0	—
Architectural Coating	Architectural Coating	5/18/2025	6/1/2025	5.00	10.0	—

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	14.2	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

### 5.4. Vehicles

#### 5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction	182
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Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

### 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	3,764

### 5.6. Dust Mitigation

#### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,136	—
Grading	—	—	4.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.44

#### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	1.44	100%

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	27.6	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	15.9	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	98.7
AQ-PM	76.3
AQ-DPM	52.6
Drinking Water	95.8
Lead Risk Housing	10.9

Pesticides	0.00
Toxic Releases	62.6
Traffic	61.3
Effect Indicators	—
CleanUp Sites	88.3
Groundwater	97.4
Haz Waste Facilities/Generators	85.2
Impaired Water Bodies	0.00
Solid Waste	93.6
Sensitive Population	—
Asthma	48.9
Cardio-vascular	83.4
Low Birth Weights	65.8
Socioeconomic Factor Indicators	—
Education	48.8
Housing	12.8
Linguistic	40.4
Poverty	36.8
Unemployment	77.8

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	68.84383421
Employed	51.71307584
Median HI	83.8829719

Education	—
Bachelor's or higher	52.44450148
High school enrollment	21.68612858
Preschool enrollment	34.36417298
Transportation	—
Auto Access	89.83703323
Active commuting	19.63300398
Social	—
2-parent households	67.67611959
Voting	45.05325292
Neighborhood	—
Alcohol availability	57.141024
Park access	29.05171308
Retail density	28.8848967
Supermarket access	25.09944822
Tree canopy	13.5249583
Housing	—
Homeownership	90.85076351
Housing habitability	84.89670217
Low-inc homeowner severe housing cost burden	55.43436417
Low-inc renter severe housing cost burden	80.94443732
Uncrowded housing	55.74233286
Health Outcomes	—
Insured adults	58.10342615
Arthritis	86.8
Asthma ER Admissions	49.5
High Blood Pressure	83.5

Cancer (excluding skin)	77.2
Asthma	61.7
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	72.3
Life Expectancy at Birth	29.4
Cognitively Disabled	56.3
Physically Disabled	77.4
Heart Attack ER Admissions	27.7
Mental Health Not Good	61.1
Chronic Kidney Disease	90.3
Obesity	60.5
Pedestrian Injuries	19.6
Physical Health Not Good	71.4
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	30.9
Current Smoker	56.8
No Leisure Time for Physical Activity	61.9
Climate Change Exposures	—
Wildfire Risk	12.6
SLR Inundation Area	0.0
Children	11.7
Elderly	83.6
English Speaking	54.8
Foreign-born	60.5
Outdoor Workers	41.9

Climate Change Adaptive Capacity	—
Impervious Surface Cover	68.7
Traffic Density	51.4
Traffic Access	23.0
Other Indices	—
Hardship	49.6
Other Decision Support	—
2016 Voting	53.9

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	80.0
Healthy Places Index Score for Project Location (b)	59.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	Site is ~85,440 sf (~1.96 acres) with a parking lot with 28 passenger vehicles and 57 truck dock spaces. Existing building is to remain with no new buildings being constructed. Existing building to remain is ~1,220 sf and landscaping is ~21,650 sf (~0.497 ac); therefore, paved area of parking lot modeled as ~62,570 sf or ~1.435 acres. E
Construction: Construction Phases	Construction anticipated to begin early February 2025 and be completed by June 2025. Existing building to remain, no new buildings are being constructed, therefore, no building construction phase. Demolition of existing paving only (covering ~1.932 acres or ~84,158 sf). Removal of existing paving estimated at ~84,158 sf to be removed = $84,158 \text{ sf} \times 0.3 \text{ in} = 25,247.4 \text{ cft} \times 45 \text{ lbs/cf} = 1,136,133 \text{ lbs} = \sim 1,136 \text{ tons}$ of debris to be removed during demolition. As the project is mainly that of the construction of a paved parking area, the CalEEMod default paving phase timeline has been increased. Site is anticipated to balance.
Construction: Architectural Coatings	SCAQMD Rule 1113 limits architectural coatings to 50 g/L VOC for buildings and 100 g/L VOC for parking lots.
Operations: Vehicle Data	—
Operations: Fleet Mix	—

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	19721 2160 Stonehurst Drive Truck Yard - OPERATIONAL ANALYSIS ONLY
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	6.40
Location	2160 W Stonehurst Dr, Rialto, CA 92377, USA
County	San Bernardino-South Coast
City	Rialto
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5315
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.24

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	85.0	Space	1.44	0.00	21,650	—	—	—

General Light Industry	1.22	1000sqft	0.03	1,220	0.00	—	—	—
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.77	0.53	2.48	7.57	0.03	0.04	1.79	1.82	0.03	0.46	0.49	1.36	3,269	3,270	0.38	0.32	9.04	3,383
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.74	0.50	2.61	6.27	0.03	0.04	1.79	1.82	0.03	0.46	0.49	1.36	3,160	3,161	0.38	0.32	0.54	3,266
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.75	0.50	2.63	6.52	0.03	0.04	1.78	1.81	0.03	0.46	0.49	1.36	3,176	3,178	0.38	0.32	4.08	3,287
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.09	0.48	1.19	0.01	0.01	0.32	0.33	0.01	0.08	0.09	0.22	526	526	0.06	0.05	0.68	544

### 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.73	0.48	2.46	7.50	0.03	0.03	1.79	1.82	0.03	0.46	0.49	—	3,149	3,149	0.24	0.32	8.72	3,258
Area	0.05	0.05	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	114	114	0.01	< 0.005	—	114
Water	—	—	—	—	—	—	—	—	—	—	—	0.54	5.49	6.03	0.06	< 0.005	—	7.83
Waste	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	0.77	0.53	2.48	7.57	0.03	0.04	1.79	1.82	0.03	0.46	0.49	1.36	3,269	3,270	0.38	0.32	9.04	3,383
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.70	0.46	2.59	6.26	0.03	0.03	1.79	1.82	0.03	0.46	0.49	—	3,041	3,041	0.24	0.32	0.23	3,142
Area	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	114	114	0.01	< 0.005	—	114
Water	—	—	—	—	—	—	—	—	—	—	—	0.54	5.49	6.03	0.06	< 0.005	—	7.83
Waste	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	0.74	0.50	2.61	6.27	0.03	0.04	1.79	1.82	0.03	0.46	0.49	1.36	3,160	3,161	0.38	0.32	0.54	3,266
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.70	0.45	2.62	6.48	0.03	0.03	1.78	1.81	0.03	0.46	0.49	—	3,057	3,057	0.24	0.32	3.77	3,162
Area	0.05	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.15	0.15	< 0.005	< 0.005	—	0.15
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	114	114	0.01	< 0.005	—	114
Water	—	—	—	—	—	—	—	—	—	—	—	0.54	5.49	6.03	0.06	< 0.005	—	7.83
Waste	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	0.75	0.50	2.63	6.52	0.03	0.04	1.78	1.81	0.03	0.46	0.49	1.36	3,176	3,178	0.38	0.32	4.08	3,287

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.08	0.48	1.18	0.01	0.01	0.32	0.33	0.01	0.08	0.09	—	506	506	0.04	0.05	0.62	523
Area	0.01	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.8	18.8	< 0.005	< 0.005	—	18.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.09	0.91	1.00	0.01	< 0.005	—	1.30
Waste	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.47
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	0.14	0.09	0.48	1.19	0.01	0.01	0.32	0.33	0.01	0.08	0.09	0.22	526	526	0.06	0.05	0.68	544

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.73	0.48	2.46	7.50	0.03	0.03	1.79	1.82	0.03	0.46	0.49	—	3,149	3,149	0.24	0.32	8.72	3,258
Total	0.73	0.48	2.46	7.50	0.03	0.03	1.79	1.82	0.03	0.46	0.49	—	3,149	3,149	0.24	0.32	8.72	3,258
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

General Light Industry	0.70	0.46	2.59	6.26	0.03	0.03	1.79	1.82	0.03	0.46	0.49	—	3,041	3,041	0.24	0.32	0.23	3,142
Total	0.70	0.46	2.59	6.26	0.03	0.03	1.79	1.82	0.03	0.46	0.49	—	3,041	3,041	0.24	0.32	0.23	3,142
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.13	0.08	0.48	1.18	0.01	0.01	0.32	0.33	0.01	0.08	0.09	—	506	506	0.04	0.05	0.62	523
Total	0.13	0.08	0.48	1.18	0.01	0.01	0.32	0.33	0.01	0.08	0.09	—	506	506	0.04	0.05	0.62	523

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	79.8	79.8	< 0.005	< 0.005	—	80.1
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	17.0	17.0	< 0.005	< 0.005	—	17.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	96.8	96.8	0.01	< 0.005	—	97.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	79.8	79.8	< 0.005	< 0.005	—	80.1

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	17.0	17.0	< 0.005	< 0.005	—	17.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	96.8	96.8	0.01	< 0.005	—	97.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	13.2	13.2	< 0.005	< 0.005	—	13.3
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	2.81	2.81	< 0.005	< 0.005	—	2.82
Total	—	—	—	—	—	—	—	—	—	—	—	—	16.0	16.0	< 0.005	< 0.005	—	16.1

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.8	16.8	< 0.005	< 0.005	—	16.8
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.8	16.8	< 0.005	< 0.005	—	16.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.8	16.8	< 0.005	< 0.005	—	16.8

Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.8	16.8	< 0.005	< 0.005	—	16.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.78	2.78	< 0.005	< 0.005	—	2.78
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.78	2.78	< 0.005	< 0.005	—	2.78

### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Total	0.05	0.05	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	0.01	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02

### 4.4. Water Emissions by Land Use

#### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	2.69	2.69	< 0.005	< 0.005	—	2.70
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.54	2.80	3.34	0.06	< 0.005	—	5.13

Total	—	—	—	—	—	—	—	—	—	—	—	0.54	5.49	6.03	0.06	< 0.005	—	7.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	2.69	2.69	< 0.005	< 0.005	—	2.70
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.54	2.80	3.34	0.06	< 0.005	—	5.13
Total	—	—	—	—	—	—	—	—	—	—	—	0.54	5.49	6.03	0.06	< 0.005	—	7.83
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.45	0.45	< 0.005	< 0.005	—	0.45
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.09	0.46	0.55	0.01	< 0.005	—	0.85
Total	—	—	—	—	—	—	—	—	—	—	—	0.09	0.91	1.00	0.01	< 0.005	—	1.30

### 4.5. Waste Emissions by Land Use

#### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85
Total	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85
Total	—	—	—	—	—	—	—	—	—	—	—	0.82	0.00	0.82	0.08	0.00	—	2.85
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.47
Total	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.47

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	131	131	131	47,816	2,393	2,393	2,393	873,531

### 5.10. Operational Area Sources

#### 5.10.1. Hearths

##### 5.10.1.1. Unmitigated

#### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	1,830	610	3,751

#### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	54,758	532	0.0330	0.0040	0.00
General Light Industry	11,636	532	0.0330	0.0040	52,321

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	347,680
General Light Industry	282,125	0.00

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—
General Light Industry	1.51	—

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

### 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

#### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

### 5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

### 5.18. Vegetation

#### 5.18.1. Land Use Change

##### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	27.6	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	15.9	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events.

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

Air Quality Degradation	N/A	N/A	N/A	N/A
-------------------------	-----	-----	-----	-----

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	98.7
AQ-PM	76.3
AQ-DPM	52.6
Drinking Water	95.8
Lead Risk Housing	10.9
Pesticides	0.00
Toxic Releases	62.6
Traffic	61.3
Effect Indicators	—
CleanUp Sites	88.3
Groundwater	97.4
Haz Waste Facilities/Generators	85.2
Impaired Water Bodies	0.00
Solid Waste	93.6

Sensitive Population	—
Asthma	48.9
Cardio-vascular	83.4
Low Birth Weights	65.8
Socioeconomic Factor Indicators	—
Education	48.8
Housing	12.8
Linguistic	40.4
Poverty	36.8
Unemployment	77.8

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	68.84383421
Employed	51.71307584
Median HI	83.8829719
Education	—
Bachelor's or higher	52.44450148
High school enrollment	21.68612858
Preschool enrollment	34.36417298
Transportation	—
Auto Access	89.83703323
Active commuting	19.63300398
Social	—
2-parent households	67.67611959

Voting	45.05325292
Neighborhood	—
Alcohol availability	57.141024
Park access	29.05171308
Retail density	28.8848967
Supermarket access	25.09944822
Tree canopy	13.5249583
Housing	—
Homeownership	90.85076351
Housing habitability	84.89670217
Low-inc homeowner severe housing cost burden	55.43436417
Low-inc renter severe housing cost burden	80.94443732
Uncrowded housing	55.74233286
Health Outcomes	—
Insured adults	58.10342615
Arthritis	86.8
Asthma ER Admissions	49.5
High Blood Pressure	83.5
Cancer (excluding skin)	77.2
Asthma	61.7
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	72.3
Life Expectancy at Birth	29.4
Cognitively Disabled	56.3
Physically Disabled	77.4
Heart Attack ER Admissions	27.7

Mental Health Not Good	61.1
Chronic Kidney Disease	90.3
Obesity	60.5
Pedestrian Injuries	19.6
Physical Health Not Good	71.4
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	30.9
Current Smoker	56.8
No Leisure Time for Physical Activity	61.9
Climate Change Exposures	—
Wildfire Risk	12.6
SLR Inundation Area	0.0
Children	11.7
Elderly	83.6
English Speaking	54.8
Foreign-born	60.5
Outdoor Workers	41.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	68.7
Traffic Density	51.4
Traffic Access	23.0
Other Indices	—
Hardship	49.6
Other Decision Support	—
2016 Voting	53.9

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	80.0
Healthy Places Index Score for Project Location (b)	59.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	Site is ~85,440 sf (~1.96 acres) with a parking lot with 28 passenger vehicles and 57 truck dock spaces. Existing building is to remain with no new buildings being constructed. Existing building to remain is ~1,220 sf and landscaping is ~21,650 sf (~0.497 ac); therefore, paved area of parking lot modeled as ~62,570 sf or ~1.435 acres. Existing building has been included in operational modeling and modeled as General Light Industry.
Operations: Vehicle Data	Per Trip Generation Methodology 1 from the Trip Generation Memo, it was found that the proposed project would create approximately 131 vehicle trips per day. Therefore, the calculated trip generation for modeling purposes, is 131 spaces/1.220 TSF = 107.38 trips per TSF per day. This trip generation rate has been utilized in the modeling. The percentages were changed to 78.6% autos (H-W) and 21.4% trucks (W-O) to match the overall vehicle percentages given in the Trip Generation Memo.

Operations: Fleet Mix

Revised per the Trip Generation Methodology 1 vehicle mix provided in the Trip Generation Memo of 78.6% Autos, 0% 2-Axle Trucks, 0% 3-Axle Trucks and 21.4% 4+ Axle Trucks.



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# Preliminary Water Quality Management Plan

For:

## EXISTING STORAGE CONTAINER FACILITY

ASSESSOR'S PARCEL NUMBER: 1133-071-08-0-000, 1133-071-09-0-000, 1133-071-10-0-000

Prepared for:

Bat Fish Holdings LLC  
1613 S. Baker Ave  
Ontario, CA 91761

Prepared by:

TAIT and Associates  
701 N. Parkcenter Drive  
Santa Ana, CA 92705  
(714) 560-8200

Submittal Date: 02/02/2024

Revision Date: Insert Current Revision Date

Approval Date: \_\_\_\_\_

## Project Owner's Certification

This Water Quality Management Plan (WQMP) has been prepared for Bat Fish Holdings LLC by Tait & Associates, Inc. The WQMP is intended to comply with the requirements of the San Bernardino County and the NPDES Areawide Stormwater Program requiring the preparation of a WQMP. The undersigned, while it owns the subject property, is responsible for the implementation of the provisions of this plan and will ensure that this plan is amended as appropriate to reflect up-to-date conditions on the site consistent with San Bernardino County's Municipal Storm Water Management Program and the intent of the NPDES Permit for San Bernardino County and the incorporated cities of San Bernardino County within the Santa Ana Region. Once the undersigned transfers its interest in the property, its successors in interest and the city/county shall be notified of the transfer. The new owner will be informed of its responsibility under this WQMP. A copy of the approved WQMP shall be available on the subject site in perpetuity.

"I certify under a penalty of law that the provisions (implementation, operation, maintenance, and funding) of the WQMP have been accepted and that the plan will be transferred to future successors."

Project Data			
Permit/Application Number(s):		Grading Permit Number(s):	
Tract/Parcel Map Number(s):		Building Permit Number(s):	
CUP, SUP, and/or APN (Specify Lot Numbers if Portions of Tract):			APN: 1133-071-08-0-000, 1133-071-09-0-000, 1133-071-10-0-000
Owner's Signature			
<b>Owner Name:</b> Robert Riggio			
<b>Title</b>			
Company	Bat Fish Holdings LLC		
Address	1613 S. Baker Ave, Ontario, CA 91761		
Email	rob@riggioconstruction.net		
<b>Telephone #</b>			
Signature			Date

### Preparer's Certification

Project Data			
Permit/Application Number(s):		Grading Permit Number(s):	
Tract/Parcel Map Number(s):		Building Permit Number(s):	
CUP, SUP, and/or APN (Specify Lot Numbers if Portions of Tract):			APN: 1133-071-08-0-000, 1133-071-09-0-000, 1133-071-10-0-000

“The selection, sizing and design of stormwater treatment and other stormwater quality and quantity control measures in this plan were prepared under my oversight and meet the requirements of Regional Water Quality Control Board Order No. R8-2010-0036.”

<b>Engineer:</b> Ryan Haskin		PE Stamp Below  
Title	Project Manager	
Company	Tait & Associates	
Address	701 N. Parkcenter Drive, Santa Ana, CA 92705	
Email	rhaskin@tait.com	
Telephone #	714-560-8627	
Signature	<i>Ryan Haskin</i>	
Date	2/5/2024	

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## Section 1 Discretionary Permit(s)

<b>Form 1-1 Project Information</b>					
Project Name		Existing Storage Container Facility			
Project Owner Contact Name:		Bat Fish Holdings LLC			
Mailing Address:	1613 S. Baker Ave, Ontario, CA	E-mail Address:	rob@riggioconstruction.net	Telephone:	
Permit/Application Number(s):				Tract/Parcel Map Number(s):	
Additional Information/ Comments:					
Description of Project:		<p>The existing site is approximately 2.51 acres and is currently a vacant rough graded lot being used for storage. The project is located at 2160 Stonehurst Drive, Rialto, CA 92377. The site is bounded to the north by Robertson's Ready Mix, south by Stonehurst Drive, east by Mobile Mini, and west by 4 Gen Logistics.</p> <p>The proposed project will add three infiltration basins to the site along with other improvements.</p>			
Provide summary of Conceptual WQMP conditions (if previously submitted and approved). Attach complete copy.		N/A – A Conceptual WQMP was not previously submitted and approved.			

## Section 2 Project Description

### 2.1 Project Information

This section of the WQMP should provide the information listed below. The information provided for Conceptual/ Preliminary WQMP should give sufficient detail to identify the major proposed site design and LID BMPs and other anticipated water quality features that impact site planning. Final Project WQMP must specifically identify all BMP incorporated into the final site design and provide other detailed information as described herein.

The purpose of this information is to help determine the applicable development category, pollutants of concern, watershed description, and long term maintenance responsibilities for the project, and any applicable water quality credits. This information will be used in conjunction with the information in Section 3, Site Description, to establish the performance criteria and to select the LID BMP or other BMP for the project or other alternative programs that the project will participate in, which are described in Section 4.

<b>Form 2.1-1 Description of Proposed Project</b>					
<b>1</b> Development Category (Select all that apply):					
<input checked="" type="checkbox"/> Significant re-development involving the addition or replacement of 5,000 ft <sup>2</sup> or more of impervious surface on an already developed site	<input type="checkbox"/> New development involving the creation of 10,000 ft <sup>2</sup> or more of impervious surface collectively over entire site	<input type="checkbox"/> Automotive repair shops with standard industrial classification (SIC) codes 5013, 5014, 5541, 7532- 7534, 7536-7539	<input type="checkbox"/> Restaurants (with SIC code 5812) where the land area of development is 5,000 ft <sup>2</sup> or more		
<input type="checkbox"/> Hillside developments of 5,000 ft <sup>2</sup> or more which are located on areas with known erosive soil conditions or where the natural slope is 25 percent or more	<input type="checkbox"/> Developments of 2,500 ft <sup>2</sup> of impervious surface or more adjacent to (within 200 ft) or discharging directly into environmentally sensitive areas or waterbodies listed on the CWA Section 303(d) list of impaired waters.	<input checked="" type="checkbox"/> Parking lots of 5,000 ft <sup>2</sup> or more exposed to storm water	<input type="checkbox"/> Retail gasoline outlets that are either 5,000 ft <sup>2</sup> or more, or have a projected average daily traffic of 100 or more vehicles per day		
<input type="checkbox"/> Non-Priority / Non-Category Project <i>May require source control LID BMPs and other LIP requirements. Please consult with local jurisdiction on specific requirements.</i>					
<b>2</b> Project Area (ft <sup>2</sup> ):	109,446	<b>3</b> Number of Dwelling Units:	0	<b>4</b> SIC Code:	
<b>5</b> Is Project going to be phased? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <i>If yes, ensure that the WQMP evaluates each phase as a distinct DA, requiring LID BMPs to address runoff at time of completion.</i>					
<b>6</b> Does Project include roads? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <i>If yes, ensure that applicable requirements for transportation projects are addressed (see Appendix A of TGD for WQMP)</i>					

## 2.2 Property Ownership/Management

Describe the ownership/management of all portions of the project and site. State whether any infrastructure will transfer to public agencies (City, County, Caltrans, etc.) after project completion. State if a homeowners or property owners association will be formed and be responsible for the long-term maintenance of project stormwater facilities. Describe any lot-level stormwater features that will be the responsibility of individual property owners.

### Form 2.2-1 Property Ownership/Management

Describe property ownership/management responsible for long-term maintenance of WQMP stormwater facilities:

The Owner listed below is responsible for the maintenance of the Water Quality BMPs on an annual and/or as needed basis. The Owner will complete a walk of the development and inspect BMPs outlined in this WQMP. The Owner will report results of inspections. Records shall be transmitted to the City for their use and keeping if needed. These reports must be kept on file by the Owner for at least 5 years from date generated.

Bat Fish Holdings LLC  
1613 S. Baker Ave  
Ontario, CA 91761

## 2.3 Potential Stormwater Pollutants

Determine and describe expected stormwater pollutants of concern based on land uses and site activities (refer to Table 3-3 in the TGD for WQMP).

Form 2.3-1 Pollutants of Concern			
Pollutant	Please check: E=Expected, N=Not Expected		Additional Information and Comments
	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Pathogens (Bacterial / Virus)	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Animal Waste, Domestic Refuse
Nutrients - Phosphorous	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Fertilizers
Nutrients - Nitrogen	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Fertilizers
Noxious Aquatic Plants	E <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
Sediment	E <input type="checkbox"/>	N <input checked="" type="checkbox"/>	Pavement and Landscape Areas
Metals	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Oil and Grease	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Motor Vehicles
Trash/Debris	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Pesticides / Herbicides	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Landscape Areas
Organic Compounds	E <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Fertilizers
Other:	E <input type="checkbox"/>	N <input type="checkbox"/>	
Other:	E <input type="checkbox"/>	N <input type="checkbox"/>	
Other:	E <input type="checkbox"/>	N <input type="checkbox"/>	
Other:	E <input type="checkbox"/>	N <input type="checkbox"/>	
Other:	E <input type="checkbox"/>	N <input type="checkbox"/>	

## 2.4 Water Quality Credits

A water quality credit program is applicable for certain types of development projects if it is not feasible to meet the requirements for on-site LID. Proponents for eligible projects, as described below, can apply for water quality credits that would reduce project obligations for selecting and sizing other treatment BMP or participating in other alternative compliance programs. Refer to Section 6.2 in the TGD for WQMP to determine if water quality credits are applicable for the project.

<b>Form 2.4-1 Water Quality Credits</b>			
<b>1</b> Project Types that Qualify for Water Quality Credits: <i>Select all that apply</i>			
<input type="checkbox"/> Redevelopment projects that reduce the overall impervious footprint of the project site. [Credit = % impervious reduced]	Higher density development projects <input type="checkbox"/> Vertical density [20%] <input type="checkbox"/> 7 units/ acre [5%]	<input type="checkbox"/> Mixed use development, (combination of residential, commercial, industrial, office, institutional, or other land uses which incorporate design principles that demonstrate environmental benefits not realized through single use projects) [20%]	<input type="checkbox"/> Brownfield redevelopment (redevelop real property complicated by presence or potential of hazardous contaminants) [25%]
<input type="checkbox"/> Redevelopment projects in established historic district, historic preservation area, or similar significant core city center areas [10%]	<input type="checkbox"/> Transit-oriented developments (mixed use residential or commercial area designed to maximize access to public transportation) [20%]	<input type="checkbox"/> In-fill projects (conversion of empty lots & other underused spaces < 5 acres, substantially surrounded by urban land uses, into more beneficially used spaces, such as residential or commercial areas) [10%]	<input type="checkbox"/> Live-Work developments (variety of developments designed to support residential and vocational needs) [20%]
<b>2</b> Total Credit % 0% <i>(Total all credit percentages up to a maximum allowable credit of 50 percent)</i>			
Description of Water Quality Credit Eligibility (if applicable)	N/A		

## Section 3 Site and Watershed Description

Describe the project site conditions that will facilitate the selection of BMP through an analysis of the physical conditions and limitations of the site and its receiving waters. Identify distinct drainage areas (DA) that collect flow from a portion of the site and describe how runoff from each DA (and sub-watershed DMAs) is conveyed to the site outlet(s). Refer to Section 3.2 in the TGD for WQMP. The form below is provided as an example. Then complete Forms 3.2 and 3.3 for each DA on the project site. ***If the project has more than one drainage area for stormwater management, then complete additional versions of these forms for each DA / outlet.***

Form 3-1 Site Location and Hydrologic Features			
Site coordinates take GPS measurement at approximate center of site	Latitude: 34° 8' 41" N	Longitude: 117° 24' 54" W	Thomas Bros Map page
<p><sup>1</sup> San Bernardino County climatic region: <input checked="" type="checkbox"/> Valley <input type="checkbox"/> Mountain</p>			
<p><sup>2</sup> Does the site have more than one drainage area (DA): Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <i>If no, proceed to Form 3-2. If yes, then use this form to show a conceptual schematic describing DMAs and hydrologic feature connecting DMAs to the site outlet(s). An example is provided below that can be modified for proposed project or a drawing clearly showing DMA and flow routing may be attached</i></p>			
<p>N/A</p>			
Conveyance	Briefly describe on-site drainage features to convey runoff that is not retained within a DMA		
N/A	N/A		

<b>Form 3-2 Existing Hydrologic Characteristics for Drainage Area 1</b>				
For Drainage Area 1's sub-watershed DMA, provide the following characteristics	DMA A	DMA B	DMA C	DMA D
<b>1</b> DMA drainage area (ft <sup>2</sup> )	109.446			
<b>2</b> Existing site impervious area (ft <sup>2</sup> )	109,446			
<b>3</b> Antecedent moisture condition <i>For desert areas, use <a href="http://www.sbcounty.gov/dpw/floodcontrol/pdf/20100412_map.pdf">http://www.sbcounty.gov/dpw/floodcontrol/pdf/20100412_map.pdf</a></i>	II			
<b>4</b> Hydrologic soil group <i>Refer to Watershed Mapping Tool – <a href="http://permitrack.sbcounty.gov/wap/">http://permitrack.sbcounty.gov/wap/</a></i>	A			
<b>5</b> Longest flowpath length (ft)	230			
<b>6</b> Longest flowpath slope (ft/ft)	.04			
<b>7</b> Current land cover type(s) <i>Select from Fig C-3 of Hydrology Manual</i>	Barren			
<b>8</b> Pre-developed pervious area condition: <i>Based on the extent of wet season vegetated cover good &gt;75%; Fair 50-75%; Poor &lt;50% Attach photos of site to support rating</i>	Poor			

<b>Form 3-2 Existing Hydrologic Characteristics for Drainage Area 1 (use only as needed for additional DMA w/in DA 1)</b>				
For Drainage Area 1's sub-watershed DMA, provide the following characteristics	DMA E	DMA F	DMA G	DMA H
<b>1</b> DMA drainage area (ft <sup>2</sup> )				
<b>2</b> Existing site impervious area (ft <sup>2</sup> )				
<b>3</b> Antecedent moisture condition <i>For desert areas, use <a href="http://www.sbcounty.gov/dpw/floodcontrol/pdf/20100412_map.pdf">http://www.sbcounty.gov/dpw/floodcontrol/pdf/20100412_map.pdf</a></i>				
<b>4</b> Hydrologic soil group <i>Refer to Watershed Mapping Tool – <a href="http://permitrack.sbcounty.gov/wap/">http://permitrack.sbcounty.gov/wap/</a></i>				
<b>5</b> Longest flowpath length (ft)				
<b>6</b> Longest flowpath slope (ft/ft)				
<b>7</b> Current land cover type(s) <i>Select from Fig C-3 of Hydrology Manual</i>				
<b>8</b> Pre-developed pervious area condition: <i>Based on the extent of wet season vegetated cover good &gt;75%; Fair 50-75%; Poor &lt;50% Attach photos of site to support rating</i>				

<b>Form 3-3 Watershed Description for Drainage Area</b>	
<p>Receiving waters</p> <p><i>Refer to Watershed Mapping Tool -</i>  <a href="http://permitrack.sbcounty.gov/wap/">http://permitrack.sbcounty.gov/wap/</a>  <i>See 'Drainage Facilities' link at this website</i></p>	<p>Upper Santa Ana River Watershed</p>
<p>Applicable TMDLs</p> <p><i>Refer to Local Implementation Plan</i></p>	
<p>303(d) listed impairments</p> <p><i>Refer to Local Implementation Plan and Watershed Mapping Tool -</i>  <a href="http://permitrack.sbcounty.gov/wap/">http://permitrack.sbcounty.gov/wap/</a> and State Water Resources Control Board website -  <a href="http://www.waterboards.ca.gov/santaana/water_iss/ues/programs/tmdl/index.shtml">http://www.waterboards.ca.gov/santaana/water_iss/ues/programs/tmdl/index.shtml</a></p>	<p>Lytle Creek - Pathogens</p>
<p>Environmentally Sensitive Areas (ESA)</p> <p><i>Refer to Watershed Mapping Tool -</i>  <a href="http://permitrack.sbcounty.gov/wap/">http://permitrack.sbcounty.gov/wap/</a></p>	
<p>Unlined Downstream Water Bodies</p> <p><i>Refer to Watershed Mapping Tool -</i>  <a href="http://permitrack.sbcounty.gov/wap/">http://permitrack.sbcounty.gov/wap/</a></p>	<p>Lytle Creek and Santa Ana River</p>
<p>Hydrologic Conditions of Concern</p>	<p><input type="checkbox"/> Yes Complete Hydrologic Conditions of Concern (HCOC) Assessment. Include Forms 4.2-2 through Form 4.2-5 and Hydromodification BMP Form 4.3-10 in submittal</p> <p><input checked="" type="checkbox"/> No</p>
<p>Watershed-based BMP included in a RWQCB approved WAP</p>	<p><input type="checkbox"/> Yes Attach verification of regional BMP evaluation criteria in WAP</p> <ul style="list-style-type: none"> <li>• More Effective than On-site LID</li> <li>• Remaining Capacity for Project DCV</li> <li>• Upstream of any Water of the US</li> <li>• Operational at Project Completion</li> <li>• Long-Term Maintenance Plan</li> </ul> <p><input type="checkbox"/> No</p>

## Section 4 Best Management Practices (BMP)

### 4.1 Source Control BMP

#### 4.1.1 Pollution Prevention

Non-structural and structural source control BMP are required to be incorporated into all new development and significant redevelopment projects. Form 4.1-1 and 4.1-2 are used to describe specific source control BMPs used in the WQMP or to explain why a certain BMP is not applicable. Table 7-3 of the TGD for WQMP provides a list of applicable source control BMP for projects with specific types of potential pollutant sources or activities. The source control BMP in this table must be implemented for projects with these specific types of potential pollutant sources or activities.

The preparers of this WQMP have reviewed the source control BMP requirements for new development and significant redevelopment projects. The preparers have also reviewed the specific BMP required for project as specified in Forms 4.1-1 and 4.1-2. All applicable non-structural and structural source control BMP shall be implemented in the project.

<b>Form 4.1-1 Non-Structural Source Control BMPs</b>				
Identifier	Name	Check One		Describe BMP Implementation OR, if not applicable, state reason
		Included	Not Applicable	
N1	Education of Property Owners, Tenants and Occupants on Stormwater BMPs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The current owner/developer shall be familiar with the contents of this WQMP and County & City ordinances and brochures and furnish copies of these documents to all future property owners.
N2	Activity Restrictions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Property owners and their tenants or occupants shall not be allowed to discharge chemicals, chemical residues, wastewater or other prohibited discharges listed in the City stormwater Ordinance, to the outside, paved areas of the site; or store chemicals or other pollutant sources in a non-spill contained or covered facilities.
N3	Landscape Management BMPs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The owner and their landscape maintenance contractor shall inspect the irrigation system plant health and erosion problems after each landscape procedure. All routine landscaping maintenance.
N4	BMP Maintenance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The owner shall inspect for standing water in the water retention basins, 48 hours after storm events. BMP maintenance shall be performed per the schedule in Form 5-1, as needed to restore free drainage.
N5	Title 22 CCR Compliance (How development will comply)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hazardous materials are not anticipated at this project site.
N6	Local Water Quality Ordinances	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The owner shall ensure that all maintenance activities at the site comply with the City stormwater ordinance, through the implementation of BMPs.
N7	Spill Contingency Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No storage of hazardous materials is anticipated at this project site.
N8	Underground Storage Tank Compliance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No underground storage tanks at this project site.
N9	Hazardous Materials Disclosure Compliance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The owner shall prohibit the storage of hazardous materials.

<b>Form 4.1-1 Non-Structural Source Control BMPs</b>				
Identifier	Name	Check One		Describe BMP Implementation OR, if not applicable, state reason
		Included	Not Applicable	
N10	Uniform Fire Code Implementation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The owner shall require all fire code requirements to be implemented at this project site.
N11	Litter/Debris Control Program	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The owner and their contractor shall pick up litter and sweep and clean the existing trash enclosure weekly. The trash enclosure is designed to divert all flows around the dumpsters and shall be roofed. The owner shall contract with a refuse company to have the dumpsters emptied on a weekly basis, at a minimum.
N12	Employee Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The owner shall require all maintenance contractors to train their employees in stormwater BMP implementation.
N13	Housekeeping of Loading Docks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No loading docks at this project site.
N14	Catch Basin Inspection Program	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Any on-site catch basins shall be inspected monthly during the rainy season (October-May) and before and after each storm to ensure proper operation. A qualified landscape contractor shall be contracted to inspect and clean out accumulation of trash, litter and sediment and check for evidence of illegal dumping of waste materials into on-site drains.
N15	Vacuum Sweeping of Private Streets and Parking Lots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The paved areas and common open areas of the project site shall be swept and cleaned weekly.
N16	Other Non-structural Measures for Public Agency Projects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not a public project.
N17	Comply with all other applicable NPDES permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The developer of this site shall comply with all BMP implementation requirements of the City for stormwater discharges during construction of this project and shall file for a permit coverage under the Statewide General Construction Stormwater Permit, prior to beginning construction/grading activities at this site. Following occupancy,

Water Quality Management Plan (WQMP)

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				owners and tenants shall comply with the San Bernardino County MS4 Permit requirements, enforced by the City.
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**Form 4.1-2 Structural Source Control BMPs**

Identifier	Name	Check One		Describe BMP Implementation OR, If not applicable, state reason
		Included	Not Applicable	
S1	Provide storm drain system stencilling and signage (CASQA New Development BMP Handbook SD-13)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A painted message "No Dumping-Drains to River" shall be placed on each catch basin by developer. The message shall be inspected annually & repainted as necessary.
S2	Design and construct outdoor material storage areas to reduce pollution introduction (CASQA New Development BMP Handbook SD-34)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This development does not include the storage of materials outdoors.
S3	Design and construct trash and waste storage areas to reduce pollution introduction (CASQA New Development BMP Handbook SD-32)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stormwater flows are diverted away from the trash enclosure. All dumpsters shall have working lids which shall be kept closed, at all times. Trash enclosure shall comply with CASQA SD-32 and shall have doors and a solid roof.
S4	Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control (Statewide Model Landscape Ordinance; CASQA New Development BMP Handbook SD-12)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
S5	Finish grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	All landscaped areas shall comply with depressed grading requirements by finish grading to a minimum of 1" below pavement grades or top-of-curb.
S6	Protect slopes and channels and provide energy dissipation (CASQA New Development BMP Handbook SD-10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	All slopes shall be hard lined, rip-rapped or vegetated to provide erosion protection and prevent sediment transport.
S7	Covered dock areas (CASQA New Development BMP Handbook SD-31)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Covered dock areas are not proposed as part of this development.
S8	Covered maintenance bays with spill containment plans (CASQA New Development BMP Handbook SD-31)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Maintenance bays are not proposed as part of this development.
S9	Vehicle wash areas with spill containment plans (CASQA New Development BMP Handbook SD-33)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Vehicle wash areas are not provided as part of the proposed development.

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S10	Covered outdoor processing areas (CASQA New Development BMP Handbook SD-36)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Outdoor processing is not associated with the proposed development.
<b>Form 4.1-2 Structural Source Control BMPs</b>				
Identifier	Name	Check One		Describe BMP Implementation OR, If not applicable, state reason
		Included	Not Applicable	
S11	Equipment wash areas with spill containment plans (CASQA New Development BMP Handbook SD-33)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Outdoor equipment is not associated with the proposed development.
S12	Fueling areas (CASQA New Development BMP Handbook SD-30)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fueling areas are not associated with the proposed development.
S13	Hillside landscaping (CASQA New Development BMP Handbook SD-10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hillside landscaping shall be provided to meet CASQA New Development BMP Handbook SD-10 requirements.
S14	Wash water control for food preparation areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not include food preparation areas.
S15	Community car wash racks (CASQA New Development BMP Handbook SD-33)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not include community car wash areas.

### 4.1.2 Preventative LID Site Design Practices

Site design practices associated with new LID requirements in the MS4 Permit should be considered in the earliest phases of a project. Preventative site design practices can result in smaller DCV for LID BMP and hydromodification control BMP by reducing runoff generation. Describe site design and drainage plan including:

- A narrative of site design practices utilized or rationale for not using practices
- A narrative of how site plan incorporates preventive site design practices
- Include an attached Site Plan layout which shows how preventative site design practices are included in WQMP

Refer to Section 5.2 of the TGD for WQMP for more details.

<b>Form 4.1-3 Preventative LID Site Design Practices Checklist</b>
<p>Site Design Practices <i>If yes, explain how preventative site design practice is addressed in project site plan. If no, other LID BMPs must be selected to meet targets</i></p>
<p>Minimize impervious areas: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Explanation: Landscaping has been maximized as much as feasible.</p>
<p>Maximize natural infiltration capacity: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Explanation: Site is being designed with an infiltration basin that will be constructed and maintained to maximize natural infiltration.</p>
<p>Preserve existing drainage patterns and time of concentration: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation: Current site is vacant, untreated and runs off site. Water will be directed to an infiltration basin.</p>
<p>Disconnect impervious areas: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Explanation: Stormwater from impervious areas drains to infiltration basin.</p>
<p>Protect existing vegetation and sensitive areas: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation: N/A</p>
<p>Re-vegetate disturbed areas: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Explanation: Proposed site features and landscaping appropriate for the area and climate.</p>
<p>Minimize unnecessary compaction in stormwater retention/infiltration basin/trench areas: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Explanation: Compaction in areas of infiltration basin will be minimized as much as feasible during construction.</p>
<p>Utilize vegetated drainage swales in place of underground piping or imperviously lined swales: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation: Drainage will sheet flow to basins by curb cuts and catch basins.</p>
<p>Stake off areas that will be used for landscaping to minimize compaction during construction: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation: The site will be mass graded with proposed landscape installed after hardscape elements are constructed.</p>

## 4.2 Project Performance Criteria

The purpose of this section of the Project WQMP is to establish targets for post-development hydrology based on performance criteria specified in the MS4 Permit. These targets include runoff volume for water quality control (referred to as LID design capture volume), and runoff volume, time of concentration, and peak runoff for protection of any downstream waterbody segments with a HCOC. ***If the project has more than one outlet for stormwater runoff, then complete additional versions of these forms for each DA / outlet.***

Methods applied in the following forms include:

- For LID BMP Design Capture Volume (DCV), the San Bernardino County Stormwater Program requires use of the P<sub>6</sub> method (MS4 Permit Section XI.D.6a.ii) – Form 4.2-1
- For HCOC pre- and post-development hydrologic calculation, the San Bernardino County Stormwater Program requires the use of the Rational Method (San Bernardino County Hydrology Manual Section D). Forms 4.2-2 through Form 4.2-5 calculate hydrologic variables including runoff volume, time of concentration, and peak runoff from the project site pre- and post-development using the Hydrology Manual Rational Method approach. For projects greater than 640 acres (1.0 mi<sup>2</sup>), the Rational Method and these forms should not be used. For such projects, the Unit Hydrograph Method (San Bernardino County Hydrology Manual Section E) shall be applied for hydrologic calculations for HCOC performance criteria.

Refer to Section 4 in the TGD for WQMP for detailed guidance and instructions.

<b>Form 4.2-1 LID BMP Performance Criteria for Design Capture Volume (DA 1)</b>		
<b>1</b> Project area DA 1 (ft <sup>2</sup> ): 109,446	<b>2</b> Imperviousness after applying preventative site design practices (Imp%): 91.6%	<b>3</b> Runoff Coefficient (Rc): 0.754 $R_c = 0.858(Imp\%)^3 - 0.78(Imp\%)^2 + 0.774(Imp\%) + 0.04$
<b>4</b> Determine 1-hour rainfall depth for a 2-year return period P <sub>2yr-1hr</sub> (in): 0.717 <a href="http://hdsc.nws.noaa.gov/hdsc/pfds/so/sca_pfds.html">http://hdsc.nws.noaa.gov/hdsc/pfds/so/sca_pfds.html</a>		
<b>5</b> Compute P <sub>6</sub> , Mean 6-hr Precipitation (inches): 1.062 <i>P<sub>6</sub> = Item 4 * C<sub>1</sub>, where C<sub>1</sub> is a function of site climatic region specified in Form 3-1 Item 1 (Valley = 1.4807; Mountain = 1.909; Desert = 1.2371)</i>		
<b>6</b> Drawdown Rate <i>Use 48 hours as the default condition. Selection and use of the 24 hour drawdown time condition is subject to approval by the local jurisdiction. The necessary BMP footprint is a function of drawdown time. While shorter drawdown times reduce the performance criteria for LID BMP design capture volume, the depth of water that can be stored is also reduced.</i>		24-hrs <input type="checkbox"/> 48-hrs <input checked="" type="checkbox"/>
<b>7</b> Compute design capture volume, DCV (ft <sup>3</sup> ): 13,363 $DCV = 1/12 * [Item 1 * Item 3 * Item 5 * C_2]$ , where C <sub>2</sub> is a function of drawdown rate (24-hr = 1.582; 48-hr = 1.963) <i>Compute separate DCV for each outlet from the project site per schematic drawn in Form 3-1 Item 2</i>		

## Form 4.2-2 Summary of HCOC Assessment (DA 1)

Does project have the potential to cause or contribute to an HCOC in a downstream channel: Yes  No

Go to: <http://permitrack.sbcounty.gov/wap/>

If "Yes", then complete HCOC assessment of site hydrology for 2yr storm event using Forms 4.2-3 through 4.2-5 and insert results below  
(Forms 4.2-3 through 4.2-5 may be replaced by computer software analysis based on the San Bernardino County Hydrology Manual)

If "No," then proceed to Section 4.3 Project Conformance Analysis

Condition	Runoff Volume (ft <sup>3</sup> )	Time of Concentration (min)	Peak Runoff (cfs)
Pre-developed	<b>1</b> <i>Form 4.2-3 Item 12</i>	<b>2</b> <i>Form 4.2-4 Item 13</i>	<b>3</b> <i>Form 4.2-5 Item 10</i>
Post-developed	<b>4</b> <i>Form 4.2-3 Item 13</i>	<b>5</b> <i>Form 4.2-4 Item 14</i>	<b>6</b> <i>Form 4.2-5 Item 14</i>
Difference	<b>7</b> <i>Item 4 – Item 1</i>	<b>8</b> <i>Item 2 – Item 5</i>	<b>9</b> <i>Item 6 – Item 3</i>
Difference (as % of pre-developed)	<b>10</b> % <i>Item 7 / Item 1</i>	<b>11</b> % <i>Item 8 / Item 2</i>	<b>12</b> % <i>Item 9 / Item 3</i>

Form 4.2-3 HCOC Assessment for Runoff Volume (DA 1)								
<b>Weighted Curve Number Determination for: Pre-developed DA</b>	DMA A	DMA B	DMA C	DMA D	DMA E	DMA F	DMA G	DMA H
1a Land Cover type								
2a Hydrologic Soil Group (HSG)								
3a DMA Area, ft <sup>2</sup> sum of areas of DMA should equal area of DA								
4a Curve Number (CN) use Items 1 and 2 to select the appropriate CN from Appendix C-2 of the TGD for WQMP								
<b>Weighted Curve Number Determination for: Post-developed DA</b>				DMA D	DMA E	DMA F	DMA G	DMA H
1b Land Cover type								
2b Hydrologic Soil Group (HSG)								
3b DMA Area, ft <sup>2</sup> sum of areas of DMA should equal area of DA								
4b Curve Number (CN) use Items 5 and 6 to select the appropriate CN from Appendix C-2 of the TGD for WQMP								
5 Pre-Developed area-weighted CN:	7 Pre-developed soil storage capacity, S (in): $S = (1000 / \text{Item 5}) - 10$				9 Initial abstraction, I <sub>a</sub> (in): $I_a = 0.2 * \text{Item 7}$			
6 Post-Developed area-weighted CN:	8 Post-developed soil storage capacity, S (in): $S = (1000 / \text{Item 6}) - 10$				10 Initial abstraction, I <sub>a</sub> (in): $I_a = 0.2 * \text{Item 8}$			
11 Precipitation for 2 yr, 24 hr storm (in): Go to: <a href="http://hdsc.nws.noaa.gov/hdsc/pfds/qa/sca_pfds.html">http://hdsc.nws.noaa.gov/hdsc/pfds/qa/sca_pfds.html</a>								
12 Pre-developed Volume (ft <sup>3</sup> ): $V_{pre} = (1 / 12) * (\text{Item sum of Item 3}) * [(\text{Item 11} - \text{Item 9})^2 / ((\text{Item 11} - \text{Item 9} + \text{Item 7}))]$								
13 Post-developed Volume (ft <sup>3</sup> ): $V_{pre} = (1 / 12) * (\text{Item sum of Item 3}) * [(\text{Item 11} - \text{Item 10})^2 / ((\text{Item 11} - \text{Item 10} + \text{Item 8}))]$								
14 Volume Reduction needed to meet HCOC Requirement, (ft <sup>3</sup> ): $V_{HCOC} = (\text{Item 13} * 0.95) - \text{Item 12}$								

## Form 4.2-4 HCOC Assessment for Time of Concentration (DA 1)

Compute time of concentration for pre and post developed conditions for each DA (For projects using the Hydrology Manual complete the form below)

Variables	Pre-developed DA1 <i>Use additional forms if there are more than 4 DMA</i>				Post-developed DA1 <i>Use additional forms if there are more than 4 DMA</i>			
	DMA A	DMA B	DMA C	DMA D	DMA A	DMA B	DMA C	DMA D
<b>1</b> Length of flowpath (ft) <i>Use Form 3-2 Item 5 for pre-developed condition</i>								
<b>2</b> Change in elevation (ft)								
<b>3</b> Slope (ft/ft), $S_o = \text{Item 2} / \text{Item 1}$								
<b>4</b> Land cover								
<b>5</b> Initial DMA Time of Concentration (min) <i>Appendix C-1 of the TGD for WQMP</i>								
<b>6</b> Length of conveyance from DMA outlet to project site outlet (ft) <i>May be zero if DMA outlet is at project site outlet</i>								
<b>7</b> Cross-sectional area of channel (ft <sup>2</sup> )								
<b>8</b> Wetted perimeter of channel (ft)								
<b>9</b> Manning's roughness of channel (n)								
<b>10</b> Channel flow velocity (ft/sec) $V_{fps} = (1.49 / \text{Item 9}) * (\text{Item 7}/\text{Item 8})^{0.67} * (\text{Item 3})^{0.5}$								
<b>11</b> Travel time to outlet (min) $T_t = \text{Item 6} / (\text{Item 10} * 60)$								
<b>12</b> Total time of concentration (min) $T_c = \text{Item 5} + \text{Item 11}$								
<b>13</b> Pre-developed time of concentration (min):	<i>Minimum of Item 12 pre-developed DMA</i>							
<b>14</b> Post-developed time of concentration (min):	<i>Minimum of Item 12 post-developed DMA</i>							
<b>15</b> Additional time of concentration needed to meet HCOC requirement (min):	$T_{C-HCOC} = (\text{Item 13} * 0.95) - \text{Item 14}$							

## Form 4.2-5 HCOC Assessment for Peak Runoff (DA 1)

Compute peak runoff for pre- and post-developed conditions						
Variables	Pre-developed DA to Project Outlet <i>(Use additional forms if more than 3 DMA)</i>			Post-developed DA to Project Outlet <i>(Use additional forms if more than 3 DMA)</i>		
	DMA A	DMA B	DMA C	DMA A	DMA B	DMA C
<b>1</b> Rainfall Intensity for storm duration equal to time of concentration $I_{peak} = 10^{(LOG Form 4.2-1 Item 4 - 0.6 LOG Form 4.2-4 Item 5 / 60)}$						
<b>2</b> Drainage Area of each DMA (Acres) <i>For DMA with outlet at project site outlet, include upstream DMA (Using example schematic in Form 3-1, DMA A will include drainage from DMA C)</i>						
<b>3</b> Ratio of pervious area to total area <i>For DMA with outlet at project site outlet, include upstream DMA (Using example schematic in Form 3-1, DMA A will include drainage from DMA C)</i>						
<b>4</b> Pervious area infiltration rate (in/hr) <i>Use pervious area CN and antecedent moisture condition with Appendix C-3 of the TGD for WQMP</i>						
<b>5</b> Maximum loss rate (in/hr) $F_m = Item 3 * Item 4$ <i>Use area-weighted <math>F_m</math> from DMA with outlet at project site outlet, include upstream DMA (Using example schematic in Form 3-1, DMA A will include drainage from DMA C)</i>						
<b>6</b> Peak Flow from DMA (cfs) $Q_p = Item 2 * 0.9 * (Item 1 - Item 5)$						
<b>7</b> Time of concentration adjustment factor for other DMA to site discharge point <i>Form 4.2-4 Item 12 DMA / Other DMA upstream of site discharge point (If ratio is greater than 1.0, then use maximum value of 1.0)</i>	DMA A	n/a		n/a		
	DMA B		n/a		n/a	
	DMA C		n/a			n/a
<b>8</b> Pre-developed $Q_p$ at $T_c$ for DMA A: $Q_p = Item 6_{DMAA} + [Item 6_{DMAB} * (Item 1_{DMAA} - Item 5_{DMAB}) / (Item 1_{DMAB} - Item 5_{DMAB}) * Item 7_{DMAA/2}] + [Item 6_{DMAC} * (Item 1_{DMAA} - Item 5_{DMAC}) / (Item 1_{DMAC} - Item 5_{DMAC}) * Item 7_{DMAA/3}]$	<b>9</b> Pre-developed $Q_p$ at $T_c$ for DMA B: $Q_p = Item 6_{DMAB} + [Item 6_{DMAA} * (Item 1_{DMAB} - Item 5_{DMAA}) / (Item 1_{DMAA} - Item 5_{DMAA}) * Item 7_{DMAB/1}] + [Item 6_{DMAC} * (Item 1_{DMAB} - Item 5_{DMAC}) / (Item 1_{DMAC} - Item 5_{DMAC}) * Item 7_{DMAB/3}]$		<b>10</b> Pre-developed $Q_p$ at $T_c$ for DMA C: $Q_p = Item 6_{DMAC} + [Item 6_{DMAA} * (Item 1_{DMAC} - Item 5_{DMAA}) / (Item 1_{DMAA} - Item 5_{DMAA}) * Item 7_{DMAC/1}] + [Item 6_{DMAB} * (Item 1_{DMAC} - Item 5_{DMAB}) / (Item 1_{DMAB} - Item 5_{DMAB}) * Item 7_{DMAC/2}]$			
<b>10</b> Peak runoff from pre-developed condition confluence analysis (cfs): <span style="float: right;"><i>Maximum of Item 8, 9, and 10 (including additional forms as needed)</i></span>						
<b>11</b> Post-developed $Q_p$ at $T_c$ for DMA A: <i>Same as Item 8 for post-developed values</i>	<b>12</b> Post-developed $Q_p$ at $T_c$ for DMA B: <i>Same as Item 9 for post-developed values</i>		<b>13</b> Post-developed $Q_p$ at $T_c$ for DMA C: <i>Same as Item 10 for post-developed values</i>			
<b>14</b> Peak runoff from post-developed condition confluence analysis (cfs): <span style="float: right;"><i>Maximum of Item 11, 12, and 13 (including additional forms as needed)</i></span>						
<b>15</b> Peak runoff reduction needed to meet HCOC Requirement (cfs): <span style="float: right;"><math>Q_{p-HCOC} = (Item 14 * 0.95) - Item 10</math></span>						

### 4.3 Project Conformance Analysis

Complete the following forms for each project site DA to document that the proposed LID BMPs conform to the project DCV developed to meet performance criteria specified in the MS4 Permit (WQMP Template Section 4.2). For the LID DCV, the forms are ordered according to hierarchy of BMP selection as required by the MS4 Permit (see Section 5.3.1 in the TGD for WQMP). The forms compute the following for on-site LID BMP:

- Site Design and Hydrologic Source Controls (Form 4.3-2)
- Retention and Infiltration (Form 4.3-3)
- Harvested and Use (Form 4.3-4) or
- Biotreatment (Form 4.3-5).

At the end of each form, additional fields facilitate the determination of the extent of mitigation provided by the specific BMP category, allowing for use of the next category of BMP in the hierarchy, if necessary.

The first step in the analysis, using Section 5.3.2.1 of the TGD for WQMP, is to complete Forms 4.3-1 and 4.3-3) to determine if retention and infiltration BMPs are infeasible for the project. For each feasibility criterion in Form 4.3-1, if the answer is “Yes,” provide all study findings that includes relevant calculations, maps, data sources, etc. used to make the determination of infeasibility.

Next, complete Forms 4.3-2 and 4.3-4 to determine the feasibility of applicable HSC and harvest and use BMPs, and, if their implementation is feasible, the extent of mitigation of the DCV.

If no site constraints exist that would limit the type of BMP to be implemented in a DA, evaluate the use of combinations of LID BMPs, including all applicable HSC BMPs to maximize on-site retention of the DCV. If no combination of BMP can mitigate the entire DCV, implement the single BMP type, or combination of BMP types, that maximizes on-site retention of the DCV within the minimum effective area.

If the combination of LID HSC, retention and infiltration, and harvest and use BMPs are unable to mitigate the entire DCV, then biotreatment BMPs may be implemented by the project proponent. If biotreatment BMPs are used, then they must be sized to provide sufficient capacity for effective treatment of the remainder of the volume-based performance criteria that cannot be achieved with LID BMPs (TGD for WQMP Section 5.4.4.2). **Under no circumstances shall any portion of the DCV be released from the site without effective mitigation and/or treatment.**

<b>Form 4.3-1 Infiltration BMP Feasibility (DA 1)</b>	
Feasibility Criterion – Complete evaluation for each DA on the Project Site	
<p><sup>1</sup> Would infiltration BMP pose significant risk for groundwater related concerns? <i>Refer to Section 5.3.2.1 of the TGD for WQMP</i></p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, Provide basis: (attach)	
<p><sup>2</sup> Would installation of infiltration BMP significantly increase the risk of geotechnical hazards? (Yes, if the answer to any of the following questions is yes, as established by a geotechnical expert):</p> <ul style="list-style-type: none"> <li>• The location is less than 50 feet away from slopes steeper than 15 percent</li> <li>• The location is less than eight feet from building foundations or an alternative setback.</li> <li>• A study certified by a geotechnical professional or an available watershed study determines that stormwater infiltration would result in significantly increased risks of geotechnical hazards.</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, Provide basis: (attach)	
<p><sup>3</sup> Would infiltration of runoff on a Project site violate downstream water rights?</p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, Provide basis: (attach)	
<p><sup>4</sup> Is proposed infiltration facility located on hydrologic soil group (HSG) D soils or does the site geotechnical investigation indicate presence of soil characteristics, which support categorization as D soils?</p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, Provide basis: (attach)	
<p><sup>5</sup> Is the design infiltration rate, after accounting for safety factor of 2.0, below proposed facility less than 0.3 in/hr (accounting for soil amendments)?</p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, Provide basis: (attach)	
<p><sup>6</sup> Would on-site infiltration or reduction of runoff over pre-developed conditions be partially or fully inconsistent with watershed management strategies as defined in the WAP, or impair beneficial uses? <i>See Section 3.5 of the TGD for WQMP and WAP</i></p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, Provide basis: (attach)	
<p><sup>7</sup> Any answer from Item 1 through Item 3 is “Yes”: <i>If yes, infiltration of any volume is not feasible onsite. Proceed to Form 4.3-4, Harvest and Use BMP. If no, then proceed to Item 8 below.</i></p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<p><sup>8</sup> Any answer from Item 4 through Item 6 is “Yes”: <i>If yes, infiltration is permissible but is not required to be considered. Proceed to Form 4.3-2, Hydrologic Source Control BMP. If no, then proceed to Item 9, below.</i></p>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<p><sup>9</sup> All answers to Item 1 through Item 6 are “No”: <i>Infiltration of the full DCV is potentially feasible, LID infiltration BMP must be designed to infiltrate the full DCV to the MEP. Proceed to Form 4.3-2, Hydrologic Source Control BMP.</i></p>	

### 4.3.1 Site Design Hydrologic Source Control BMP

Section XI.E. of the Permit emphasizes the use of LID preventative measures; and the use of LID HSC BMPs reduces the portion of the DCV that must be addressed in downstream BMPs. Therefore, all applicable HSC shall be provided except where they are mutually exclusive with each other, or with other BMPs. Mutual exclusivity may result from overlapping BMP footprints such that either would be potentially feasible by itself, but both could not be implemented. Please note that while there are no numeric standards regarding the use of HSC, if a project cannot feasibly meet BMP sizing requirements or cannot fully address HCOCs, feasibility of all applicable HSC must be part of demonstrating that the BMP system has been designed to retain the maximum feasible portion of the DCV. Complete Form 4.3-2 to identify and calculate estimated retention volume from implementing site design HSC BMP. Refer to Section 5.4.1 in the TGD for more detailed guidance.

<b>Form 4.3-2 Site Design Hydrologic Source Control BMPs (DA 1)</b>			
<b>1</b> Implementation of Impervious Area Dispersion BMP (i.e. routing runoff from impervious to pervious areas), excluding impervious areas planned for routing to on-lot infiltration BMP: Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, complete Items 2-5; If no, proceed to Item 6</i>	DMA A BMP Type	DA DMA BMP Type	DA DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>2</b> Total impervious area draining to pervious area (ft <sup>2</sup> )			
<b>3</b> Ratio of pervious area receiving runoff to impervious area			
<b>4</b> Retention volume achieved from impervious area dispersion (ft <sup>3</sup> ) $V = \text{Item 2} * \text{Item 3} * (0.5/12)$ , assuming retention of 0.5 inches of runoff			
<b>5</b> Sum of retention volume achieved from impervious area dispersion (ft <sup>3</sup> ):		$V_{\text{retention}} = \text{Sum of Item 4 for all BMPs}$	
<b>6</b> Implementation of Localized On-lot Infiltration BMPs (e.g. on-lot rain gardens): Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, complete Items 7-13 for aggregate of all on-lot infiltration BMP in each DA; If no, proceed to Item 14</i>	DA DMA BMP Type	DA DMA BMP Type	DA DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>7</b> Ponding surface area (ft <sup>2</sup> )			
<b>8</b> Ponding depth (ft)			
<b>9</b> Surface area of amended soil/gravel (ft <sup>2</sup> )			
<b>10</b> Average depth of amended soil/gravel (ft)			
<b>11</b> Average porosity of amended soil/gravel			
<b>12</b> Retention volume achieved from on-lot infiltration (ft <sup>3</sup> ) $V_{\text{retention}} = (\text{Item 7} * \text{Item 8}) + (\text{Item 9} * \text{Item 10} * \text{Item 11})$			
<b>13</b> Runoff volume retention from on-lot infiltration (ft <sup>3</sup> ):		$V_{\text{retention}} = \text{Sum of Item 12 for all BMPs}$	

<b>Form 4.3-2 Site Design Hydrologic Source Control BMPs (DA 1)</b>			
<b>Form 4.3-2 cont. Site Design Hydrologic Source Control BMPs (DA 1)</b>			
<b>14</b> Implementation of evapotranspiration BMP (green, brown, or blue roofs): Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, complete Items 15-20. If no, proceed to Item 21</i>	DA    DMA BMP Type	DA    DMA BMP Type	DA    DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>15</b> Rooftop area planned for ET BMP (ft <sup>2</sup> )			
<b>16</b> Average wet season ET demand (in/day) <i>Use local values, typical ~ 0.1</i>			
<b>17</b> Daily ET demand (ft <sup>3</sup> /day) <i>Item 15 * (Item 16 / 12)</i>			
<b>18</b> Drawdown time (hrs) <i>Copy Item 6 in Form 4.2-1</i>			
<b>19</b> Retention Volume (ft <sup>3</sup> ) <i>V<sub>retention</sub> = Item 17 * (Item 18 / 24)</i>			
<b>20</b> Runoff volume retention from evapotranspiration BMPs (ft <sup>3</sup> ): <span style="float: right;"><i>V<sub>retention</sub> = Sum of Item 19 for all BMPs</i></span>			
<b>21</b> Implementation of Street Trees: Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, complete Items 22-25. If no, proceed to Item 26</i>	DA    DMA BMP Type	DA    DMA BMP Type	DA    DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>22</b> Number of Street Trees			
<b>23</b> Average canopy cover over impervious area (ft <sup>2</sup> )			
<b>24</b> Runoff volume retention from street trees (ft <sup>3</sup> ) <i>V<sub>retention</sub> = Item 22 * Item 23 * (0.05/12) assume runoff retention of 0.05 inches</i>			
<b>25</b> Runoff volume retention from street tree BMPs (ft <sup>3</sup> ): <span style="float: right;"><i>V<sub>retention</sub> = Sum of Item 24 for all BMPs</i></span>			
<b>26</b> Implementation of residential rain barrel/cisterns: Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, complete Items 27-29; If no, proceed to Item 30</i>	DA    DMA BMP Type	DA    DMA BMP Type	DA    DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>27</b> Number of rain barrels/cisterns			
<b>28</b> Runoff volume retention from rain barrels/cisterns (ft <sup>3</sup> ) <i>V<sub>retention</sub> = Item 27 * 3</i>			
<b>29</b> Runoff volume retention from residential rain barrels/Cisterns (ft <sup>3</sup> ): <span style="float: right;"><i>V<sub>retention</sub> = Sum of Item 28 for all BMPs</i></span>			
<b>30</b> Total Retention Volume from Site Design Hydrologic Source Control BMPs: <span style="float: right;"><i>Sum of Items 5, 13, 20, 25 and 29</i></span>			



### 4.3.2 Infiltration BMPs

Use Form 4.3-3 to compute on-site retention of runoff from proposed retention and infiltration BMPs. Volume retention estimates are sensitive to the percolation rate used, which determines the amount of runoff that can be infiltrated within the specified drawdown time. The infiltration safety factor reduces field measured percolation to account for potential inaccuracy associated with field measurements, declining BMP performance over time, and compaction during construction. Appendix D of the TGD for WQMP provides guidance on estimating an appropriate safety factor to use in Form 4.3-3.

If site constraints limit the use of BMPs to a single type and implementation of retention and infiltration BMPs mitigate no more than 40% of the DCV, then they are considered infeasible and the Project Proponent may evaluate the effectiveness of BMPs lower in the LID hierarchy of use (Section 5.5.1 of the TGD for WQMP)

If implementation of infiltrations BMPs is feasible as determined using Form 4.3-1, then LID infiltration BMPs shall be implemented to the MEP (section 4.1 of the TGD for WQMP).

### Form 4.3-3 Infiltration LID BMP - including underground BMPs (DA 1)

**1** Remaining LID DCV not met by site design HSC BMP (ft<sup>3</sup>): 13,363  $V_{unmet} = \text{Form 4.2-1 Item 7} - \text{Form 4.3-2 Item 30}$

BMP Type <i>Use columns to the right to compute runoff volume retention from proposed infiltration BMP (select BMP from Table 5-4 in TGD for WQMP) - Use additional forms for more BMPs</i>	DA 1 DMA A BMP Type	DA 1 DMA B BMP Type	DA 1 DMA C BMP Type <i>(Use additional forms for more BMPs)</i>
<b>2</b> Infiltration rate of underlying soils (in/hr) <i>See Section 5.4.2 and Appendix D of the TGD for WQMP for minimum requirements for assessment methods</i>	5.5	5.5	5.5
<b>3</b> Infiltration safety factor <i>See TGD Section 5.4.2 and Appendix D</i>	2.0	2.0	2.0
<b>4</b> Design percolation rate (in/hr) $P_{design} = \text{Item 2} / \text{Item 3}$	2.75	2.75	2.75
<b>5</b> Ponded water drawdown time (hr) <i>Copy Item 6 in Form 4.2-1</i>	48	48	48
<b>6</b> Maximum ponding depth (ft) <i>BMP specific, see Table 5-4 of the TGD for WQMP for BMP design details</i>	5	5	5
<b>7</b> Ponding Depth (ft) $d_{BMP} = \text{Minimum of } (1/12 * \text{Item 4} * \text{Item 5}) \text{ or Item 6}$	2.2	1.8	1.7
<b>8</b> Infiltrating surface area, $SA_{BMP}$ (ft <sup>2</sup> ) <i>the lesser of the area needed for infiltration of full DCV or minimum space requirements from Table 5.7 of the TGD for WQMP</i>	887	536	2698
<b>9</b> Amended soil depth, $d_{media}$ (ft) <i>Only included in certain BMP types, see Table 5-4 in the TGD for WQMP for reference to BMP design details</i>			
<b>10</b> Amended soil porosity			
<b>11</b> Gravel depth, $d_{media}$ (ft) <i>Only included in certain BMP types, see Table 5-4 of the TGD for WQMP for BMP design details</i>			
<b>12</b> Gravel porosity			
<b>13</b> Duration of storm as basin is filling (hrs) <i>Typical ~ 3hrs</i>	3	3	3
<b>14</b> Above Ground Retention Volume (ft <sup>3</sup> ) $V_{retention} = \text{Item 8} * [\text{Item 7} + (\text{Item 9} * \text{Item 10}) + (\text{Item 11} * \text{Item 12}) + (\text{Item 13} * (\text{Item 4} / 12))]$	3287	2045	8031
<b>15</b> Underground Retention Volume (ft <sup>3</sup> ) <i>Volume determined using manufacturer's specifications and calculations</i>	0	0	0
<b>16</b> Total Retention Volume from LID Infiltration BMPs: 13,363 <i>(Sum of Items 14 and 15 for all infiltration BMP included in plan)</i>			
<b>17</b> Fraction of DCV achieved with infiltration BMP: 100% $\text{Retention}\% = \text{Item 16} / \text{Form 4.2-1 Item 7}$			
<b>18</b> Is full LID DCV retained onsite with combination of hydrologic source control and LID retention/infiltration BMPs? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <i>If yes, demonstrate conformance using Form 4.3-10; If no, then reduce Item 3, Factor of Safety to 2.0 and increase Item 8, Infiltrating Surface Area, such that the portion of the site area used for retention and infiltration BMPs equals or exceeds the minimum effective area thresholds (Table 5-7 of the TGD for WQMP) for the applicable category of development and repeat all above calculations.</i>			

### 4.3.3 Harvest and Use BMP

Harvest and use BMP may be considered if the full LID DCV cannot be met by maximizing infiltration BMPs. Use Form 4.3-4 to compute on-site retention of runoff from proposed harvest and use BMPs.

Volume retention estimates for harvest and use BMPs are sensitive to the on-site demand for captured stormwater. Since irrigation water demand is low in the wet season, when most rainfall events occur in San Bernardino County, the volume of water that can be used within a specified drawdown period is relatively low. The bottom portion of Form 4.3-4 facilitates the necessary computations to show infeasibility if a minimum incremental benefit of 40 percent of the LID DCV would not be achievable with MEP implementation of on-site harvest and use of stormwater (Section 5.5.4 of the TGD for WQMP).

<b>Form 4.3-4 Harvest and Use BMPs (DA 1)</b>			
<b>1</b> Remaining LID DCV not met by site design HSC or infiltration BMP (ft <sup>3</sup> ): 0 <i>V<sub>unmet</sub> = Form 4.2-1 Item 7 - Form 4.3-2 Item 30 - Form 4.3-3 Item 16</i>			
BMP Type(s) <i>Compute runoff volume retention from proposed harvest and use BMP (Select BMPs from Table 5-4 of the TGD for WQMP) - Use additional forms for more BMPs</i>	DA BMP Type	DMA BMP Type	DA DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>2</b> Describe cistern or runoff detention facility			
<b>3</b> Storage volume for proposed detention type (ft <sup>3</sup> ) <i>Volume of cistern</i>			
<b>4</b> Landscaped area planned for use of harvested stormwater (ft <sup>2</sup> )			
<b>5</b> Average wet season daily irrigation demand (in/day) <i>Use local values, typical ~ 0.1 in/day</i>			
<b>6</b> Daily water demand (ft <sup>3</sup> /day) <i>Item 4 * (Item 5 / 12)</i>			
<b>7</b> Drawdown time (hrs) <i>Copy Item 6 from Form 4.2-1</i>			
<b>8</b> Retention Volume (ft <sup>3</sup> ) <i>V<sub>retention</sub> = Minimum of (Item 3) or (Item 6 * (Item 7 / 24))</i>			
<b>9</b> Total Retention Volume (ft <sup>3</sup> ) from Harvest and Use BMP <i>Sum of Item 8 for all harvest and use BMP included in plan</i>			
<b>10</b> Is the full DCV retained with a combination of LID HSC, retention and infiltration, and harvest & use BMPs? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <i>If yes, demonstrate conformance using Form 4.3-10. If no, then re-evaluate combinations of all LID BMP and optimize their implementation such that the maximum portion of the DCV is retained on-site (using a single BMP type or combination of BMP types). If the full DCV cannot be mitigated after this optimization process, proceed to Section 4.3.4.</i>			

### 4.3.4 Biotreatment BMP

Biotreatment BMPs may be considered if the full LID DCV cannot be met by maximizing retention and infiltration, and harvest and use BMPs. A key consideration when using biotreatment BMP is the effectiveness of the proposed BMP in addressing the pollutants of concern for the project (see Table 5-5 of the TGD for WQMP).

Use Form 4.3-5 to summarize the potential for volume based and/or flow based biotreatment options to biotreat the remaining unmet LID DCV w. Biotreatment computations are included as follows:

- Use Form 4.3-6 to compute biotreatment in small volume based biotreatment BMP (e.g. bioretention w/underdrains);
- Use Form 4.3-7 to compute biotreatment in large volume based biotreatment BMP (e.g. constructed wetlands);
- Use Form 4.3-8 to compute sizing criteria for flow-based biotreatment BMP (e.g. bioswales)

<b>Form 4.3-5 Selection and Evaluation of Biotreatment BMP (DA 1)</b>		
<b>1</b> Remaining LID DCV not met by site design HSC, infiltration, or harvest and use BMP for potential biotreatment (ft <sup>3</sup> ): 0 Form 4.2-1 Item 7 - Form 4.3-2 Item 30 – Form 4.3-3 Item 16- Form 4.3-4 Item 9	List pollutants of concern Copy from Form 2.3-1.	
<b>2</b> Biotreatment BMP Selected <i>(Select biotreatment BMP(s) necessary to ensure all pollutants of concern are addressed through Unit Operations and Processes, described in Table 5-5 of the TGD for WQMP)</i>	Volume-based biotreatment <i>Use Forms 4.3-6 and 4.3-7 to compute treated volume</i> <ul style="list-style-type: none"> <li><input type="checkbox"/> Bioretention with underdrain</li> <li><input type="checkbox"/> Planter box with underdrain</li> <li><input type="checkbox"/> Constructed wetlands</li> <li><input type="checkbox"/> Wet extended detention</li> <li><input type="checkbox"/> Dry extended detention</li> </ul>	Flow-based biotreatment <i>Use Form 4.3-8 to compute treated volume</i> <ul style="list-style-type: none"> <li><input type="checkbox"/> Vegetated swale</li> <li><input type="checkbox"/> Vegetated filter strip</li> <li><input type="checkbox"/> Proprietary biotreatment</li> </ul>
<b>3</b> Volume biotreated in volume based biotreatment BMP (ft <sup>3</sup> ): Form 4.3-6 Item 15 + Form 4.3-7 Item 13	<b>4</b> Compute remaining LID DCV with implementation of volume based biotreatment BMP (ft <sup>3</sup> ): Item 1 – Item 3	<b>5</b> Remaining fraction of LID DCV for sizing flow based biotreatment BMP: % Item 4 / Item 1
<b>6</b> Flow-based biotreatment BMP capacity provided (cfs): Use Figure 5-2 of the TGD for WQMP to determine flow capacity required to provide biotreatment of remaining percentage of unmet LID DCV (Item 5), for the project's precipitation zone (Form 3-1 Item 1)		
<b>7</b> Metrics for MEP determination: <ul style="list-style-type: none"> <li>• Provided a WQMP with the portion of site area used for suite of LID BMP equal to minimum thresholds in Table 5-7 of the TGD for WQMP for the proposed category of development: <input type="checkbox"/> If maximized on-site retention BMPs is feasible for partial capture, then LID BMP implementation must be optimized to retain and infiltrate the maximum portion of the DCV possible within the prescribed minimum effective area. The remaining portion of the DCV shall then be mitigated using biotreatment BMP.</li> </ul>		

<b>Form 4.3-6 Volume Based Biotreatment (DA 1) – Bioretention and Planter Boxes with Underdrains</b>			
Biotreatment BMP Type <i>(Bioretention w/underdrain, planter box w/underdrain, other comparable BMP)</i>	DA    DMA BMP Type	DA    DMA BMP Type	DA    DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>1</b> Pollutants addressed with BMP <i>List all pollutant of concern that will be effectively reduced through specific Unit Operations and Processes described in Table 5-5 of the TGD for WQMP</i>			
<b>2</b> Amended soil infiltration rate <i>Typical ~ 5.0</i>			
<b>3</b> Amended soil infiltration safety factor <i>Typical ~ 2.0</i>			
<b>4</b> Amended soil design percolation rate (in/hr) $P_{design} = \text{Item 2} / \text{Item 3}$			
<b>5</b> Ponded water drawdown time (hr) <i>Copy Item 6 from Form 4.2-1</i>			
<b>6</b> Maximum ponding depth (ft) <i>see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>7</b> Ponding Depth (ft) $d_{BMP} = \text{Minimum of } (1/12 * \text{Item 4} * \text{Item 5}) \text{ or Item 6}$			
<b>8</b> Amended soil surface area (ft <sup>2</sup> )			
<b>9</b> Amended soil depth (ft) <i>see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>10</b> Amended soil porosity, <i>n</i>			
<b>11</b> Gravel depth (ft) <i>see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>12</b> Gravel porosity, <i>n</i>			
<b>13</b> Duration of storm as basin is filling (hrs) <i>Typical ~ 3hrs</i>			
<b>14</b> Biotreated Volume (ft <sup>3</sup> ) $V_{biotreated} = \text{Item 8} * [(\text{Item 7}/2) + (\text{Item 9} * \text{Item 10}) + (\text{Item 11} * \text{Item 12}) + (\text{Item 13} * (\text{Item 4} / 12))]$			
<b>15</b> Total biotreated volume from bioretention and/or planter box with underdrains BMP: <i>Sum of Item 14 for all volume-based BMPs included in this form</i>			

### Form 4.3-7 Volume Based Biotreatment (DA 1) – Constructed Wetlands and Extended Detention

Biotreatment BMP Type <i>Constructed wetlands, extended wet detention, extended dry detention, or other comparable proprietary BMP. If BMP includes multiple modules (e.g. forebay and main basin), provide separate estimates for storage and pollutants treated in each module.</i>	DA    DMA BMP Type		DA    DMA BMP Type <i>(Use additional forms for more BMPs)</i>	
	Forebay	Basin	Forebay	Basin
<b>1</b> Pollutants addressed with BMP forebay and basin <i>List all pollutant of concern that will be effectively reduced through specific Unit Operations and Processes described in Table 5-5 of the TGD for WQMP</i>				
<b>2</b> Bottom width (ft)				
<b>3</b> Bottom length (ft)				
<b>4</b> Bottom area (ft <sup>2</sup> ) <i>A<sub>bottom</sub> = Item 2 * Item 3</i>				
<b>5</b> Side slope (ft/ft)				
<b>6</b> Depth of storage (ft)				
<b>7</b> Water surface area (ft <sup>2</sup> ) <i>A<sub>surface</sub> = (Item 2 + (2 * Item 5 * Item 6)) * (Item 3 + (2 * Item 5 * Item 6))</i>				
<b>8</b> Storage volume (ft <sup>3</sup> ) <i>For BMP with a forebay, ensure fraction of total storage is within ranges specified in BMP specific fact sheets, see Table 5-6 of the TGD for WQMP for reference to BMP design details</i> <i>V = Item 6 / 3 * [Item 4 + Item 7 + (Item 4 * Item 7)<sup>0.5</sup>]</i>				
<b>9</b> Drawdown Time (hrs) <i>Copy Item 6 from Form 2.1</i>				
<b>10</b> Outflow rate (cfs) <i>Q<sub>BMP</sub> = (Item 8<sub>forebay</sub> + Item 8<sub>basin</sub>) / (Item 9 * 3600)</i>				
<b>11</b> Duration of design storm event (hrs)				
<b>12</b> Biotreated Volume (ft <sup>3</sup> ) <i>V<sub>biotreated</sub> = (Item 8<sub>forebay</sub> + Item 8<sub>basin</sub>) + (Item 10 * Item 11 * 3600)</i>				
<b>13</b> Total biotreated volume from constructed wetlands, extended dry detention, or extended wet detention : <i>(Sum of Item 12 for all BMP included in plan)</i>				

<b>Form 4.3-8 Flow Based Biotreatment (DA 1)</b>			
Biotreatment BMP Type <i>Vegetated swale, vegetated filter strip, or other comparable proprietary BMP</i>	DA    DMA BMP Type	DA    DMA BMP Type	DA    DMA BMP Type <i>(Use additional forms for more BMPs)</i>
<b>1</b> Pollutants addressed with BMP <i>List all pollutant of concern that will be effectively reduced through specific Unit Operations and Processes described in TGD Table 5-5</i>			
<b>2</b> Flow depth for water quality treatment (ft) <i>BMP specific, see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>3</b> Bed slope (ft/ft) <i>BMP specific, see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>4</b> Manning's roughness coefficient			
<b>5</b> Bottom width (ft) <i><math>b_w = (\text{Form 4.3-5 Item 6} * \text{Item 4}) / (1.49 * \text{Item 2}^{1.67} * \text{Item 3}^{0.5})</math></i>			
<b>6</b> Side Slope (ft/ft) <i>BMP specific, see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>7</b> Cross sectional area (ft <sup>2</sup> ) <i><math>A = (\text{Item 5} * \text{Item 2}) + (\text{Item 6} * \text{Item 2}^2)</math></i>			
<b>8</b> Water quality flow velocity (ft/sec) <i><math>V = \text{Form 4.3-5 Item 6} / \text{Item 7}</math></i>			
<b>9</b> Hydraulic residence time (min) <i>Pollutant specific, see Table 5-6 of the TGD for WQMP for reference to BMP design details</i>			
<b>10</b> Length of flow based BMP (ft) <i><math>L = \text{Item 8} * \text{Item 9} * 60</math></i>			
<b>11</b> Water surface area at water quality flow depth (ft <sup>2</sup> ) <i><math>SA_{top} = (\text{Item 5} + (2 * \text{Item 2} * \text{Item 6})) * \text{Item 10}</math></i>			

### 4.3.5 Conformance Summary

Complete Form 4.3-9 to demonstrate how on-site LID DCV is met with proposed site design hydrologic source control, infiltration, harvest and use, and/or biotreatment BMP. The bottom line of the form is used to describe the basis for infeasibility determination for on-site LID BMP to achieve full LID DCV, and provides methods for computing remaining volume to be addressed in an alternative compliance plan. If the project has more than one outlet, then complete additional versions of this form for each outlet.

<b>Form 4.3-9 Conformance Summary and Alternative Compliance Volume Estimate (DA 1)</b>	
<b>1</b>	Total LID DCV for the Project DA-1 (ft <sup>3</sup> ): 13,363 <i>Copy Item 7 in Form 4.2-1</i>
<b>2</b>	On-site retention with site design hydrologic source control LID BMP (ft <sup>3</sup> ): 0 <i>Copy Item 30 in Form 4.3-2</i>
<b>3</b>	On-site retention with LID infiltration BMP (ft <sup>3</sup> ): 13,363 <i>Copy Item 16 in Form 4.3-3</i>
<b>4</b>	On-site retention with LID harvest and use BMP (ft <sup>3</sup> ): 0 <i>Copy Item 9 in Form 4.3-4</i>
<b>5</b>	On-site biotreatment with volume based biotreatment BMP (ft <sup>3</sup> ): 0 <i>Copy Item 3 in Form 4.3-5</i>
<b>6</b>	Flow capacity provided by flow based biotreatment BMP (cfs): n/a <i>Copy Item 6 in Form 4.3-5</i>
<b>7</b>	<p>LID BMP performance criteria are achieved if answer to any of the following is "Yes":</p> <ul style="list-style-type: none"> <li>• Full retention of LID DCV with site design HSC, infiltration, or harvest and use BMP: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <i>If yes, sum of Items 2, 3, and 4 is greater than Item 1</i></li> <li>• Combination of on-site retention BMPs for a portion of the LID DCV and volume-based biotreatment BMP that address all pollutants of concern for the remaining LID DCV: Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, a) sum of Items 2, 3, 4, and 5 is greater than Item 1, and Items 2, 3 and 4 are maximized; or b) Item 6 is greater than Form 4.3--5 Item 6 and Items 2, 3 and 4 are maximized</i></li> <li>▪ On-site retention and infiltration is determined to be infeasible and biotreatment BMP provide biotreatment for all pollutants of concern for full LID DCV: Yes <input type="checkbox"/> No <input type="checkbox"/> <i>If yes, Form 4.3-1 Items 7 and 8 were both checked yes</i></li> </ul>
<b>8</b>	<p>If the LID DCV is not achieved by any of these means, then the project may be allowed to develop an alternative compliance plan. Check box that describes the scenario which caused the need for alternative compliance:</p> <ul style="list-style-type: none"> <li>• Combination of HSC, retention and infiltration, harvest and use, and biotreatment BMPs provide less than full LID DCV capture: <input type="checkbox"/> <i>Checked yes for Form 4.3-5 Item 7, Item 6 is zero, and sum of Items 2, 3, 4, and 5 is less than Item 1. If so, apply water quality credits and calculate volume for alternative compliance, <math>V_{alt} = (Item\ 1 - Item\ 2 - Item\ 3 - Item\ 4 - Item\ 5) * (100 - Form\ 2.4-1\ Item\ 2)\%</math></i></li> <li>• An approved Watershed Action Plan (WAP) demonstrates that water quality and hydrologic impacts of urbanization are more effective when managed in at an off-site facility: <input type="checkbox"/> <i>Attach appropriate WAP section, including technical documentation, showing effectiveness comparisons for the project site and regional watershed</i></li> </ul>

### 4.3.6 Hydromodification Control BMP

Use Form 4.3-10 to compute the remaining runoff volume retention, after LID BMP are implemented, needed to address HCOC, and the increase in time of concentration and decrease in peak runoff necessary to meet targets for protection of waterbodies with a potential HCOC. Describe hydromodification control BMP that address HCOC, which may include off-site BMP and/or in-stream controls. Section 5.6 of the TGD for WQMP provides additional details on selection and evaluation of hydromodification control BMP.

<b>Form 4.3-10 Hydromodification Control BMPs (DA 1)</b>	
<p><b>1</b> Volume reduction needed for HCOC performance criteria (ft<sup>3</sup>): <i>(Form 4.2-2 Item 4 * 0.95) – Form 4.2-2 Item 1</i></p>	<p><b>2</b> On-site retention with site design hydrologic source control, infiltration, and harvest and use LID BMP (ft<sup>3</sup>): <i>Sum of Form 4.3-9 Items 2, 3, and 4 Evaluate option to increase implementation of on-site retention in Forms 4.3-2, 4.3-3, and 4.3-4 in excess of LID DCV toward achieving HCOC volume reduction</i></p>
<p><b>3</b> Remaining volume for HCOC volume capture (ft<sup>3</sup>): <i>Item 1 – Item 2</i></p>	<p><b>4</b> Volume capture provided by incorporating additional on-site or off-site retention BMPs (ft<sup>3</sup>): <i>Existing downstream BMP may be used to demonstrate additional volume capture (if so, attach to this WQMP a hydrologic analysis showing how the additional volume would be retained during a 2-yr storm event for the regional watershed)</i></p>
<p><b>5</b> If Item 4 is less than Item 3, incorporate in-stream controls on downstream waterbody segment to prevent impacts due to hydromodification <input type="checkbox"/> <i>Attach in-stream control BMP selection and evaluation to this WQMP</i></p>	
<p><b>6</b> Is Form 4.2-2 Item 11 less than or equal to 5%: Yes <input type="checkbox"/> No <input type="checkbox"/>  <i>If yes, HCOC performance criteria is achieved. If no, select one or more mitigation options below:</i></p> <ul style="list-style-type: none"> <li>• Demonstrate increase in time of concentration achieved by proposed LID site design, LID BMP, and additional on-site or off-site retention BMP <input type="checkbox"/>  <i>BMP upstream of a waterbody segment with a potential HCOC may be used to demonstrate increased time of concentration through hydrograph attenuation (if so, show that the hydraulic residence time provided in BMP for a 2-year storm event is equal or greater than the addition time of concentration requirement in Form 4.2-4 Item 15)</i></li> <li>• Increase time of concentration by preserving pre-developed flow path and/or increase travel time by reducing slope and increasing cross-sectional area and roughness for proposed on-site conveyance facilities <input type="checkbox"/></li> <li>• Incorporate appropriate in-stream controls for downstream waterbody segment to prevent impacts due to hydromodification, in a plan approved and signed by a licensed engineer in the State of California <input type="checkbox"/></li> </ul>	
<p><b>7</b> Form 4.2-2 Item 12 less than or equal to 5%: Yes <input type="checkbox"/> No <input type="checkbox"/>  <i>If yes, HCOC performance criteria is achieved. If no, select one or more mitigation options below:</i></p> <ul style="list-style-type: none"> <li>• Demonstrate reduction in peak runoff achieved by proposed LID site design, LID BMPs, and additional on-site or off-site retention BMPs <input type="checkbox"/>  <i>BMPs upstream of a waterbody segment with a potential HCOC may be used to demonstrate additional peak runoff reduction through hydrograph attenuation (if so, attach to this WQMP, a hydrograph analysis showing how the peak runoff would be reduced during a 2-yr storm event)</i></li> <li>• Incorporate appropriate in-stream controls for downstream waterbody segment to prevent impacts due to hydromodification, in a plan approved and signed by a licensed engineer in the State of California <input type="checkbox"/></li> </ul>	

## 4.4 Alternative Compliance Plan (if applicable)

Describe an alternative compliance plan (if applicable) for projects not fully able to infiltrate, harvest and use, or biotreat the DCV via on-site LID practices. A project proponent must develop an alternative compliance plan to address the remainder of the LID DCV. Depending on project type some projects may qualify for water quality credits that can be applied to reduce the DCV that must be treated prior to development of an alternative compliance plan (see Form 2.4-1, Water Quality Credits). Form 4.3-9 Item 8 includes instructions on how to apply water quality credits when computing the DCV that must be met through alternative compliance. Alternative compliance plans may include one or more of the following elements:

- On-site structural treatment control BMP - All treatment control BMP should be located as close to possible to the pollutant sources and should not be located within receiving waters;
- Off-site structural treatment control BMP - Pollutant removal should occur prior to discharge of runoff to receiving waters;
- Urban runoff fund or In-lieu program, if available

Depending upon the proposed alternative compliance plan, approval by the executive officer may or may not be required (see Section 6 of the TGD for WQMP).

## Section 5 Inspection and Maintenance Responsibility for Post Construction BMP

All BMP included as part of the project WQMP are required to be maintained through regular scheduled inspection and maintenance (refer to Section 8, Post Construction BMP Requirements, in the TGD for WQMP). Fully complete Form 5-1 summarizing all BMP included in the WQMP. Attach additional forms as needed. The WQMP shall also include a detailed Operation and Maintenance Plan for all BMP and may require a Maintenance Agreement (consult the jurisdiction's LIP). If a Maintenance Agreement is required, it must also be attached to the WQMP.

<b>Form 5-1 BMP Inspection and Maintenance (use additional forms as necessary)</b>			
BMP	Reponsible Party(s)	Inspection/ Maintenance Activities Required	Minimum Frequency of Activities
Infiltration Basins	Owner	Surface basins shall be inspected before and after rain events. Trash and debris should be removed.	Before and after rain events, minimum of twice per year
<b>N1. Education for Property Owners, Tenants and Occupants</b>	Owner	The owner shall prepare a training manual along with the Operations and Maintenance Manual for all existing and future employees. The manual shall include information regarding proper practices that contribute to the protection of the stormwater quality. Training shall be provided upon hire of new employees. A copy of the training manual shall remain in the building at all times for employees to use as needed. The manual shall include all Educational Materials. Additional education material may be found in the following website : <a href="http://www.ocwatershed.com/PublicEd/resources/business-brochures.html">http://www.ocwatershed.com/PublicEd/resources/business-brochures.html</a>	Quarterly. Training shall be provided upon hire and regular intervals thereafter.
<b>N2. Activity Restrictions</b>	Owner	The property owner shall ensure that the rules and guidelines as determined on the project conditions of approval or other	Ongoing

		<p>policies are followed at all times once the project is in operation. Prohibited activities for the project that promoted water quality includes:</p> <ul style="list-style-type: none"> <li>• Prohibit discharges of fertilizer, pesticides, or animal wastes to streets or storm drains.</li> <li>• Prohibit blowing or sweeping of debris (leaf litter, grass clippings, litter, etc.) into streets or storm drains. Requirement to keep dumpster lids closed at all times. Prohibit vehicle washing, maintenance, or repair on the premises or restrict those activities to designated areas.</li> </ul>	
<b>N3. Landscape Management BMPs</b>	Owner	<p>Specific practices are followed for landscape maintenance as identified on the landscape specifications. Ongoing maintenance is conducted to minimize erosion and over-irrigation, conserve water and reduce pesticide and fertilizer applications.</p> <p>All maintenance must be consistent with the City of Victorville requirements. Proper maintenance practices should help reduce and/or eliminate pollution from pesticides, nutrients, trash/debris and sediments.</p>	Ongoing
<b>N4. BMP Maintenance</b>	Owner	<p>BMP maintenance, implementation schedules and responsible parties are included with each specific BMP.</p>	Ongoing
<b>N10. Uniform Fire Code Implementation</b>	Owner	<p>The owner is responsible for complying with the San Bernardino County Fire Department requirements regarding proper management of hazardous materials and emergency response plans. An inventory of hazardous materials shall be maintained on-site and an emergency response plans shall be established.</p>	Ongoing

<p><b>N11. Litter/Debris Control Program</b></p>	<p>Owner</p>	<p>The Owner will be required to implement trash management and litter control procedures in the common areas aimed at reducing pollution of drainage water. The Owner may contract with their landscape maintenance firm to provide this service with regularly scheduled maintenance, which should consist of litter patrol, emptying of trash receptacles in common areas, and noting trash disposal violations and reporting the violations to the Owner for investigation.</p>	<p>Ongoing</p>
<p><b>N12. Employee Training</b></p>	<p>Owner</p>	<p>The owner shall prepare a training manual for all existing and future employees. The manual shall include information regarding proper practices that contribute to the protection of the stormwater quality. Training shall be provided upon hire of new associates. A copy of the training manual shall remain in the building at all times for employees to use as needed. The manual shall include all Educational Materials. Additional education material may be found in the following website: <a href="http://www.ocwatershed.com/PublicEd/resources/business-brochures.html">http://www.ocwatershed.com/PublicEd/resources/business-brochures.html</a></p>	<p>Training shall be provided upon hire and regular intervals thereafter. Quarterly.</p>
<p><b>N14. Common Area Catch Basin Inspection</b></p>	<p>Owner</p>	<p>The owner must ensure that the on-site inlet and drain pipe will be periodically inspected visually. Cleaning should take place in the late summer/early fall prior to the start of the rainy season. If necessary, clean, repair, or replace any drainage facility prior to the start of each rainy season (no later than October 15 of each year).</p>	<p>Monthly -Before and after predicted storm events</p>
<p><b>N15. Street Sweeping Private Streets and Parking Lots</b></p>	<p>Owner</p>	<p>The Owner must sweep outdoor lots regularly (minimum monthly), or as needed to maintain parking lot surface without trash, debris, or other removable solids, and prior to the storm season (no</p>	<p>Monthly</p>

		later than October 15 each year). Sweeping shall be done with a vacuum-type sweeper. Under no circumstances are outdoor areas/lots to be rinsed or washed with water unless said rinse/wash water is collected and disposed of properly (i.e. into the sewer).	
<b>S1. Provide Storm Drain System Stenciling and Signage</b>	Owner	All catch basins/inlets/outlets/parkway drains on site must be marked using the City's "No Dumping - Drains to Ocean" curb marker or stenciled using an approved stencil to paint this message on the top of curb directly above the inlet, and on one side of the curb face. Labeling for catch basins & parkway drains is to be inspected regularly and maintained so as to be reasonably legible at all times. The inspection and maintenance is to be performed by the Owner. This stencil is to alert the public/employees to the destination of pollutants discharged into the storm water.	Annually
<b>S3. Design Trash Enclosures to Reduce Pollutant Introduction</b>	Owner	The owner shall post signs on trash enclosure gates that state "Keep Dumpster Lids Closed." The Owner will monitor dumpster usage such that dumpsters are not overfilled and the dumpster lids can close completely. The Owner shall increase the trash pickup schedule as necessary to prevent dumpsters from overflowing. The Owner will observe and damage to the trash enclosure wall and any discharge from the trash storage area.	Ongoing
<b>S4. Use Efficient Irrigation Systems and Landscape Design</b>	Owner	All irrigation systems will be inspected to ensure that the systems are functioning properly and that the programmable timers are set correctly.  See CASQA Stormwater Handbook BMP Fact Sheet SD-12 for additional information S4. Use Efficient Irrigation Systems and Landscape Design implementation/maintenance activities.	Monthly

**Water Quality Management Plan (WQMP)**

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## Section 6 WQMP Attachments

### 6.1. Site Plan and Drainage Plan

Include a site plan and drainage plan sheet set containing the following minimum information:

- Project location
- Site boundary
- Land uses and land covers, as applicable
- Suitability/feasibility constraints
- Structural Source Control BMP locations
- Site Design Hydrologic Source Control BMP locations
- LID BMP details
- Drainage delineations and flow information
- Drainage connections

### 6.2 Electronic Data Submittal

Minimum requirements include submittal of PDF exhibits in addition to hard copies. Format must not require specialized software to open. If the local jurisdiction requires specialized electronic document formats (as described in their Local Implementation Plan), this section will describe the contents (e.g., layering, nomenclature, geo-referencing, etc.) of these documents so that they may be interpreted efficiently and accurately.

### 6.3 Post Construction

Attach all O&M Plans and Maintenance Agreements for BMP to the WQMP.

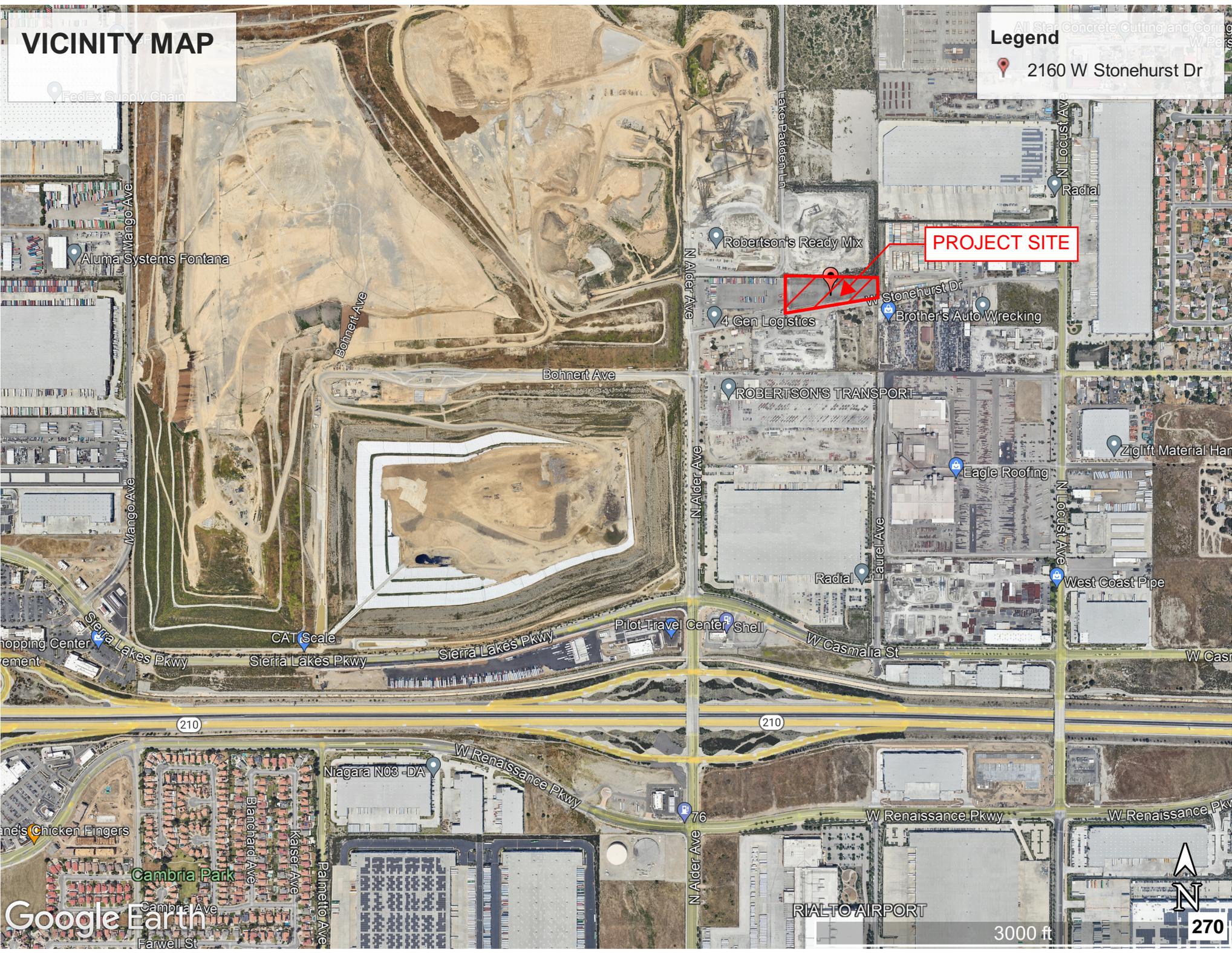
### 6.4 Other Supporting Documentation

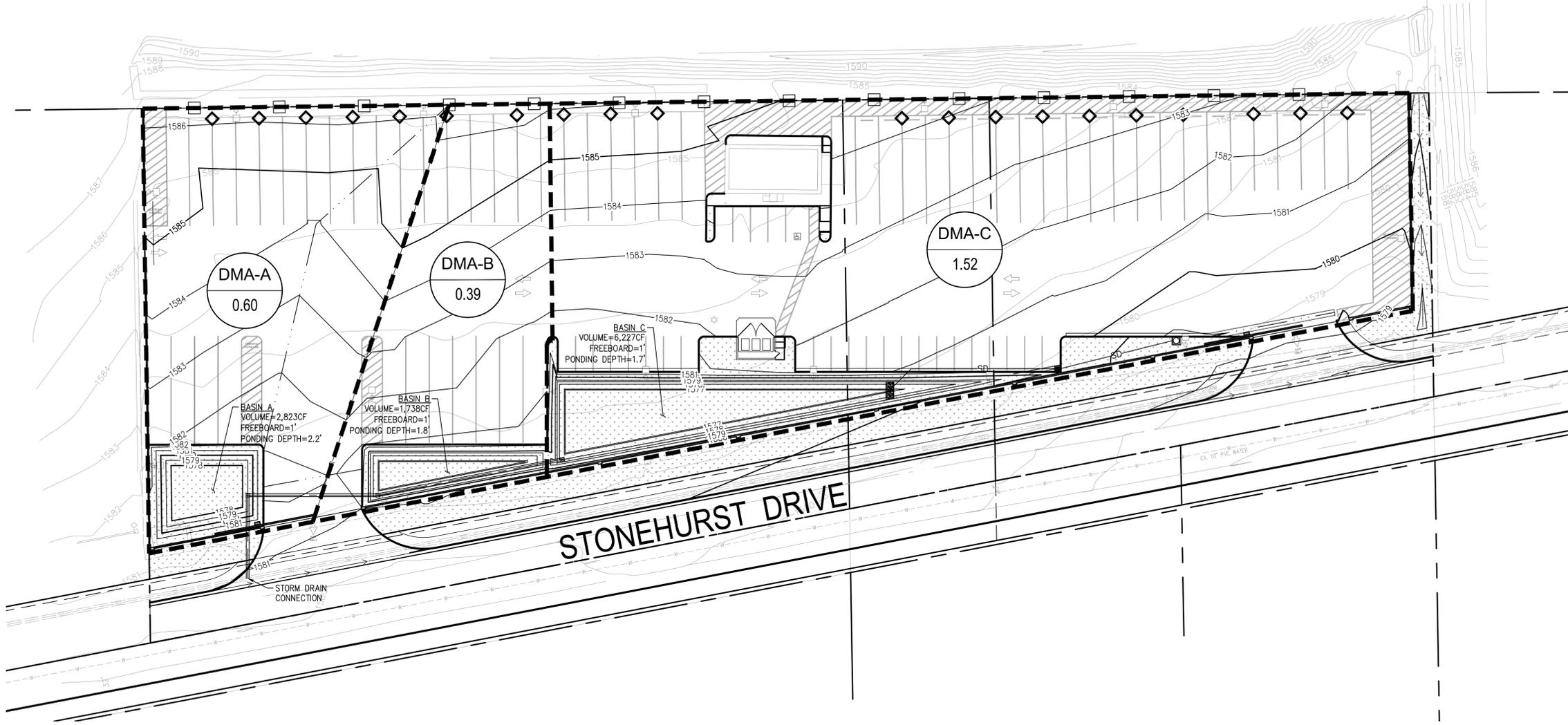
- BMP Educational Materials
- Activity Restriction – C, C&R's & Lease Agreements

# VICINITY MAP

Legend  
2160 W Stonehurst Dr

**PROJECT SITE**





**LEGEND**

- DRAINAGE SUB-AREA BOUNDARY
- XX SUB-AREA ID
- X.XX AC AREA (AC)

N

SCALE: 1" = 30'

**WGMP PLOT PLAN**  
 2160 STONEHURST DRIVE  
 RIALTO, CA



701 North Parkcenter Drive  
 Santa Ana, CA 92705  
 p: 714.540.9200  
 www.tait.com

DRAWN: CD  
 DATE: 01/05/2024  
 CHECKED: RH  
 DATE: 01/05/2024  
 JOB NO: DM0002

### DMA-A

DMA	26,106 SF	0.60 AC
PERVIOUS	2,705 SF	0.06 AC
IMPERVIOUS	23,401 SF	0.54 AC

Basin surface area values:  
Pdesign (2.0FS) = 2.750  
((Pdesign/3)/12) = 0.076  
(Td+Tf) = 51

Runoff Coefficient	Rc=	0.725
P2yr		0.717 in
P6		1.062

(Pdesign/12) \* (Td+Tf) = 3.90

DCV 3287.22 FT<sup>3</sup>

Required Basin Surface Area 843.78 FT<sup>2</sup>

Provided Basin Surface Area 887 FT<sup>3</sup>

Required Basin Storage Volume (48hr of 51hr) 2677.403 FT<sup>3</sup>

Provided Basin Storage Volume (48hr of 51hr) 2823.7 FT<sup>3</sup>

### DMA-B

DMA	16,955 SF	0.39 AC
PERVIOUS	2,125 SF	0.05 AC
IMPERVIOUS	14,830 SF	0.34 AC

Basin surface area values:  
Pdesign (2.0FS) = 2.750  
((Pdesign/3)/12) = 0.076  
(Td+Tf) = 51

Runoff Coefficient	Rc=	0.694
P2yr		0.717 in
P6		1.062

(Pdesign/12) \* (Td+Tf) = 3.90

DCV 2044.71 FT<sup>3</sup>

Required Basin Surface Area 524.85 FT<sup>2</sup>

Provided Basin Surface Area 536 FT<sup>3</sup>

Required Basin Storage Volume (48hr of 51hr) 1676.21 FT<sup>3</sup>

Provided Basin Storage Volume (48hr of 51hr) 1738.8 FT<sup>3</sup>

### DMA-C

DMA	66,386 SF	1.52 AC
PERVIOUS	8,214 SF	0.19 AC
IMPERVIOUS	58,172 SF	1.34 AC

Basin surface area values:  
Pdesign (2.0FS) = 2.750  
((Pdesign/3)/12) = 0.076  
(Td+Tf) = 51

Runoff Coefficient	Rc=	0.697
P2yr		0.717 in
P6		1.062

(Pdesign/12) \* (Td+Tf) = 3.90

DCV 8031.39 FT<sup>3</sup>

Required Basin Surface Area 2061.53 FT<sup>2</sup>

Provided Basin Surface Area 2698 FT<sup>3</sup>

Required Basin Storage Volume (48hr of 51hr) 6176.52 FT<sup>3</sup>

Provided Basin Storage Volume (48hr of 51hr) 6227.1 FT<sup>3</sup>

**From:** Andrew Worley  
**To:** Daniel Rivas  
**CC:** [andrew.j.worley@gmail.com](mailto:andrew.j.worley@gmail.com)  
**Subject:** Stonehurst Drive - Conditional Development Permit No. 2024-0001 Public Hearing  
**Date:** Wednesday, May 7, 2025 3:32:51 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

Some people who received this message don't often get email from [andrew.j.worley@gmail.com](mailto:andrew.j.worley@gmail.com). [Learn why this is important](#)

**CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.**

Hello,

I represent the owner of 2010 W Stonehurst Drive, Rialto, CA, and received notice of the public hearing for an application Conditional Development Permit no. 2024-0001 and PPD 2024-0002 regarding APN 1133-071-08, 09, and 10 (subject property). We are neither in support nor opposition of the application, but instead have question that pertain to the impact of our property. While I will be attending the meeting, I wanted to send these questions in writing ahead of time.

1. Did any environmental reports related to this application reveal any soil contamination as a result of the crushed asphalt dumped on the property? In the email chain attached/below, we expressed concern there was no stormwater runoff management from the subject property nor on Stonehurst to prevent pollutants from traveling to other properties. The eastern side of the subject property was razed, graded, surfaced with crushed asphalt without any notice to us from the city or property owner.
2. What street improvement requirements will be imposed as part of the PPD?
3. What will happen to the Laurel Avenue easement that runs north/south along the eastern property line of the subject and the western property line of 2010 Stonehurst?

Thank you,

Andrew J. Worley  
Real Estate Analyst  
Buy | Sell | Lease | Manage | Finance  
(626) 675-9182  
[Schedule a meeting with me on my Calendar](#)

----- Forwarded message -----

**From:** Andrew Worley <[andrew.j.worley@gmail.com](mailto:andrew.j.worley@gmail.com)>  
**Date:** Fri, Jun 24, 2022 at 2:20 PM  
**Subject:** Re: Stonehurst Drive, Rialto  
**To:** Mayra Vela <[mvela@rialto.ca.gov](mailto:mvela@rialto.ca.gov)>, Daniel Casey <[dcasey@rialto.ca.gov](mailto:dcasey@rialto.ca.gov)>

Hi Mayra and Daniel,

I was at our property today at 2010 Stonehurst and see that the land we are talking about is now connected by fencing to 4gen Logistics at 2298 Stonehurst Drive. It looks like they have 2 unpermitted lots they are parking trailers on.

We know from our expensive PPD process with the city that any improvement project requires fence, grading, reporting, noticing, along with certain street improvements. Our fees alone approached \$100k to design the street improvements for Stonehurst for the city. We also know chain link fence is not allowed and paving is required. Our attempt at improvements was scrapped because of the extensive costs of the city requirements, and we want to be treated the same as all property owners. As also mentioned, their demolition debris is strewn across our frontage.

We ask for immediate city action to avoid further damages beyond those explained in our discussions. Since the illegal improvements were already made, will the property owner now be bound to put in the paving/lights/curbs/street/sewer and gutter? Or just allowed to use it as trailer parking now?

Daniel I'd like to CC you here to gain additional traction.

Thanks,

Andrew Worley  
626-675-9182



Sent from my iPhone

On Jun 3, 2022, at 3:54 PM, Andrew Worley <[andrew.j.worley@gmail.com](mailto:andrew.j.worley@gmail.com)> wrote:

Hi Mayra,

Based on our discussion, can you please help to protect us by starting enforcement action against this Vacant Land property and others surrounding that aren't going through the proper City process? We want to protect ourselves from damages and keep a fair playing field for property owners looking to improve their land in the city.

I'm also understanding that Olson Precast Co at 2239 W Stonehurst Dr and the properties at 2149/2095 W Stonehurst Dr may not be approved/licensed permitted uses. We are very concerned because our previous development plans with the city required curb street and gutter to be put in, and that was too costly so the plans were nixed. Stonehurst floods considerably during hard rains, and we are concerned these unapproved uses would allow hazardous material runoff to end up on our property, which will devalue it and cause significant issues for us in the future.

Please keep us informed of any enforcement action the city takes to remediate these issues.

Thank you.

Andrew J. Worley  
Real Estate Analyst  
Buy | Sell | Lease | Manage | Finance  
(626) 675-9182

On Fri, Jun 3, 2022 at 3:18 PM Mayra Vela <[mvela@rialto.ca.gov](mailto:mvela@rialto.ca.gov)> wrote:

Hello,

Thank you for your inquiry, I will investigate.

---

**From:** Andrew Worley <[andrew.j.worley@gmail.com](mailto:andrew.j.worley@gmail.com)>  
**Sent:** Wednesday, June 1, 2022 7:29 AM  
**To:** CodeEnforcement <[CodeEnforcement@rialto.ca.gov](mailto:CodeEnforcement@rialto.ca.gov)>; CodeEnforcement <[CodeEnforcement@rialto.ca.gov](mailto:CodeEnforcement@rialto.ca.gov)>  
**Subject:** Stonehurst Drive, Rialto

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

I represent the landowner for 2010 Stonehurst. The property directly west from ours has recently cleared the shrubbery, appears to have dumped crushed asphalt and marked out parking stalls for truck/trailer parking. Having worked with our tenant on a PPD the last many years, and knowing the efforts required to obtain approvals, we are concerned the property owner is not following proper city process and procedure for these improvements. Further, we are aware of the city's position on additional truck/trailer parking facilities and are unaware of any approvals or permits for this work.

The street design does not adequately control the flow of rain water as there is no curb, street, nor gutter. The crushed asphalt is believed to be contaminated with pollutants, and we fear these could be washed onto our property the next time there is a big rain, providing an environmental issue when we go to sell or borrow against our property.

Knowing that hydrology reports and grading reports are required for all land improvements, can you please confirm if these were completed for the property in question, outlined in red? It further appears that the demolition of the building remnants were strewn about our property, north of the Stonehurst right of way.

I am attaching pictures of the site that were taken 5/31/2022 to visualize the above concerns. We have not received any notices of planned site work, and respectfully request a copy of any PPD, approvals, or permits for the site in question. If the proper processes have not been followed, we request the city to take immediate action to protect neighboring property owners.

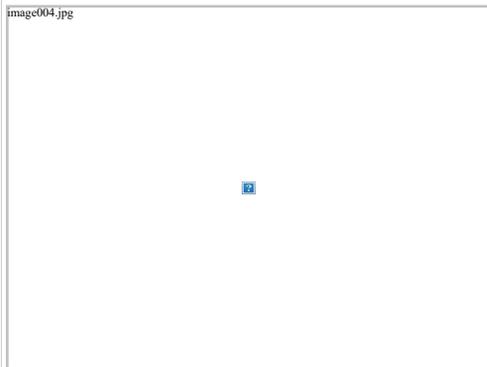
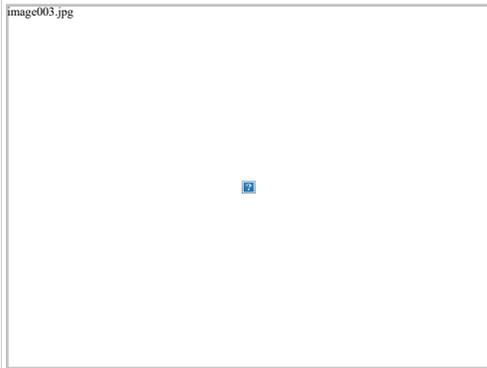
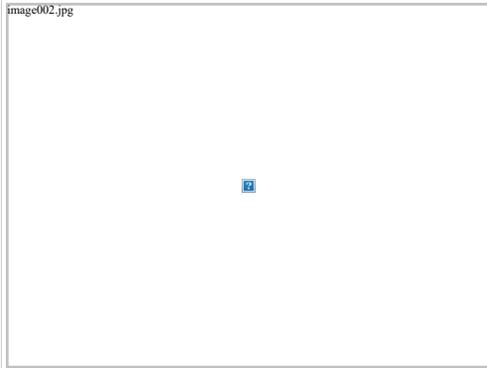
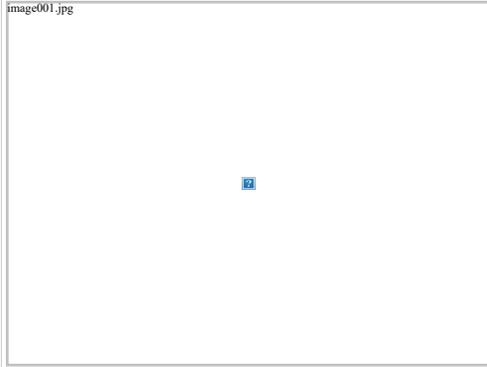
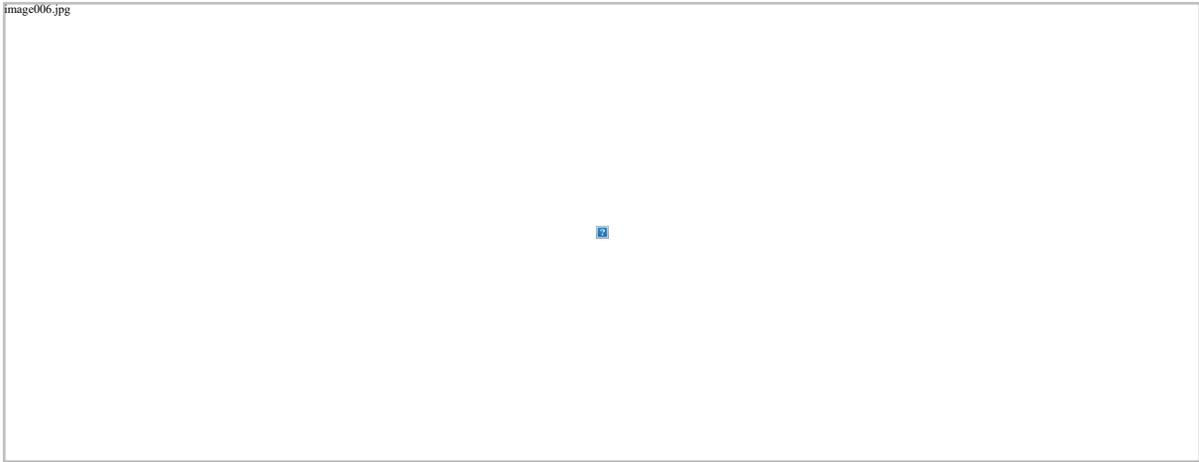


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image006.jpg



You can reach me at this email or phone number below anytime.  
Thanks in advance.

Andrew J. Worley  
Real Estate Analyst  
#CA DRE 01822979  
Buy | Sell | Lease | Manage | Finance  
(626) 675-9182



1           WHEREAS, on May 7, 2025, the Planning Commission of the City of Rialto opened a duly  
2 noticed public hearing, as required by law, on the CDP and the PPD, heard public testimony and  
3 continued the public hearing at the request of the applicant to the May 21, 2025 meeting; and

4           WHEREAS, on May 21, 2025, the Planning Commission of the City of Rialto again  
5 continued the public hearing at the request of the applicant to the June 4, 2025 meeting to allow  
6 additional time for internal operations discussions and to draft responses to public comments; and

7           WHEREAS, on June 4, 2025, the Planning Commission of the City of Rialto conducted a  
8 duly noticed public hearing, as required by law, on the CDP and the PPD, took testimony, at which  
9 time it received input from staff, the city attorney, and the applicant; heard public testimony;  
10 discussed the proposed CDP and PPD; and closed the public hearing; and

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

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

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

16           SECTION 2. Based on substantial evidence presented to the Planning Commission during  
17 the public hearing conducted with regard to the CDP, including written staff reports, verbal testimony,  
18 site plans, other documents, and the conditions of approval stated herein, the Planning Commission  
19 hereby determines that CDP satisfies the requirements of Section 18.66.020 of the Rialto Municipal  
20 Code pertaining to the findings which must be made precedent to granting a conditional development  
21 permit, which findings are as follows:

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

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

26           The Site is comprised of three (3) parcels of land approximately 2.5 gross acres in size.  
27           The Project will enhance an under-developed property with site improvements in  
28           accordance with the requirements of Chapter 18.104 and the General Industrial (GI) land  
              use designation. Additionally, the Project will install the needed off-site improvements  
              along Stonehurst Drive as well as strengthen the economic base and employment  
              opportunities within the City.

- 1  
2 2. The proposed use will not be detrimental or injurious to health, safety, or general  
3 welfare of persons residing or working in the vicinity; and

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

5 The expansion of an existing truck yard operation onto the Site is consistent with the I-GM  
6 zone and chapter 18.104.025C, which conditionally permits the one-time expansion of an  
7 existing truck yard. North of the project site, is Robertson's Ready Mix facility. To the  
8 south the project site, across Stonehurst Drive, is a 5-acre precast concrete manufacturing  
9 facility former occupied by Olson Precast Company and legal non-conforming residences.  
10 To the east of the project site is a Mobile Mini modular storage facility. To the west of the  
11 project site is the existing truck yard operation. The proposed expansion is consistent with  
12 these uses. As conditioned by this resolution and the resolution approving the PPD, the  
13 project is not expected to negatively impact any surrounding uses with the successful  
14 implementation of measures such as landscape buffering, the installation of solid screen  
15 walls and gates, shielded lighting fixtures, and other traffic related measures.

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

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

15 The Site is 2.5 gross acres in size adjacent to Stonehurst Drive, which will be able to  
16 accommodate the proposed use once the Project completes the required street improvements.  
17 The Project will include a central drive aisle connecting from the existing truck yard on the  
18 west extending to the east boundary of the site with two (2) exit only driveways onto  
19 Stonehurst Drive. The Project will have 39 passenger vehicle parking spaces including one  
20 (1) ADA accessible parking spaces, which exceeds the amount required by Chapter 18.58  
21 (Off-Street Parking) of the Rialto Municipal Code.

- 20 4. The site has adequate access to those utilities and other services required for the  
21 proposed use; and

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

23 The Site is currently under developed with an existing office building with some utility service  
24 connections. The Site has adequate access to utilities and will be required to connect through  
25 main water, electric, and other utility line hook up for the Site.

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

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

2           As previously stated, the proposed use is consistent with the General Manufacturing (I-GM)  
3           zone. The proposed layout will include a central drive aisle connecting from the existing  
4           truck yard on the west extending to the east boundary of the site to expand operation. The  
5           proposed use will provide 39 passenger vehicle parking spaces, adequate screening, and a  
6           floor area ratio (FAR) of 2 percent, and 25.3 percent on-site landscape coverage, all of  
            which comply with the General Plan, the I-GM Zone, Chapter 18.104 (Outdoor Storage  
            Uses) of the Rialto Municipal Code, and the City’s Design Guidelines.

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

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

10           The Project’s effects will be minimized through the implementation of the Conditions of  
11           Approval contained herein, and through the implementation of Conditions of Approval  
12           imposed by the Planning Commission on the Precise Plan of Design, such as landscape  
13           buffering, solid screen walls and gates, and drainage improvements. The development of  
14           the truck yard expansion will include the installation of missing street improvements on  
15           Stonehurst Drive and well as strengthen employment opportunities for the City. The  
16           Project is consistent with the General Manufacturing (I-GM) zone and is a logical addition  
17           to the existing industrial developments along the Stonehurst Drive corridor. The project is  
18           not expected to negatively impact any surrounding uses with the successful implementation  
19           of measures such as landscape buffering, the installation of solid screen walls, and other  
20           traffic related measures. Therefore, any potential adverse effects are outweighed by the  
21           benefits conferred upon the community and neighborhood as a whole.

22           SECTION 3. The Planning Commission hereby specifically finds that the Project meets the  
23           5 required criterion of Section 15332 in that a.) the project is consistent with the applicable general  
24           plan designation and all applicable general plan policies as well as with applicable zoning designation  
25           and regulations, b.) , the proposed development occurs within city limits on a project site of no more  
26           than five acres substantially surrounded by urban uses, c.) the project site has no value as habitat for  
27           endangered, rare or threatened species, d.) Approval of the project would not result in any significant  
28           effects relating to traffic, noise, air quality, or water quality, e.) The site can be adequately served by  
            all required utilities and public services.

SECTION 4. The project is categorically exempt from the requirements of the California  
            Environmental Quality Act (CEQA), pursuant to Section 15332, Infill Development Projects. The

1 Planning Commission directs the Planning Division to file the necessary documentation with the  
2 Clerk of the Board of Supervisors for San Bernardino County.

3           SECTION 5. CDP No. 2024-0001 is granted to Batfish Holdings LLC and Robert and  
4 Dolores Riggio, in accordance with the plans and application on file with the Planning Division,  
5 subject to the following conditions:

- 6           1. The approval is granted allowing the expansion of an existing 5-acre truck yard  
7 operation generally located at the northeast corner of Alder Avenue and Stonehurst  
8 Drive onto 2.5 acres of land, also known as 2160 West Stonehurst Drive (APN: 1133-  
9 071-08, -09 & 10), as shown on the plans attached as Exhibit B to the Planning  
10 Commission Staff Report and as approved by the Planning Commission. If the  
11 Conditions of Approval specified herein are not satisfied complied with or otherwise  
12 completed, this approval may be subject to revocation.
- 13           2. City inspectors shall have access to the site to reasonably inspect the site during  
14 normal working hours to assure compliance with these conditions and other codes.
- 15           3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,  
16 and/or any of its officials, officers, employees, agents, departments, agencies, and  
17 instrumentalities thereof (collectively, the “City Parties”), from any and all claims,  
18 demands, law suits, writs of mandamus, and other actions and proceedings (whether  
19 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative  
20 dispute resolutions procedures (including, but not limited to arbitrations, mediations,  
21 and other such procedures), (collectively “Actions”), brought against the City, and/or  
22 any of its officials, officers, employees, agents, departments, agencies, and  
23 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or  
24 annul, the any action of, or any permit or approval issued by, the City and/or any of  
25 its officials, officers, employees, agents, departments, agencies, and instrumentalities  
26 thereof (including actions approved by the voters of the City), for or concerning the  
27 Project (collectively, the “Entitlements”), whether such Actions are brought under  
28 the California Environmental Quality Act, the Planning and Zoning Law, the  
Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the  
California Public Records Act, or any other state, federal, or local statute, law,  
ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This  
condition to indemnify, protect, defend, and hold the City harmless shall include, but  
not be limited to (i) damages, fees and/or costs awarded against the City, if any, and  
(ii) cost of suit, attorneys’ fees and other costs, liabilities and expenses incurred in  
connection with such proceeding whether incurred by applicant, Property owner, or  
the City and/or other parties initiating or bringing such proceeding (collectively,  
subparts (i) and (ii) are the “Damages”). Notwithstanding anything to the contrary  
contained herein, the Applicant shall not be liable to the City Parties under this  
indemnity to the extent the Damages incurred by any of the City Parties in such  
Action(s) are a result of the City Parties’ fraud, intentional misconduct or gross

1 negligence in connection with issuing the Entitlements. The applicant shall execute  
2 an agreement to indemnify, protect, defend, and hold the City harmless as stated  
3 herein within five (5) days of approval of CDP No. 2024-0001.

- 4 4. In accordance with the provisions of Government Code Section 66020(d)(1), the  
5 imposition of fees, dedications, reservations, or exactions for this Project, if any, are  
6 subject to protest by the applicant at the time of approval or conditional approval of  
7 the Project or within 90 days after the date of the imposition of the fees, dedications,  
8 reservations, or exactions imposed on the Project.
- 9 5. Prior to issuance of certificate of occupancy, the applicant and/or owner shall record a  
10 reciprocal access agreement between the existing truck yard site and the expansion site.
- 11 6. The new easterly driveway shall be limited to passenger vehicles and fire access only.  
12 In accordance with Chapter 18.104 (Outdoor Storage Uses), truck traffic at the easterly  
13 driveway is strictly prohibited to avoid passing by a non-conforming residential use until  
14 such time when the non-conforming use no longer exists.
- 15 7. The westerly driveway shall be utilized for ingress and egress and gate shall remain  
16 open during business hours. The proposed easterly driveway shall be restricted to Exit  
17 Only for passenger vehicles.
- 18 8. The applicant, landlord, and/or tenant(s) shall require all inbound truck traffic to access  
19 the site via the northbound Alder Avenue, and then eastbound on Stonehurst Drive to  
20 the truck yard entry gate. .
- 21 9. The applicant, landlord, and/or tenant(s) shall require all outbound truck traffic to exit  
22 the expansion site via the westerly driveway only and then proceed right-out onto  
23 westbound Stonehurst Drive to Alder Avenue. Outbound truck traffic shall not use  
24 Stonehurst Drive east of the site to avoid passing by a non-conforming residential use  
25 until such time when the non-conforming use no longer exists.
- 26 10. The applicant, landlord, and/or tenant(s) shall install signage prohibiting truck exiting  
27 from the easterly driveway on the inside of the gate and/or at least five (5) feet from the  
28 property line along Stonehurst Drive prior to the issuance of a Certificate of Occupancy.
11. The applicant, landlord, and/or tenant(s) shall ensure that outbound trucks exiting from  
the westerly driveway do not turn left onto eastbound Stonehurst Drive. Signage  
prohibiting the left-turn movement for trucks onto eastbound Stonehurst Drive shall be  
installed on the inside of the westerly driveway gate and/or at least five (5) feet from the  
property line along Stonehurst Drive prior to the issuance of a Certificate of Occupancy.
12. The Project shall be limited to a maximum of 33 peak hour trips, in accordance with  
Project Trip Generation of the Traffic Scoping Agreement prepared for the Project by  
TJW Engineering, which is attached as Exhibit E to the Planning Commission Staff  
Report.

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13. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that all inbound truck traffic that requires temporary queuing or staging do so on-site. Inbound truck traffic shall not queue or stage on any public street at any time. Activities on-site shall not operate in such a manner that would impact traffic lanes, cause back up (queuing or staging) of vehicles into the public-right-of-way, or create any unsafe conditions. Fire and Police access and passage around trucks queuing or staging on-site shall be feasible at all times and activities shall not block parking areas, access or passage for disabled persons or emergency response vehicles.
14. The applicant, landlord, operator(s) and/or tenant(s) shall only park or store trucks and trailers within designated truck and trailer parking spaces within the truck court. No trucks or trailers shall be parked or stored on any public street or within any on-site drive aisles, passenger vehicle parking areas or fire lanes at any time.
15. Approval of this CDP No. 2024-0001 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
16. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2024-0001 or PPD No. 2024-0002, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2024-0001 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
- a) The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
  - b) Any of the express conditions or terms of such permit are violated;
  - c) In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the General Manufacturing (I-GM) zoning district, applicable Specific Plan and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.

26 SECTION 6. The Chairman of the Planning Commission shall sign this resolution acknowledging  
27 the Commission's passage and adoption of this resolution and thereupon the same shall take effect  
28 and be in force.

1 PASSED, APPROVED AND ADOPTED this 4th day of June, 2025.

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5 JERRY GUTIERREZ, CHAIR  
6 CITY OF RIALTO PLANNING COMMISSION  
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1 STATE OF CALIFORNIA )  
2 COUNTY OF SAN BERNARDINO ) ss  
3 CITY OF RIALTO )  
4

5 I, Kimberly Dame, Administrative Analyst of the City of Rialto, do hereby certify that the  
6 foregoing Resolution No. \_\_\_\_ was duly passed and adopted at a regular meeting of the Planning  
7 Commission of the City of Rialto held on the \_\_\_\_th day of \_\_\_\_, 2025.

8 Upon motion of Planning Commissioner\_\_\_\_\_, seconded by Planning Commissioner  
9 \_\_\_\_\_, the foregoing Resolution No. \_\_\_\_ was duly passed and adopted.

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of  
15 Rialto this \_\_\_\_th day of \_\_\_\_, 2025.

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\_\_\_\_\_  
KIMBERLY DAME, ADMINISTRATIVE ANALYST

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Exhibit "A"  
Project Plans

[Insert Exhibit B from the Planning Commission Staff Report]

Exhibit “B”

Attachment B – Project Trip Generation  
From the Traffic Impact Analysis Scoping Agreement prepared for the Project by TJW Engineering  
– Dated June 14, 2024

[Insert Exhibit F from the Planning Commission Staff Report]

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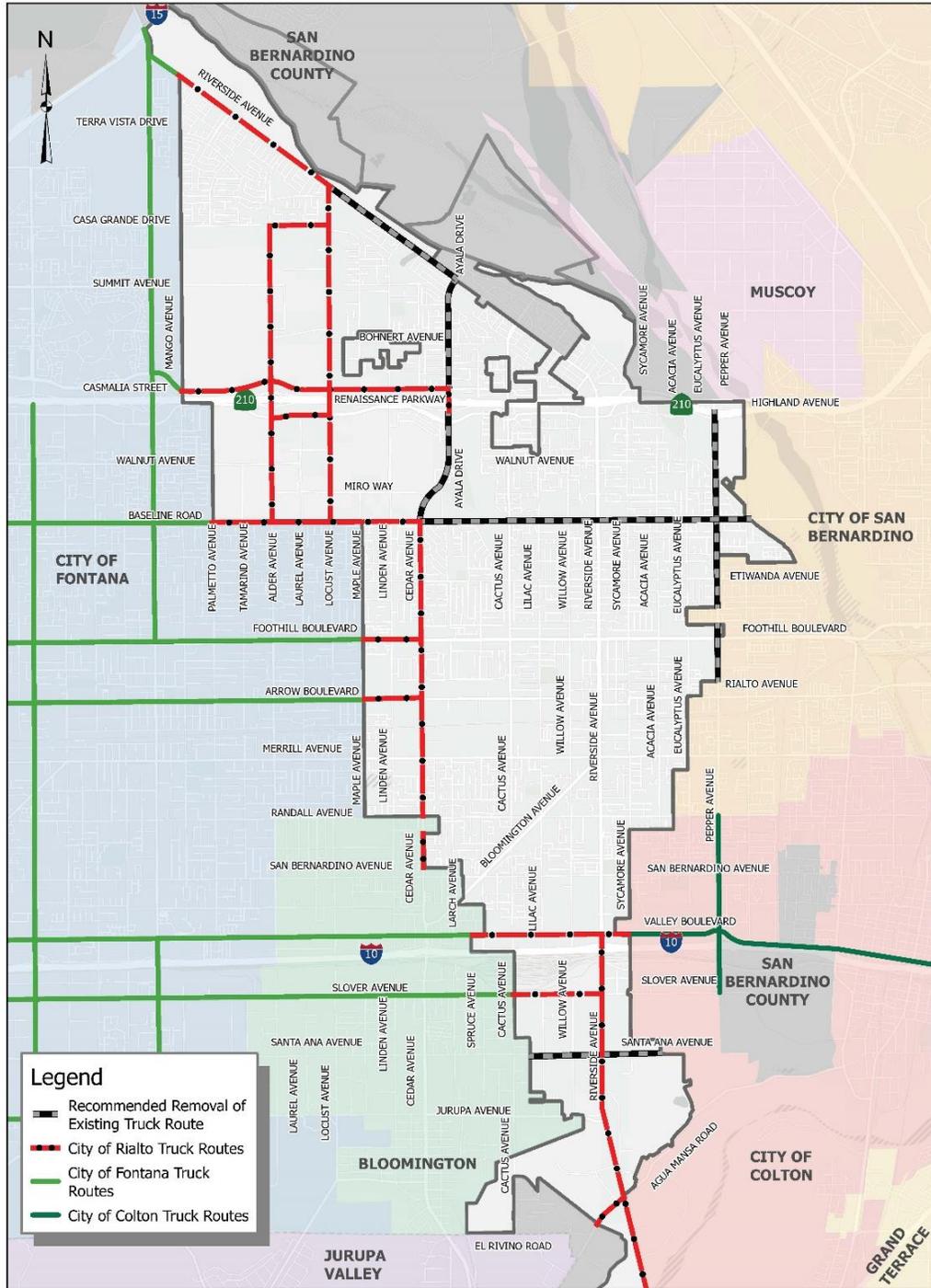
Exhibit "C"

Rialto General Plan Truck Route



2022 Truck Route Study  
City of Rialto

DECOMMISSIONED AND FINAL TRUCK ROUTES





1           WHEREAS, the proposed project is categorically exempt for the requirements of  
2 California Environmental Quality Act (CEQA) (Environmental Assessment Review No. 2024-  
3 0004) as a Class 32 exemption analyzed in the staff report and attached studies; and

4           WHEREAS, on May 7, 2025, the Planning Commission of the City of Rialto opened a duly  
5 noticed public hearing, as required by law, on the CDP and the PPD, heard public testimony and  
6 continued the public hearing at the request of the applicant to the May 21, 2025 meeting; and

7           WHEREAS, on May 21, 2025, the Planning Commission of the City of Rialto again  
8 continued the public hearing at the request of the applicant to the June 4, 2025 meeting to allow  
9 additional time for internal operations discussions and to draft responses to public comments; and

10           WHEREAS, on June 4, 2025, the Planning Commission of the City of Rialto conducted a  
11 duly noticed public hearing, as required by law, on this proposed PPD and CDP, took testimony,  
12 at which time it received input from staff, the city attorney, and the applicant; heard public  
13 testimony; discussed the proposed PPD and CDP; and closed the public hearing; and

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

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

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

19           SECTION 2. Based on substantial evidence presented to the Planning Commission during  
20 the public hearing conducted with regard to PPD, including written staff reports, verbal testimony,  
21 site plans, other documents, and the conditions of approval stated herein, the Planning Commission  
22 hereby determines that PPD satisfies the requirements of Section 18.65.020E of the Rialto Municipal  
23 Code pertaining to the findings which must be made precedent to granting a Precise Plan of Design.

24 The findings are as follows:

- 25           1.       The proposed development is in compliance with all city ordinances and regulations,  
26                    unless in accordance with an approved variance; and

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

1 The Site has a General Plan land use designation of General Industrial and a zoning  
2 designation of General manufacturing (I-GM). Pursuant to Chapter 18.104 (Outdoor  
3 Storage Uses) of the Rialto Municipal Code, the development and operation of an outdoor  
4 truck yard expansion, as proposed by the Project, may be allowed in those designations.  
5 The Project, as conditioned herein, will comply with all City ordinances and regulations,  
6 including those required by the I-GM zone and the City's Design Guidelines. Additionally,  
7 the Project meets all the required development standards of Chapter 18.104 (Outdoor  
8 Storage Uses) of the Rialto Municipal Code including, but not limited to, required setbacks,  
9 parking, landscaping, operational criterion.

- 7 2. The site is physically suitable for the proposed development, and the proposed  
8 development will be arranged, designed, constructed, and maintained so that it will  
9 not be unreasonably detrimental or injurious to property, improvements, or the health,  
10 safety or general welfare of the general public in the vicinity, or otherwise be  
11 inharmonious with the city's general plan and its objectives, zoning ordinances or any  
12 applicable specific plan and its objectives; and

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

12 The Site is comprised of three (3) parcels of land approximately 2.5 gross acres in size and  
13 located within the General Manufacturing (I-GM) zone. North of the project site is  
14 Robertson's Ready Mix facility. To the south the project site, across Stonehurst Drive, is  
15 a 5-acre precast concrete manufacturing facility former occupied by Olson Precast  
16 Company and legal non-conforming residences. To the east of the project site is a Mobile  
17 Mini modular storage facility. To the west of the project site is the existing truck yard  
18 operation. The Project is consistent with the I-GM zone and the GI land use designation  
19 of the General Plan. The project is not expected to negatively impact any surrounding uses  
20 with the successful implementation of measures such as landscape buffering, the  
21 installation of solid screen walls and gates, shielded lighting fixtures, and other traffic  
22 related measures.

- 20 3. The proposed development will not unreasonably interfere with the use or enjoyment  
21 of neighboring property rights or endanger the peace, health, safety or welfare of the  
22 general public; and

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

23 The Project's effects will be minimized through the implementation of the Conditions of  
24 Approval contained herein, such as extensive landscaping, concrete screen walls, adequate  
25 lighting and the installation of missing street improvements along Stonehurst Drive. The  
26 project site is surrounded by industrial land uses to the north, east and west. The nearest  
27 sensitive use is a non-conforming single-family dwelling to the south of the project site.  
28 The Project is consistent with the I-GM zone which is a general manufacturing district which  
allows the operation of an outdoor truck yard pursuant to Chapter 18.104 for outdoor storage  
uses. The project is not expected to negatively impact any surrounding uses with the

1 successful implementation of measures such as landscape buffering, the installation of solid  
2 screen walls, shielded lighting fixtures, and other traffic related measures.

3 4. The proposed development will not substantially interfere with the orderly or planned  
4 development of the City of Rialto.

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

6 The Project is consistent with the General Manufacturing (I-GM) zone and is a logical  
7 addition to the existing industrial developments along the Stonehurst Drive corridor. The  
8 Project will enhance an underdeveloped property with site improvements in accordance  
9 with the requirements of Chapter 18.104, the General Industrial (GI) land use designation  
10 and will install the needed street improvements along Stonehurst Drive. The city staff have  
11 reviewed the design of the Project to ensure compliance with all health, safety, and design  
12 requirements to ensure the Project will enhance the infrastructure and aesthetics of the local  
13 community.

14 SECTION 3. The Planning Commission hereby specifically finds that the Project meets the  
15 five required criterion of Section 15332 in that a.) the project is consistent with the applicable general  
16 plan designation and all applicable general plan policies as well as with applicable zoning designation  
17 and regulations, b.) the proposed development occurs within city limits on a project site of no more  
18 than five acres substantially surrounded by urban uses, c.) the project site has no value as habitat for  
19 endangered, rare or threatened species, d.) Approval of the project would not result in any significant  
20 effects relating to traffic, noise, air quality, or water quality, e.) The site can be adequately served by  
21 all required utilities and public services.

22 SECTION 4. PPD No. 2024-0002 is granted Batfish Holdings LLC and Robert and Dolores  
23 Riggio, in accordance with the plans and application on file with the Planning Division, subject to the  
24 following Conditions of Approval:

25 1. The applicant is granted PPD No. 2024-0004 allowing the development of an expansion  
26 to an existing truck yard operation generally located at the northeast corner of Alder  
27 Avenue and Stonehurst Drive onto 2.5 acres of land, also known as 2160 West  
28 Stonehurst Drive (APN: 1133-071-08, -09 & 10), within the General Manufacturing (I-  
GM) designation of the Rialto Airport Specific Plan, subject to the Conditions of  
Approval contained herein.

- 1           2.    The approval of PPD No. 2024-0002 is granted for a one (1) year period from the date  
2           of approval. Approval of PPD No. 2024-0002 will not become effective until the  
3           applicant has signed a Statement of Acceptance acknowledging awareness and  
4           acceptance of the required Conditions of Approval contained herein. If substantial  
5           construction activities are commenced within the one-year period and such construction  
6           is being diligently pursued towards completion, the approved precise plan of design  
7           shall remain effective for an additional one-year period. Any request for an extension  
8           thereafter shall be reviewed by the Planning Commission upon application prior to  
9           termination for consideration based on progress toward the development of the project  
10          and any unavoidable delays.
- 11          3.    The development associated with PPD No. 2024-0002 shall conform to the site plan,  
12          fencing plan, floor plan, elevations, conceptual grading and utility plan, and preliminary  
13          landscape plan attached hereto as Exhibit A, except as may be required to be modified  
14          based on the Conditions of Approval contained herein.
- 15          4.    The development associated with PPD No. 2024-0002 shall comply with all Conditions  
16          of Approval contained within CDP No. 2024-0001.
- 17          5.    The development associated with PPD No. 2024-0002 shall comply with all applicable  
18          sections of the Rialto Municipal Code and all other applicable State and local laws and  
19          ordinances.
- 20          6.    City inspectors shall have access to the site to reasonably inspect the site during  
21          normal working hours to assure compliance with these conditions and other codes.
- 22          7.    The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,  
23          and/or any of its officials, officers, employees, agents, departments, agencies, and  
24          instrumentalities thereof (collectively, the “City Parties”), from any and all claims,  
25          demands, law suits, writs of mandamus, and other actions and proceedings (whether  
26          legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative  
27          dispute resolutions procedures (including, but not limited to arbitrations, mediations,  
28          and other such procedures), (collectively “Actions”), brought against the City, and/or  
            any of its officials, officers, employees, agents, departments, agencies, and  
            instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or  
            annul, the any action of, or any permit or approval issued by, the City and/or any of  
            its officials, officers, employees, agents, departments, agencies, and instrumentalities  
            thereof (including actions approved by the voters of the City), for or concerning the  
            Project (collectively, the “Entitlements”), whether such Actions are brought under  
            the California Environmental Quality Act, the Planning and Zoning Law, the  
            Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the  
            California Public Records Act, or any other state, federal, or local statute, law,  
            ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This  
            condition to indemnify, protect, defend, and hold the City harmless shall include, but  
            not be limited to (i) damages, fees and/or costs awarded against the City, if any, and  
            (ii) cost of suit, attorneys’ fees and other costs, liabilities and expenses incurred in

1 connection with such proceeding whether incurred by applicant, Property owner, or  
2 the City and/or other parties initiating or bringing such proceeding (collectively,  
3 subparts (i) and (ii) are the “Damages”). Notwithstanding anything to the contrary  
4 contained herein, the Applicant shall not be liable to the City Parties under this  
5 indemnity to the extent the Damages incurred by any of the City Parties in such  
6 Action(s) are a result of the City Parties’ fraud, intentional misconduct or gross  
negligence in connection with issuing the Entitlements. The applicant shall execute  
an agreement to indemnify, protect, defend, and hold the City harmless as stated  
herein within five (5) days of approval of PPD No. 2024-0002.

- 7 8. In accordance with the provisions of Government Code Section 66020(d)(1), the  
8 imposition of fees, dedications, reservations, or exactions for this Project, if any, are  
9 subject to protest by the applicant at the time of approval or conditional approval of  
10 the Project or within 90 days after the date of the imposition of the fees, dedications,  
11 reservations, or exactions imposed on the Project.
- 12 9. The applicant is required to merge the three (3) parcels and as such has applied for a  
13 Parcel Merger to consolidate the three (3) existing parcels of land into one parcel to  
14 facilitate truck yard expansion. The Parcel Merger shall be recorded with the San  
15 Bernardino County prior to the issuance of any permits.
- 16 10. As recommended by the Geotechnical Engineering Investigation, the applicant is  
17 required to coordinate with NorCal Engineering to perform site inspections during  
18 grading and construction of the site.
- 19 11. In accordance with Section 18.112.050E(5) of the Rialto Municipal Code, the applicant  
20 shall provide a berm/slope along the south side of the truck court screen wall to reduce  
21 the visible height of the wall as seen from Rialto Avenue. Additionally, the berm/slope  
22 shall have a height of six (6) feet as measured from the finished surface of the truck  
23 court, but the slope shall not exceed a ratio of 4:1. The berm/slope shall be identified on  
24 the Precise Grading Plan, prior to the issuance of a building permit
- 25 12. The applicant shall install decorative pavement within each project driveway connected  
26 to Stonehurst Drive . The decorative pavement shall extend across the entire width of  
27 each driveway and shall have 20 feet from the property line to the entry gate. Decorative  
28 pavement means decorative pavers and/or color concrete with patterns and color variety.  
The location of the decorative pavement shall be identified on the Precise Grading Plan  
prior to the issuance of a grading permit. Additionally, the location and type of  
decorative pavement shall be identified on the formal Landscape Plan submittal, and  
other on-site improvement plans, prior to the issuance of building permits.
13. Any new walls, including any retaining walls, shall be comprised of tan-colored split-  
face block to match the block wall material of the adjacent truck yard. Pilasters shall  
be incorporated within all new walls visible from the public right-of-way. The pilasters  
shall be spaced a maximum of fifty (50) feet on-center and shall be placed at all corners  
and ends of the wall. All pilasters shall protrude a minimum of six (6) inches above and

1 to the side of the wall. All decorative masonry walls and pilasters, including retaining  
2 walls, shall include a decorative masonry cap. All walls and pilasters shall be identified  
3 on the site plan and Precise Grading Plan, and an elevation detail for the walls shall be  
4 included in the formal building plan check submittal prior to the issuance of building  
5 permits.

6 14. Any new fencing installed on site shall be comprised of tubular steel. All fencing shall  
7 be identified on the site plan, and an elevation detail for the fencing shall be included in  
8 the formal building plan check submittal prior to the issuance of building permits.

9 15. All light standards installed on site, shall have a maximum height of twenty-five (25)  
10 feet, as measured from the finished surface, including the base. Lighting shall be  
11 shielded and/or directed toward the site so as not to produce direct glare or "stray light"  
12 onto adjacent properties. All light standards shall be identified on the site plan and a  
13 note indicating the height restriction shall be included within the formal building plan  
14 check submittal prior to the issuance of building permits.

15 16. The applicant shall submit a formal On-Site Landscape Plan to the Planning Division  
16 prior to the issuance of building permits. The submittal shall include three (3) sets of  
17 planting and irrigation plans, a completed Landscape Plan Review application, and the  
18 applicable review fee.

19 17. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees  
20 shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the  
21 parking lot trees shall be permanently irrigated and maintained. All parking lot tree  
22 species shall consist of evergreen broadleaf trees. The trees shall be identified on the  
23 formal Landscape Plan submittal prior to the issuance of a landscape permit.

24 18. The applicant shall plant shrubs that surround all ground mounted equipment and utility  
25 boxes, including transformers, fire-department connections, backflow devices, etc. for  
26 the purpose of providing screening of said equipment and utility boxes. All equipment  
27 and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial  
28 planting, and the shrubs shall be spaced no more than three (3) feet on-center.  
Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated  
and maintained into a continuous box-shape with a height of no less than three and one-  
half (3.5) feet above the finished grade. The shrubs shall be identified on the formal  
Landscape Plan submittal prior to the issuance of a landscape permit.

19. The applicant shall plant trees, shrubs, and groundcover throughout all land on-site and  
off-site (adjacent to the project site) that is not covered by structures, walkways, parking  
areas, and driveways, as approved by the Planning Division. Trees shall be planted a  
minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted  
an average of three (3) feet on-center or less, or as approved by the Planning Division.  
All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless  
otherwise specified herein. At least fifty (50) percent of the trees shall consist of  
evergreen broadleaf trees, while the remaining percentage may consist of broadleaf

1 deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in  
2 size, unless otherwise specified herein. All planter areas shall receive a minimum two  
3 (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial  
4 planting. Pea gravel and decomposed granite are not acceptable materials to use within  
5 planter areas. All planter areas on-site shall be permanently irrigated and maintained.  
6 The planting and irrigation shall be identified on the formal Landscape Plan submittal  
7 prior to the issuance of a landscape permit.

8 20. All planting and irrigation shall be installed on-site in accordance with the approved  
9 landscape plans and permit prior to the issuance of a Certificate of Occupancy. The  
10 installation of the planting and irrigation shall be certified in writing by the landscape  
11 architect responsible for preparing the landscape plans prior to the issuance of a  
12 Certificate of Occupancy.

13 21. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance  
14 of a Certificate of Occupancy, unless specified otherwise herein.

15 22. The applicant shall pay all applicable development impact fees in accordance with the  
16 current City of Rialto fee ordinance, prior to the issuance of any building permit related  
17 to the Project.

18 23. All requirements herein shall be completed to the satisfaction of the City Engineer prior  
19 to issuance of a certificate of occupancy unless otherwise noted.

20 24. Applicant shall remove all graffiti within 24 hours pre-construction, during  
21 construction, and after a Certificate of Occupancy is issued.

22 25. The project shall submit civil engineering design plans, reports and/or documents,  
23 prepared by a registered/licensed civil engineer, for review and approval by the City  
24 Engineer per the current submittal requirements, prior to the threshold indicated below  
25 or as required by the City Engineer.

26 a. PRECISE GRADE W/ EROSION CONTROL PLAN (prior to grading permit  
27 issuance)

28 b. PUBLIC IMPROVEMENT PLAN – plans may include: Street, Signing &  
Striping, Landscape & Irrigation, Sewer, Water, etc. (prior to off-site construction  
permit issuance or building permit issuance, whichever occurs first)

c. FINAL DRAINAGE STUDY, in conformance with Entitlement submittal study  
(prior to grading plan approval)

d. FINAL WQMP in conformance with Entitlement submittal report (prior to  
grading plan approval)

e. LEGAL DOCUMENTS (e.g. LOT MERGER, EASEMENT(S),  
DEDICATION(S), LOT LINE ADJUSTMENT, VACATION, etc.) (prior to

1 building permit issuance). Lot Line Adjustment 2024-0002, Grant of Right of  
2 Way.

3 f. AS-BUILT/RECORD DRAWINGS for all plans (prior to issuance of certificate  
4 of occupancy approval)

- 5 26. The developer is responsible for requesting address assignments for any new building,  
6 irrigation water meter, and electrical pedestal. Addresses for irrigation meters must be  
7 based on approved civil plans. Addresses for electrical pedestals must be based on  
8 approved SCE plans. The main building address shall be included on the Precise  
9 Grading Plans and Building Plan set along with the PPD number. The electrical meter  
10 pedestal addresses (single or dual) shall be included in the public improvement plans.
- 11 27. Upon approval of any improvement plan by the City Engineer, the improvement plan  
12 shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing  
13 file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat)  
14 formats. Variation of the type and format of the digital data to be submitted to the City  
15 may be authorized, upon prior approval by the City Engineer.
- 16 28. All street cuts for utilities shall be repaired (in accordance with City Standard SC-231)  
17 within 72 hours of completion of the utility work; and any interim trench repairs shall  
18 consist of compacted backfill to the bottom of the pavement structural section followed  
19 by placement of standard base course material in accordance with the Standard  
20 Specifications for Public Work Construction (“Greenbook”). The base course material  
21 shall be placed such that the full height of the structural section is flush with the existing  
22 pavement surface and provide a smooth pavement surface until permanent cap paving  
23 occurs using an acceptable surface course material.
- 24 29. A single master Off-site Construction Permit is required for any street, wet utility,  
25 landscape and irrigation, and traffic signal improvements within the public right-of-way.  
26 To expedite and facilitate improvements in the public right-of-way, the applicant is  
27 responsible for submitting a multi-phase master plan traffic control plan which includes  
28 all phases of construction in the public right-of-way i.e., sewer, water, overhead,  
underground, etc. prior to the issuance of Off-site Construction Permit. Note, to simplify  
the permitting process, a single master Off-Site Construction Permit shall replace  
individual Encroachment Permits to be pulled by the developer's contractor.
30. All applicable landscape easement, and parkway landscaping shall be guaranteed for a  
period of one year from the date of acceptance by the City Engineer acceptance. Any  
landscaping that fails during the one-year landscape maintenance period shall be  
replaced with similar plant material to the satisfaction of the City Engineer and shall be  
subject to a subsequent one-year landscape maintenance period. The applicant must  
contact the City of Rialto Landscape Contract Specialist at (909) 820-2602 to confirm  
a full twelve (12) months’ time of non-interrupted ongoing maintenance.

- 1 31. All proposed trees within the public right-of-way and within ten (10) feet of the public  
2 sidewalk and/or curb shall have City approved deep root barriers installed, as required  
3 by the City Engineer.
- 4 32. In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing and  
5 new electrical distribution lines of sixteen thousand volts or less and overhead service  
6 drop conductors, and all telephone, television cable service, and similar service wires or  
7 lines, which are on-site, abutting, and/or transecting, shall be installed underground.  
8 Utility undergrounding shall extend to the nearest off-site power pole. This may require  
9 undergrounding beyond the project limits to prevent any existing poles to remain or new  
10 poles to be placed for guy wire purposes along the project frontage. New power poles  
11 shall not be installed unless approved by the City Engineer. A letter from the owners of  
12 the affected utilities shall be submitted to the City Engineer prior to approval of the  
13 Grading Plan, informing the City that they have been notified of the City's utility  
14 undergrounding requirement and their intent to commence design of utility  
15 undergrounding plans. When available, the utility undergrounding plan shall be  
16 submitted to the City Engineer identifying all above ground facilities in the area of the  
17 project to be undergrounded.
- 18 33. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets,  
19 all street and/or trench cuts in street newly paved or slurry will be subject to moratorium  
20 street repair standards as referenced in Section 11.04.145 of the Rialto Municipal Code.  
21 Contact the Public Works Department for a list of streets subject to the moratorium.
- 22 34. The minimum pavement section for all on-site pavements shall be 3 inches asphalt  
23 concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of  
24 24 inches at 95% relative compaction, or equal. If an alternative pavement section is  
25 proposed, the proposed pavement section shall be designed by a California registered  
26 Geotechnical Engineer using "R" values from the project site and submitted to the City  
27 Engineer for approval.
- 28 35. Any utility trenches or other excavations within existing asphalt concrete pavement of  
off-site streets required by the proposed development shall be backfilled and repaired in  
accordance with City of Rialto Standard Drawings. The developer shall be responsible  
for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of  
off-site streets as required by and at the discretion of the City Engineer including  
pavement repairs in addition to pavement repairs made by utility companies for utilities  
installed for the benefit of the proposed development (i.e., Fontana Water Company,  
Southern California Edison, Southern California Gas Company, Time Warner, Verizon,  
etc.). Multiple excavations, trenches, and other street cuts within existing asphalt  
concrete pavement of off-site streets required by the proposed development may require  
complete grinding and asphalt concrete overlay of the affected off-site streets at the  
discretion of the City Engineer. The pavement condition of the existing off-site streets  
shall be returned to a condition equal to or better than what existed prior to construction  
of the proposed development.

- 1 36. All damaged, destroyed, or modified pavement legends, traffic control devices, signing,  
2 striping, and streetlights, associated with the proposed development shall be replaced as  
3 required by the City Engineer prior to issuing of a Certificate of Occupancy.
- 4 37. Construction signing, lighting, and barricading shall be provided during all phases of  
5 construction as required by City Standards or as directed by the City Engineer. At a  
6 minimum, all construction signing, lighting and barricading shall be in accordance with  
7 Part 6 Temporary Traffic Control of the 2014 California Manual on Uniform Traffic  
8 Control Devices, or subsequent editions in effect at the time of construction.
- 9 38. The public street improvements outlined in these conditions of approval are intended to  
10 convey to the developer an accurate scope of required improvements, however, the City  
11 Engineer reserves the right to require reasonable additional improvements as may be  
12 determined during the review and approval of street improvement plans required by  
13 these conditions.
- 14 39. Development of the site is subject to the requirements of the National Pollution  
15 Discharge Elimination System (NPDES) Permit for the City of Rialto, issued by the  
16 Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036.  
17 Pursuant to the NPDES Permit, the developer shall ensure development of the site  
18 incorporates post-construction Best Management Practices (BMPs) in accordance with  
19 the Model Water Quality Management Plan (WQMP) approved for use for the Santa  
20 Ana River Watershed. The developer is advised that applicable Site Design BMPs will  
21 be required to be incorporated into the final site design, pursuant to a site specific  
22 WQMP submitted to the City Engineer for review and approval.
- 23 40. Prior to grading plan approval, applicant shall submit a final hydrology study to  
24 determine the volume of increased stormwater runoff due to development of the site,  
25 and to determine required stormwater runoff mitigation measures for the proposed  
26 development. All stormwater runoff passing through the site shall be accepted and  
27 conveyed across the property in a manner acceptable to the City Engineer. For all  
28 stormwater runoff falling on the site, on-site retention or other facilities approved by the  
City Engineer shall be required to contain the increased stormwater runoff generated by  
the development of the property. Hydrology studies shall be prepared in accordance  
with the San Bernardino County Hydrology Manual and Rialto drainage criteria. Final  
retention basin sizing and other stormwater runoff mitigation measures shall be  
determined upon review and approval of the hydrology study by the City Engineer and  
may require redesign or changes to site configuration or layout consistent with the  
findings of the final hydrology study. The volume of increased stormwater runoff to be  
retained on-site shall be determined by comparing the existing pre-developed condition  
and proposed developed condition, using the 100-year frequency storm. Calculations  
sizing on-site storm drain lines and catch basins shall be included. Final Hydrology  
Report shall be based upon the Preliminary Hydrology Report submitted during the  
Entitlement process with incorporation of reviewer's recommendations. Connection of  
on-site storm drain to existing 24" HDPE storm drain in Stonehurst Drive requires

1 approval by the City with supporting calculations that 24" SD can accommodate on-site  
2 line with no negative impact to existing storm drain system.

- 3 41. Prior to grading plan approval, direct release of on-site nuisance water or stormwater  
4 runoff shall not be permitted to the adjacent public streets. Provisions for the  
5 interception of nuisance water from entering adjacent public streets from the project site  
6 shall be provided through the use of a minor storm drain system that collects and  
7 conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff  
8 condition, pass runoff directly to the streets through parkway or under sidewalk drains.
- 9 42. Prior to grading plan approval, a geotechnical/soils report prepared by a California  
10 registered Geotechnical Engineer shall be required for and incorporated as an integral  
11 part of the grading plan for the proposed development. The geotechnical report shall  
12 include a section on infiltration testing. A digital copy (PDF) of the Geotechnical/Soils  
13 Report shall be submitted to the Engineering Division with the first submittal of the  
14 precise grading plan. Geotechnical reports older than one year shall be reaffirmed by a  
15 geotechnical engineer to still be valid or a new geotechnical report will be required.
- 16 43. Prior to grading plan approval, applicant shall submit a Final Water Quality  
17 Management Plan identifying site-specific Best Management Practices (BMPs) in  
18 accordance with the Model Water Quality Management Plan (WQMP) approved for  
19 use for the Santa Ana River Watershed. The site specific WQMP shall be submitted to  
20 the City Engineer for review and approval with the precise grading plan. The Applicant  
21 acknowledges that more area than currently shown on the plans may be required to treat  
22 site runoff as required by the WQMP guidance document and FWQMP. Final WQMP  
23 shall be based upon the Preliminary WQMP submitted during the Entitlement process  
24 with incorporation of reviewer's recommendations.
- 25 44. Prior to grading plan approval, a WQMP Maintenance Agreement shall be required,  
26 obligating the property owner(s) to appropriate operation and maintenance obligations  
27 of on-site BMPs constructed pursuant to the approved WQMP.
- 28 45. Prior to grading plan approval, a Notice of Intent (NOI) to comply with the current  
California General Construction Stormwater Permit is required to be submitted via the  
California Regional Water Quality Control Board online SMARTS system. A copy of  
the executed letter issuing a Waste Discharge Identification (WDID) number shall be  
provided to the City Engineer. The developer's contractor shall prepare and maintain a  
Storm Water Pollution Prevention Plan (SWPPP) as required by the General  
Construction Permit. All appropriate measures to prevent erosion and water pollution  
during construction shall be implemented as required by the SWPPP.
46. Prior to issuance of grading permit or on-site construction permit, applicant shall submit  
a precise grading and drainage plan prepared by a California registered civil engineer to  
the Engineering Division for review and approval by the City Engineer. The plan shall  
conform to the requirements of the California Building Code for review and approval.

- 1 47. Prior to issuance of grading permit or on-site construction permit, the applicant shall  
2 apply for annexation of the underlying property into City of Rialto Landscape and  
3 Lighting Maintenance District No. 2 (“LLMD 2”). An application fee of \$5,000 shall  
4 be paid at the time of application. Annexation into LLMD 2 is a condition of acceptance  
5 of any new median, landscape easement, and/or parkway landscaping in the public  
6 right-of-way, or any new public street lighting improvements conditioned on the project  
7 and to be maintained by the City of Rialto post construction.
- 8 48. Prior to commencing with any grading, the required erosion and dust control measures  
9 shall be in place. In addition, the following shall be included if not already identified: a.  
10 Tan-colored perimeter screened fencing b. Contractor information signage including  
11 contact information along [Stonehurst] c. Post dust control signage with the following  
12 verbiage: Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS  
13 PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please  
14 call the AQMD at 1-800-CUT-SMOG
- 15 49. Prior to street improvement plan approval, the applicant will coordinate with the  
16 owner(s) located on APN 1133-071-03 for dedication and recordation on remaining  
17 southern street right of way, along Stonehurst Drive, by separate instrument such as an  
18 Offer of Dedication or Grant of Right of Way. A similar condition of approval will be  
19 placed on this development (PPD 2024-0002) for the benefit of PPD 2024-0021/0022
- 20 50. The applicant acknowledges and agrees to provide an Offer of Dedication or Grant of  
21 Right of Way from APNs 1133-071-08, 1133-071-09, and 1133-071-10 , for the  
22 northerly half-street right of way along Stonehurst Drive, to the City for the benefit of  
23 the development of PPD 2024-0021/0022 and construction of public improvements  
24 along PPD frontage. A similar condition of approval will be placed on the PPD for the  
25 benefit of this development (PPD 2024-0002)
- 26 51. Prior to street improvement plan approval, applicant shall make a good faith effort shall  
27 be made to secure a 32-foot half-street right of way from the owners of APNs 1133-071-  
28 01, 1133-071-02, and 1133-071-04 along Stonehurst Drive, by separate instrument such  
as an Offer of Dedication or Grant of Right of Way.
52. Prior to street improvement plan approval or building permit issuance, whichever occurs  
first, the applicant shall dedicate of additional right-of-way as may be required across  
driveway aprons to provide for ADA compliant public access, traffic signal equipment,  
and signing & striping.
53. Prior to street improvement plan approval, applicant shall dedicate a 32-foot half-street  
right-of-way on Stonehurst Drive along the entire frontage as may be required to provide  
a property line at ultimate right-of-way in accordance with the Rialto Airport Specific  
Plan.
54. Prior to issuance of encroachment permit or off-site construction permit, all public  
improvement plans must be submitted and approved by the City Engineer.

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55. Prior to issuance of a building permit, applicant shall submit street improvement plans prepared by a registered California civil engineer to the Engineering Division for review. The street improvement plans shall be approved concurrently with any streetlight, landscape and irrigation, and signing and striping unless otherwise approved by the City Engineer.
  56. Prior to issuance of building permit, Lot Line Adjustment 2024-0002 for APNs 1133-071-08, 1133-071-09, and 1133-071-10 shall be approved by the City and recorded with the San Bernardino County Recorder's Office.
  57. Prior to issuance of building permit, the applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance including Transportation Fair Share Contribution fees. Based on the Traffic Scoping Agreement, this project does not have project-specific fair-share fees.
  58. Prior to issuance of building permit, applicant shall submit traffic striping and signage plans prepared by a California registered civil engineer or traffic engineer, for review and approval by the City Engineer. All required traffic striping and signage improvements shall be completed concurrently with the required street improvements to the satisfaction of the City Engineer.
  59. Prior to issuance of encroachment permit or off-site construction permit, applicant shall submit streetlight improvement plans, for Stonehurst Drive, prepared by a California registered civil engineer to the Engineering Division. The plans shall be approved by the City Engineer prior to issuance of any building permits.
  60. Prior to issuance of encroachment permit or off-site construction permit, applicant shall submit sewer improvement plans prepared by a California registered civil engineer to the Engineering Division. The plans shall be approved by the City Engineer prior to issuance of any building permits. This proposed development is further than 200 feet from the closest sewer main, therefore a sewer connection and sewer plan is not required.
  61. Prior to issuance of encroachment permit or off-site construction permit, applicant shall submit a water improvement plan approved by the local water purveyor (West Valley Water District). The developer shall be responsible for coordinating with water purveyor and complying with all requirements for establishing domestic water service to the property.
  62. Prior to issuance of building permit, applicant shall submit off-site landscaping and irrigation system improvement plans for review and approval concurrently with street improvement plan submittal to the Public Works Department. The median irrigation system, parkway irrigation system, and applicable Specific Plan required landscape easement irrigation system shall be separately metered from the on-site private irrigation to facilitate separate utility bill payment by the City after the required one-year maintenance period via the Landscape and Lighting Maintenance District No. 2. The off-

1 site landscape and irrigation plans must show separate electrical meter, water meter, and  
2 separate irrigation lateral to be annexed into LLMD2 via a City Council public hearing  
3 process. Use of an existing LLMD2 water meter and electrical pedestal is encouraged.  
4 The Landscape and Irrigation plans shall be approved concurrently with the Street  
5 Improvement plans, including any median portion, applicable easement portion, and/or  
6 parkway portion. The landscaping architect must contact the City of Rialto Landscape  
7 Contract Specialist at (909) 820-2602 to ensure all landscape and irrigation guidelines  
8 are met prior to plan approval. Electrical and water irrigation meter pedestals must not  
9 be designed to be installed at or near street intersections or within a raised median to  
10 avoid burdensome traffic control set-up during ongoing maintenance. The off-site  
11 Landscape and Irrigation plans shall be designed in accordance with the Public Works  
12 Landscape Maintenance District Guidelines.

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63. Prior to issuance of building permit or off-site construction permit, the applicant may be required to enter into a Public Improvement Agreement (PIA) with the City and furnish security (i.e. surety bonds, letter of credit, or cash) in amounts determined by the City Engineer.
  64. Prior to issuance of building permit, submit a rough grade certification, engineered fill certification and compaction report pad elevation certifications for all building pads in conformance with the approved precise grading plan, to the Engineering Division. Trenching for footings or construction of any building foundation is not allowed until the certifications have been submitted for review and approval by the City Engineer.
  65. Prior to occupancy approval, all public improvements shall be constructed to City standards subject to the satisfaction of the City Engineer.
  66. Prior to occupancy approval, provide certification from West Valley Water District to demonstrate that all water and/or wastewater service accounts have been documented.
  67. Prior to occupancy approval, submit a Precise/Final Grade Certification that demonstrates all grading is in conformance with the approved precise grading plan, to the Engineering Division.
  68. Prior to occupancy approval, applicant shall submit as-built plans or record drawings to the Engineering Division for review and approval by the City Engineer.
  69. Prior to occupancy approval, the developer shall connect to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water services. This proposed development is further than 200 feet from the closest sewer main, therefore a sewer connection and sewer plan is not required.
  70. Prior to occupancy approval, submit a WQMP Certification that demonstrates that all structural BMPs have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.

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71. Prior to occupancy approval, the developer must complete the LLMD2 annexation process. Due to the required City Council Public Hearing action, the annexation process takes months and as such the developer is advised to apply for Special District annexation as early-on in the process to avoid any delays with permit issuance.
  72. Prior to occupancy approval, a WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP.
  73. Prior to occupancy approval, install CAMUTCD approved “No Stopping” signage along the entire project frontage.
  74. Prior to occupancy approval, replace any existing non-compliant, damaged, or unsatisfactory sidewalk, curb & gutter, pavement, and landscaping along the project frontage to the satisfaction of the City Engineer.
  75. Prior to occupancy approval, construct a commercial driveway approach in accordance with City of Rialto Standard Drawing No. SC-214. The driveway approach shall be constructed so the BCR, ECR, and top of “X” is at least 5 feet from the property line, or as otherwise approved by the City Engineer. Nothing shall be constructed or planted in the corner cut-off area which does or will exceed 30 inches in height required to maintain an appropriate corner sight distance. If necessary, additional right of way shall be dedicated on-site to construct a path of travel of 5-foot width meeting ADA guidelines.
  76. Stonehurst Drive is designated a Collector with a 64-foot street right of way and 40-foot width curb-to-curb. Prior to occupancy, the developer shall submit street improvement plans that include, but are not limited, to the following:
    - a. Existing asphalt pavement within these limits shall be removed in order to construct half-street width plus 14 feet of new pavement with a minimum pavement section of 4 inches asphalt concrete (AC) pavement over 6 inches crushed aggregate base (CAB) and a minimum subgrade of 24 inches at 95% relative compaction, or equal, in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index (“TI”) of 10. The pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from pavement core samples and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition and geotechnical report, a street 2” grind and overlay, slurry seal, or other repair can be performed to preserve existing pavement improvements as approved by the City Engineer.
    - b. 8-inch curb & gutter
    - c. 5.5-foot wide sidewalk

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- d. Streetlights
  - e. Landscape & irrigation
  - f. Storm drain with appurtenances such as manholes, catch basins, or inlets
  - g. Signing & Striping
  - h. An additional 28-foot-wide AC/AB pavement section will be required to be constructed from the project westerly boundary to Alder Avenue as determined by the City Engineer.
  - i. The typical street cross section requirement is a crowned roadway; however, a superelevated cross section may be allowed as determined by the City Engineer
77. Prior to occupancy, a reciprocal access easement, between parcels 0133-071-08 and 0133-071-07 for access between the two properties, shall be required and is subject to review and approval by the City and recorded on title for both parcels.
78. In the event right-of-way or easements are required to construct offsite improvements necessary for the orderly development of the surrounding area to meet the public health and safety needs, the developer shall make a good faith effort to acquire the needed right-of-way. The developer shall be responsible for all costs associated with the right-of-way or easement acquisition and cost associated with improvements as shown in the approved street improvement plans.
79. The applicant shall submit full architectural and structural plans with all mechanical, electrical, and plumbing plans, structural calculations, truss calculations and layout, rough grading plans approved by Public Works Engineering, Water Quality Management Plan, Erosion Control Plan, Stormwater Pollution Prevention Plan, and Title 24 Energy Calculations to the Building Division for plan check and review, prior to the issuance of building permits.
80. The applicant shall provide a Scope of Work on the title page of the architectural plan set. The Scope of Work shall call out all work to be permitted (ex. Main structure, perimeter walls, trash enclosure, etc.).
81. The applicant shall design the structures in accordance with the latest California Building Code, California Mechanical Code, California Plumbing Code, and the California Electrical Code, Residential Code and the California Green Buildings Standards adopted by the State of California.
82. The applicant shall comply with all applicable City of Rialto Municipal Codes and Ordinances.

- 1 83. The applicant shall comply with the requirements of the Department of Environmental  
2 Health Services and the Air Quality Management District prior to the issuance of any  
3 permit if hazardous materials are stored and/or used.
- 4 84. All perimeter / boundary walls shall be designed and constructed so that the  
5 outer/exterior face of the wall is as close as possible to the lot line. In any case, the  
6 outer/exterior face of the wall shall be within two (2) inches of the lot line. Distances  
7 greater than two (2) inches may be approved prior to construction by the Chief Building  
8 Official on a case-by-case basis for extenuating circumstances.
- 9 85. All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as  
10 to not cause any existing structure to become non-conforming with the requirements of  
11 the latest adopted edition of the Building Code, or any other applicable law, ordinance,  
12 or code.
- 13 86. The developer is responsible for the coordination of the final occupancy. The developer  
14 shall obtain clearances from each department and division prior to requesting a final  
15 building inspection from Building and Safety. Each department shall sign the bottom of  
16 the Building and Safety Job Card.
- 17 87. All signs shall be Underwriters Laboratories, or equal, approved.
- 18 88. Permits are required prior to the removal and/or demolition of structures.
- 19 89. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so  
20 that direct illumination does not infringe onto adjoining properties.
- 21 90. Site facilities such as parking open or covered, recreation facilities, and trash dumpster  
22 areas, and common use areas shall be accessible per the CBC, Chapter 11.
- 23 91. The applicant/developer shall include the conditions of approval of this resolution on  
24 the construction plans.
- 25 92. The applicant shall design and construct accessible paths of travel from the building's  
26 accessible entrances to the public right-of-way, accessible parking, and the trash  
27 enclosure. Paths of travel shall incorporate (but not limited to) exterior stairs, landings,  
28 walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning,  
signage, gates, lifts and walking surface materials, as necessary. The accessible route(s)  
of travel shall be the most practical direct route between accessible building entrances,  
site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the  
site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.
93. If hazardous substances are used and/or stored, a technical opinion and report,  
identifying and developing methods of protection from the hazards presented by the  
hazardous materials may be required. This report shall be prepared by a qualified

1 person, firm, or corporation and submitted to Building & Safety. This report shall also  
2 explain the proposed facility's intended methods of operation and list all of the proposed  
3 materials, their quantities, classifications, and the effects of any chemical (material)  
intermixing in the event of an accident or spill.

- 4 94. All construction sites must be protected by a security fence and screening. The fencing  
5 and screening shall always be maintained to protect pedestrians.
- 6 95. The applicant shall provide temporary toilet facilities for the construction workers. The  
7 toilet facilities shall always be maintained in a sanitary condition. The construction  
8 toilet facilities of the non-sewer type shall conform to ANSI ZA.3,
- 9 96. Construction projects which require temporary electrical power shall obtain an  
10 Electrical Permit from Building and Safety. No temporary electrical power will be  
11 granted to a project unless one of the following items is in place and approved by  
12 Building and Safety and the Planning Department.  
13 a. Installation of a construction trailer, or  
14 b. Security fenced area where the electrical power will be located
- 15 97. Installation of construction/sales trailers must be located on private property. No trailers  
16 can be in the public right of way.
- 17 98. Any temporary building, trailer, commercial coach, etc. installed and/or used in  
18 connection with a construction project shall comply with City Code.
- 19 99. Prior to issuance of a Building Permit all of the following must be in place: portable  
20 toilet with hand wash station, all BMP's, fencing and signage on each adjacent street  
21 saying "If there is any dust or debris coming from this site please contact (superintendent  
22 number here) or the AQMD if the problem is not being resolved" or something similar  
23 to this.
- 24 100. Permitted hours for construction work from October 1st through April 30th are Monday  
25 Friday, 7:00 a.m. to 5:30 p.m. and Saturday 8:00 a.m. to 5:00 p.m. From May 1st  
26 through September 30th permitted hours for construction is Monday- Friday, 6:00 a.m.  
27 to 7:00 p.m. and Saturday 8:00 a.m. to 5:00 p.m. Construction is prohibited on Sundays  
28 and State holidays.
101. The following grading items shall be completed and/or submitted – as applicable – prior  
to the issuance of building permits for this project:  
a. Precise grading plans shall be approved by Engineering Department  
b. Rough grading completed  
c. Compaction certification completed  
d. Pad elevation certification completed  
e. Rough grade inspection signed off by a City's Engineering Inspector

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- 102. Prior to the issuance of a Building Permit, the applicant shall pay all Development Improvement Fees to the City. Copies of receipts shall be provided to Building and Safety prior to permit issuance.
- 103. The Tract or Parcel map shall record prior to the issuance of any permits.
- 104. The existing parcels shall be combined into a single parcel, or a lot line adjustment shall be done so that the proposed structure(s) does not cross any lot line and complies with all requirements of the California Building Code, prior to any building permits being issued.
- 105. Fire sprinklers, fire alarm systems and fire hydrant plans shall be submitted for plan review concurrently with building plans and shall be approved prior to permit issuance.
- 106. The applicant shall provide proof of payment to the Rialto Unified School District for all required school fees, prior to the issuance of a building permit.
- 107. Prior to issuance of permit(s), the Statement of Authorization form must be completed and submitted if the permit is not obtained by the property owner.
- 108. The applicant shall design the structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.
- 109. The applicant shall underground all on site utilities to the new proposed structures, prior to the issuance of a Certificate of Occupancy, unless prior approval has been obtained by the utility company or the City.
- 110. Prior to issuance of Building Permits, site grading final and pad certifications shall be submitted to the Building Division and Engineering Division, which include elevation, orientation, and compaction. The certifications are required to be signed by the engineer of record.
- 111. The applicant shall place a copy of the Conditions of Approval herein on within the building plan check submittal set and include the PPD number on the right bottom corner cover page in 20 point bold, prior to the issuance of a building permit.
- 112. Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.
- 113. The applicant shall comply with all applicable requirements of the California Fire Code and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.
- 114. The applicant shall illuminate all walkways, passageways, and locations where pedestrians are likely to travel with a minimum of 1.5-foot candles (at surface level) of

1 light during the hours of darkness. Lighting shall be designed/constructed in such a  
2 manner as to automatically turn on at dusk and turn off at dawn.

3 115. The applicant shall illuminate all alleyways, driveways, and uncovered parking areas  
4 with a minimum of 1.5-foot candles (at surface level) of light during the hours of  
5 darkness. Lighting shall be designed/constructed in such a manner as to automatically  
6 turn on at dusk and turn off at dawn.

7 116. The applicant shall illuminate all loading dock areas, truck well areas, and delivery areas  
8 with a minimum of 2.0 foot-candles (at surface level) of light during the hours of  
9 darkness. Lighting shall be designed/constructed in such a manner as to automatically  
10 turn on at dusk and turn off at dawn.

11 117. The applicant shall design/construct all lighting fixtures and luminaries, including  
12 supports, poles and brackets, in such a manner as to resist vandalism and/or destruction  
13 by hand.

14 118. The applicant shall provide an illuminated channel letter address prominently placed on  
15 the building to be visible to the front of the location and if applicable, visible from the  
16 main street to which they are located (e.g. commercial building facing the interior of the  
17 property would require two address signs if located adjacent to a roadway), prior to the  
18 issuance of a Certificate of Occupancy.

19 119. At the discretion of the Rialto Police Department, the applicant shall install exterior  
20 security cameras at the location that cover the entire Site, prior to the issuance of a  
21 Certificate of Occupancy. The security cameras shall be accessible to the Rialto Police  
22 Department via FusionONE web application.

23 120. The applicant shall install Knox boxes immediately adjacent to the main entrance of the  
24 building and at least one (1) rear entrance on the building to facilitate the entry of safety  
25 personnel. The Knox boxes shall be installed in such a manner as to be alarmed, resist  
26 vandalism, removal, or destruction by hand, and be fully recessed into the building. The  
27 Knox boxes shall be equipped with the appropriate keys, for each required location,  
28 prior to the first day of business. The Knox-Box placement shall be shown on the formal  
building plan review submittal prior to the issuance of a building permit.

121. The applicant shall prominently display the address on the building rooftop to be visible  
to aerial law enforcement or fire aircraft. Specifications to be followed for alphanumeric  
characters are as follows: Three (3) foot tall and six (6) inches thick alphanumeric  
characters. The alphanumeric characters shall be constructed in such a way that they are  
in stark contrast to the background to which they are attached (e.g. white numbers and  
letters on a black background), and resistant weathering that would cause a degradation  
of the contrast.

122. The applicant shall provide an audible alarm within the building, prior to the issuance  
of a Certificate of Occupancy. The building shall be alarmed in such a way as to emit a

1 continuous audible notification until reset by responsible personnel (e.g. alarmed exit  
2 device / crash bar).

3 123. The applicant or General Contractor shall identify each contractor and subcontractor  
4 hired to work at the job site on a Contractor Sublist form and return it to the Business  
5 License Division with a Business License application and the Business License tax fee  
6 based on the Contractors tax rate for each contractor.

7 124. Prior to issuance of a Certificate of Occupancy, the Lessor of the property shall pay a  
8 business license tax based on the Rental Income Property tax rate.

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

11 PASSED, APPROVED AND ADOPTED this 4th day of June, 2025.

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14 JERRY GUTIERREZ, CHAIR  
15 CITY OF RIALTO PLANNING COMMISSION  
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1 STATE OF CALIFORNIA )  
2 COUNTY OF SAN BERNARDINO ) ss  
3 CITY OF RIALTO )  
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5 I, Kimberly Dame, Administrative Analyst of the City of Rialto, do hereby certify that the  
6 foregoing Resolution No. \_\_\_\_ was duly passed and adopted at a regular meeting of the Planning  
7 Commission of the City of Rialto held on the \_\_\_\_th day of \_\_\_\_, 2025.

8 Upon motion of Planning Commissioner\_\_\_\_\_, seconded by Planning Commissioner  
9 \_\_\_\_\_, the foregoing Resolution No. \_\_\_\_ was duly passed and adopted.

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of  
15 Rialto this \_\_\_\_th day of \_\_\_\_, 2025.

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KIMBERLY DAME, ADMINISTRATIVE ANALYST

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Exhibit "A"

Project Plans

[Insert Project Plans attached as Exhibit B to the Staff Report]

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