City of Rialto

Regular Meeting - Final

Wednesday, February 18, 2026

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 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 TO FIND OUT WHAT DECISIONS THE PLANNING COMMISSION MADE ON THE AGENDA ITEMS.

Call To Order

Pledge of Allegiance

Roll Call

Chair Mike Story, Vice-Chair Jerry Gutierrez, Dale Estvander, Ray Corral, Terrie Schneider, Terry Thompson, and Virginia Avalos-Villalobos

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

PC-26-0113 Minutes from the January 21, 2026 Planning Commission meeting.

Attachments: Minutes from the January 21, 2026 Planning Commission meeting.

PC-26-0092 Minutes from the February 4, 2026 Planning Commission meeting.

Attachments: Minutes from the February 4, 2026 Planning Commission meeting

Public Hearings

26-0061 ***Tentative Parcel Map No. 25-0001 (TPM 20047):*** A request to allow the subdivision of one 5.93-acre parcel of land (APN: 0264-201-24) into two new parcels of land - Parcel 1 (0.77 acres) and Parcel 2 (5.16 acres). The project site is located at 1685 North Eucalyptus Avenue within the Single-Family Residential (R-1A) zone. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Minor Land Divisions) of the State CEQA Guidelines.

Attachments:
Exhibit A - Location Map
Exhibit B - Tentative Parcel Map No. 20047
Exhibit C - Draft Resolution for TPM No. 25-0001

PC-26-0089 ***Conditional Development Permit No. 2025-0001:*** A request to allow the development and operation of a 7,022 square foot industrial warehouse building on approximately 0.46 acres of land (APN: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zone. This project is categorically exempt pursuant to Section 15332 (Class 32 - In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

Precise Plan of Design No. 2025-0001: A request to allow the development of a 7,022 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on approximately 0.46 acres of land (APN: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zone. This project is categorically exempt pursuant to Section 15332 (Class 32 - In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

Attachments:
Exhibit A - Location Map
Exhibit B - Site Plan
Exhibit C - Floor Plan
Exhibit D - Exterior Elevations
Exhibit E - Preliminary Landscape Plan
Exhibit F - TIASA
Exhibit G - Air Quality and Greenhouse Gas Emissions Assessment
Exhibit H - Noise and Vibration Impact Assessment
Exhibit I - Draft Resolution for CDP No. 2025-0001
Exhibit J - Draft Resolution for PPD No. 2025-0001

PC-26-0090 ***Conditional Development Permit No. 25-0001:*** A request to allow the operation of a massage parlor within an existing 900 square-foot commercial tenant space located at 2012 North Riverside Avenue, Suite F (APN: 0264-371-01-P-007) within the Neighborhood Commercial (C-1) zone. The project is categorically exempt pursuant to CEQA Section 15301 (Existing Facilities).

Attachments: Exhibit A - Location Map

Exhibit B - Site Plan

Exhibit C - Floor Plan & Images

Exhibit D - Business Plan

Exhibit E - Draft Resolution for CDP No. 25-0001

Action Items

None.

Community Development Director Comments

Planning Commissioner Comments

Adjournment

City of Rialto

Legislation Text

File #: PC-26-0113, **Version:** 1, **Agenda #:**

Minutes from the January 21, 2026 Planning Commission meeting.

CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

January 21, 2026 - 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 January 21, 2026.

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 Mike Story called the meeting to order at 6:00 p.m.

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PLEDGE OF ALLEGIANCE

Commissioner Ray Corral led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Assistant Heidy Gonzalez.

Present:
Chair Mike Story
Vice-Chair Jerry Gutierrez
Commissioner Ray Corral
Commissioner Dale Estvander
Commissioner Terry Thompson
Commissioner Virginia Avalos-Villalobos

Absent:
Commissioner Terrie Schneider

Staff Present:
Assistant City Attorney, Robert Khuu
Community Development Director, Christina Taylor
Community Development Manager, Daniel Casey
Senior Planner, Sandra Robles
Administrative Assistant, Heidy Gonzalez

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ORAL COMMUNICATION

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

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PLANNING COMMISSION MEETING MINUTES

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

Motion by Commissioner Dale Estvander, seconded by Vice-Chair Jerry Gutierrez to move to approve the December 17, 2025, Planning Commission meeting minutes.

Six were in favor, *motion carried*, 6-0.

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PUBLIC HEARINGS

Chair Story stated the next item on the agenda is the General Plan Amendment No. 25-0001, Zoning Code Amendment No. 25-0002, Specific Plan Amendment No. 25-0001, Specific Plan Amendment No. 25-0002 & Environmental Assessment Review No. 25-0020 (File PC-26-0020).

Senior Planner Sandra Robles made the presentation.

General Plan Amendment No. 25-0001: State law requires each city to update their General Plan Housing Element for the Sixth Cycle, which applies City-wide ("Housing Element Project"). As part of the Housing Element Project, the City is also amending the Environmental Justice Element to conform to the Housing Element. A request to amend the General Plan for the purpose of updating the General Plan Housing Element for the Sixth Cycle and to amend the Environmental Justice Element.

Zoning Code Amendment No. 25-0002: A request to amend the Rialto Municipal Code, Chapter 18.116 – Residential Overlay. As part of the Housing Element Project, the amendment establishes a new residential overlay-Housing Opportunity Overlay-to modify permitted land uses and residential densities to facilitate the development of housing.

Specific Plan Amendment No. 25-0001: As part of the Housing Element Project, a request to amend the Foothill Central Specific Plan to establish a residential overlay to facilitate the development of housing by reference to Rialto Municipal Code Chapter 18.116, over approximately 159 acres distributed through the Foothill Central Specific Plan.

Specific Plan Amendment No. 25-0002: As part of the Housing Element Project, a request to amend the Gateway Specific Plan to establish a residential overlay to facilitate the development of housing by reference to Rialto Municipal Code Chapter 18.116, over approximately 20 acres distributed through the Gateway Specific Plan.

PUBLIC HEARINGS ***Environmental Assessment Review No. 25-0020:*** An initial Study/Mitigated Negative Declaration has been prepared for the General Plan Housing Element for the Sixth Cycle, in accordance with the California Environmental Quality Act (CEQA).

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Chair Story opened the Public Hearing.

Bryant de la Torre and Rita Garcia, consultants from Kimely-Horn, provided a brief presentation regarding the Housing Element.

Commissioners asked questions regarding environmental justice, accessory dwelling units (ADUs and JADUs), income assumptions based on HUD Area Median Income, development feasibility, construction costs, density incentives, and long-term market considerations. Staff and consultants responded to questions.

There were three (3) public speakers.

Steve Glusker, 12100 Wilshire #1050, Los Angeles, CA
Mr. Glusker spoke against the project.

Ana Gonzalez, Rialto, CA
Ms. Gonzalez spoke in favor of the project.

Yesenia Ramos, 1727 West Coast Blvd, Rialto, CA
Ms. Ramos spoke in favor of the project.

Norman Chrzanowski sent a letter via email to the Planning Department which was circulated to the Planning Commission.

Commissioner Estvander made a motion to close the Public Hearing, seconded by Commissioner Terry Thompson.

Vice-Chair Gutierrez made a motion to approve the General Plan Amendment No. 25-0001, Zoning Code Amendment No. 25-0002, Specific Plan Amendment No. 25-0001, Specific Plan Amendment No. 25-0002 & Environmental Assessment Review No. 25-0020. Seconded by Commissioner Estvander.

Vote on the motion:
AYES: 6 (Corral, Estvander, Gutierrez, Story, Thompson, Avalos-Villalobos)
NOES: 0
ABSTENTION: 0
ABSENT: 1 (Schneider)

Motion carries, 6-0.

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COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

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

Community Development Director Christina Taylor announced upcoming Planning Commission meetings scheduled for February 4 and February 18, 2026, and provided information regarding the Planning Commissioners Academy scheduled for March 11–13, 2026, in Anaheim.

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PLANNING COMMISSIONER COMMENTS

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

Commissioner Thompson commended staff and consultants for their extensive work on the Housing Element and acknowledged the challenges posed by state mandates.

Chair Story discussed the development status reporting. Ms. Taylor assured Planning staff would start sending that over.

Vice-Chair Gutierrez brought up the driving conditions of Sierra Avenue by Summit. Since that is in the City of Fontana, staff will reach out to city staff.

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ADJOURNMENT

Commissioner Estvander made a motion to adjourn the meeting. Commissioner Corral seconded the motion.

The Regular Planning Commission meeting on Wednesday, January 21, 2026, adjourned at 6:59 p.m.

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Minutes prepared by Heidy Gonzalez
Administrative Assistant

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Mike Story
Chair, Planning Commission

City of Rialto

Legislation Text

File #: PC-26-0092, **Version:** 1, **Agenda #:**

Minutes from the February 4, 2026 Planning Commission meeting.

CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

February 4, 2026 - 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 February 4, 2026.

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 Mike Story called the meeting to order at 6:00 p.m.

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PLEDGE OF ALLEGIANCE

Commissioner Terry Schneider led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Assistant Heidy Gonzalez.

Present:
Chair Mike Story
Vice-Chair Jerry Gutierrez
Commissioner Ray Corral (Entered at 6:06 PM)
Commissioner Dale Estvander
Commissioner Terrie Schneider
Commissioner Terry Thompson
Commissioner Virginia Avalos-Villalobos

Staff Present:
Assistant City Attorney, Robert Khuu
Community Development Director, Christina Taylor
Community Development Manager, Daniel Casey
Senior Planner, Sandra Robles
Administrative Assistant, Heidy Gonzalez

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ORAL COMMUNICATION

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

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PLANNING COMMISSION MEETING MINUTES

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

None.

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PUBLIC HEARINGS

Chair Story stated the next item on the agenda is the Conditional Development Permit No. 2025-0006, Precise Plan of Design No. 2025-0011, and Environmental Assessment Review No. 2025-0008 (File PC-26-0041).

Associate Planner Jason Costa made the presentation.

Conditional Development Permit No. 2025-0006, Precise Plan of Design No. 2025-0011, and Environmental Assessment Review No. 2025-0008: A proposal to establish a small collection recycling center consisting of three connected metal structures, totaling 415 square feet, on five parking spaces in the rear parking lot in the northwest corner of an existing 4.08-acre shopping center located at 592 West Foothill Boulevard (APN: 0127-572-37) within the Foothill Mixed Use Zone (FMUZ) of the Foothill Central Specific Plan (FCSP). The project is Exempt in accordance with the categorical exemption requirements of the California Environmental Act (CEQA) Section 15303 – New Construction or Conversion of Small Structures. Staff reviewed the project under Environmental Assessment Review No. 25-0008.

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Commissioners asked questions regarding the anticipated construction timeline, security camera connectivity, police department access to live camera feeds, signage, and pedestrian and vehicular access to the site. Staff clarified that security cameras must be installed and connected prior to issuance of a business license, and that inspections will occur before operations commence.

Additional discussion addressed the facility's location relative to adjacent businesses, including Carl's Jr., potential parking and pedestrian impacts, and procedures for addressing complaints should operational issues arise. Staff explained that complaints would be addressed pursuant to the Conditions of Approval, including potential review or revocation if issues are not resolved.

PUBLIC HEARINGS

Commissioners also discussed site isolation, access via the alley, pedestrian safety, and the importance of security and maintenance given the location.

The applicant's representative, Mr. Aguirre explained that most recycling center patrons arrive by vehicle and that alley access allows customers to park adjacent to the facility for convenient drop-off. Mr. Aguirre stated that customers would be directed to park in designated areas and not in neighboring business parking lots.

Mr. Aguirre confirmed that a 24-hour contact number would be posted, the site would be well-lit, maintained, and operated only during daylight hours, and that signage displaying hours of operation would be visible from multiple directions.

Chair Story opened the Public Hearing.

Commissioner Dale Estvander made a motion to close the Public Hearing, seconded by Commissioner Terry Thompson.

Commissioner Estvander made a motion to approve the Conditional Development Permit No. 2025-0006, Precise Plan of Design No. 2025-0011, and Environmental Assessment Review No. 2025-0008. Seconded by Vice-Chair Gutierrez.

Vote on the motion:
AYES: 7 (Corral, Estvander, Gutierrez, Schneider, Story, Thompson, Avalos-Villalobos)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion carries, 7-0.

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COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

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

Community Development Director Christina Taylor announced upcoming Planning Commission meeting is scheduled for February 18, 2026. The Entitlement Status report was distributed to all Commissioners for their review.

Ms. Taylor mentioned that if any Commissioners are still interested in attending the Planning Commissioners Academy scheduled for March 11–13, 2026 in Anaheim to let staff know.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

Starting on Monday, February 9, 2026, City Hall will revert back to opening Monday – Friday, 7 AM – 6PM with staff being on staggard shifts. Ms. Taylor confirmed agendas would still be emailed on the Thursday before Planning Commission.

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PLANNING COMMISSIONER COMMENTS

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

Chair Story requested that Barbara McGee notify the Planning Commissioners of any ground breakings or grand openings.

Commissioner Thompson requested to close the meeting in honor of the late Sergent Ron Russo who served in the City of Rialto's Police Department.

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ADJOURNMENT

Commissioner Estvander made a motion to adjourn the meeting. Vice-Chair Gutierrez seconded the motion.

The Regular Planning Commission meeting on Wednesday, February 4, 2026, adjourned at 6:35 p.m.

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Minutes prepared by Heidy Gonzalez
Administrative Assistant

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Mike Story
Chair, Planning Commission

File #: 26-0061, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of February 18, 2026

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Christina Taylor, Director of Community Development

REVIEWED BY: Daniel Casey, Community Development Manager

FROM: Jason Costa, Associate Planner

Tentative Parcel Map No. 25-0001 (TPM 20047): A request to allow the subdivision of one 5.93-acre parcel of land (APN: 0264-201-24) into two new parcels of land - Parcel 1 (0.77 acres) and Parcel 2 (5.16 acres). The project site is located at 1685 North Eucalyptus Avenue within the Single-Family Residential (R-1A) zone. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Minor Land Divisions) of the State CEQA Guidelines.

APPLICANT:

Cuthberto Ramos, 11175 Azusa Court, Unit 110 Suite 116, Rancho Cucamonga, CA 91730

LOCATION:

The project site consists of one parcel of land (APN: 0264-201-24) located at 1685 North Eucalyptus Avenue (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	***General Plan Designation***
Site	Residential 6
North	Specific Plan with a Specific Plan Overlay (Pepper Avenue SP)
East	Specific Plan with a Specific Plan Overlay (Pepper Avenue SP)
South	Residential 6
West	Residential 6

Surrounding Land Use Districts or Zoning Designations

Location	***Zoning Designation***
Site	Single Family Residential (R-1A)
North	Open Space (OS) - Pepper Avenue SP
East	Open Space (OS) - Pepper Avenue SP
South	Single Family Residential (R-1A)
West	Single Family Residential (R-1A)

Site Characteristics
The project site is a triangular-shaped piece of land comprised of one (1) parcel. The parcel is 5.93 acres in size with approximate dimensions of 447 feet (east-west) on the south property line by 821 feet (north-south) on the west property line along North Eucalyptus Avenue. The terrain is generally rugged, uneven, and sloped downwards from west to east. The total average slope is 12.5%. The project site is primarily vacant, except for an existing 1,735 square-foot single-family home located in the southwestern most portion of the parcel. Additionally, the project site is located within the Alquist-Priolo Earthquake Fault Zone.

Surrounding Area
The project site is bound on the west by an existing segment of Eucalyptus Avenue. To the north and east of the project site is approximately 29.5 acres of vacant land designated as open space/habitat for the Riversidean Alluvial Fan Sage Scrub (RAFSS) and the San Bernardino Kangaroo Rat (SBKR). To the south is an existing single-family residence, and to the west, across Eucalyptus Avenue is Frisbie Park and several existing single-family residences.

ANALYSIS/DISCUSSION:

Project Proposal
The applicant filed Tentative Parcel Map No. 2025-0001, also known as Tentative Parcel Map 20047, to subdivide the project site into two (2) new parcels of land (**Exhibit B**). According to Section 18.10.030 of the Rialto Municipal Code, new parcels within the R-1A zone require a minimum lot area of 8,400 square feet, a minimum lot width of 80 feet, and a minimum depth of 100 feet. The specifications of the proposed parcels are shown in the chart below:

Parcel	**Area**	**Width**	**Depth**
Minimum	8,400 sq. ft.	80’	100’
1	33,594 sq. ft.	203’	202’
2	224,705 sq. ft.	617’’	450’

As shown in the chart, each of the proposed parcels will exceed the minimum size requirements of the R-1A zone.

The tentative parcel map will subdivide the project site based upon the terrain of the project site. Parcel 1 will contain the existing single-family residence and the land at the highest-grade elevation of the project site, and Parcel 2 will consist entirely of vacant land on the slope and at the lowest-grade elevation of the project site. No development is proposed for Parcel 2 at this time.

Access
Vehicular access to Parcel 1 will continue to be provided via an existing driveway connected to Eucalyptus Avenue that serves the existing single-family residences. The western edge of Parcel 2 will have frontage along Eucalyptus Avenue for future access.

Conclusion
The Planning Division and the Public Works Engineering Division have reviewed Tentative Parcel Map No. 25-0001. The tentative parcel map complies with both State and City of Rialto requirements for subdivisions. Tentative Parcel Map No. 25-0001 meets the technical standards of the R-1A zone.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals of the Land Use and Housing Elements of the Rialto General Plan:

Goal 2-19: Encourage neighborhood preservation, stabilization, and property maintenance.

Goal 6-2: Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.

ENVIRONMENTAL IMPACT:

California Environmental Quality Act
The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA). The project qualifies as a Class 15 exemption under CEQA Guidelines Section 15315 - Minor Land Divisions. Section 15315 allows for exemption of a project consisting of the division of property in an urbanized area zoned for residential, commercial, or industrial uses into four (4) or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the involved parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous two (2) years, and the parcel does not have an average slope greater than 20 percent.

PUBLIC NOTICE:

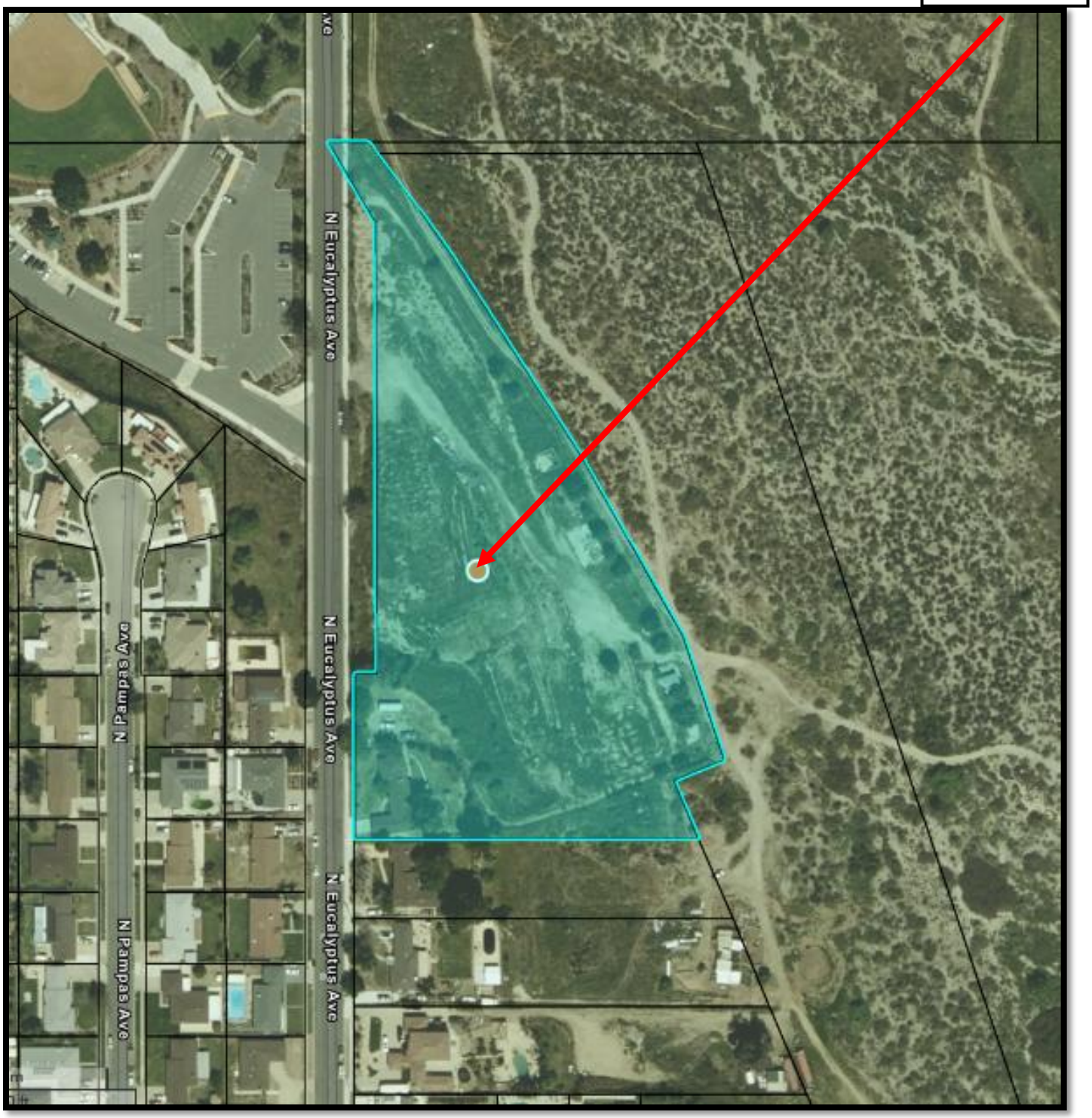
The City published a public hearing notice for proposed project in the *San Bernardino Sun* newspaper, mailed public hearing notices to all property owners within 660 feet of the project site, and posted copies of the public hearing notice outside the Council Chambers.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

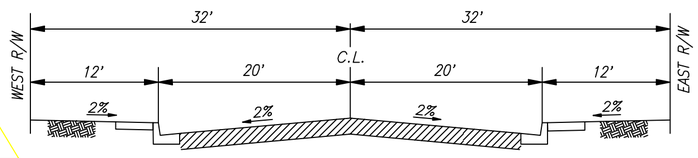
1. Adopt the attached Resolution (**Exhibit C**) to approve Tentative Parcel Map No. 25-0001 (TPM 20047), based upon the findings and subject to the conditions therein.

Project Location Map



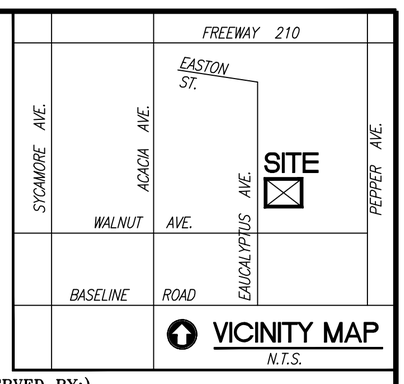
TENTATIVE PARCEL MAP 20047

BEING A SUBDIVISION OF A PORTION OF LOT 175, SEMI-TROPIC LAND AND WATER COMPANY, IN THE CITY RIALTO, RECORDDED IN MAP BOOK 6, PAGE 12, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA



EUCALYPTUS AVENUE

NOT TO SCALE



VICINITY MAP

N.T.S.

OWNER/SUBDIVIDER: MORE CASH FOR HOMES, LLC
A NEVADA LIMITED LIABILITY COMPANY
11175 AZUSA COURT, UNIT 110
RANCHO CUCAMONGA, CA. 91730
(909) 997-1676

ENGINEER/SURVEYOR: HP ENGINEERING, INC.
HENRY C. POQUIZ, L.S. 6048
1465 CRESTVIEW ROAD
REDLANDS, CA. 92374
(909) 335-8239, FAX (909) 335-9940

UTILITIES: (THE SITE WILL BE SERVED BY:)

ELECTRICITY: SO. CAL. EDISON COMPANY 1-800-655-4555
WATER: WEST VALLEY WATER DISTRICT 909 875-1804
TELEPHONE: TIME WARNER = 1-888-892-2253 AT&T = 1-888-511-1885
CABLE TV: TIME WARNER = 1-888-892-2253 AT&T = 1-888-511-1885
SCHOOL: RIALTO UNIFIED SCHOOL DISTRICT 909 820-7707
SEWER: VEOLA WATER 909 820-0400
GAS: SO. CAL. GAS COMPANY 1-800-427-2200
REFUSE: BURRTEC 909 877-1596

LEGEND:

TC = TOP OF CURB
FL = FLOWLINE
FF = FINISHED FLOOR
FH = FIR HYDRANT
W = WATERLINE
G = GAS LINE
S = SEWERLINE
C&G = CURB AND GUTTER
WM = WATER METER
℄ = CENTERLINE
PCC = PORTLAND CEMENT CONCRETE

LEGAL DESCRIPTION:
PORTION OF LOT 175, SEMI-TROPIC LAND AND WATER COMPANY, IN THE CITY OF RIALTO, RECORDDED IN MAP BOOK 6, PAGE 12, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

EXISTING ZONING: SINGLE FAMILY RESIDENTIAL (R1-A)
PROPOSED ZONING: SINGLE FAMILY RESIDENTIAL (R1-A)
EXISTING LAND USE: EXISTING SINGLE FAMILY HOME (PARCEL 1)
PROPOSED LAND USE: (PARCEL 1) = EXIST. SINGLE FAMILY RESIDENTIAL
(PARCEL 2) = TO REMAIN VACANT AND UNDEVELOPED
TOTAL GROSS AREA: 258,299 S.F. = 5.93 Ac.
TOTAL NET AREA: 231,460 S.F. = 5.31 Ac.
TOTAL NO. OF PARCELS: 2
PARCEL 1 AVERAGE SLOPE = 5.8%
PARCEL 2 AVERAGE SLOPE = 14.5%
TOTAL AVERAGE SLOPE = 12.5%
ASSESSOR'S PARCEL NO.: 0264-201-24
PROPERTY ADDRESS: 1685 EUCALYPTUS AVENUE
DATE MAP PREPARED: JANUARY 13, 2026

SCALE: 1"=30'

0 15 30 60 90

GRAPHIC SCALE

EASEMENT NOTE:

1. 2' WIDE ROAD EASEMENT PER BK. 6097, PAGE 572 O.R. (WITHIN CURRENT RIGHT OF WAY)
2. SLOPE EASEMENT PER BK. 6283, PAGE 379 O.R. (SHOWN HEREON)
3. PIPELINE EASEMENT PER BK. 339, PAGE 56, OF DEEDS (OUTSIDE THE PROJECT BOUNDARY)
4. PIPELINE EASEMENT AND P.U.E. PER BK. 877, PAGE 316, AND BK 875, PAGE 472, OF DEEDS (OUTSIDE THE PROJECT BOUNDARY)
5. PIPELINE EASEMENT AND P.U.E. PER BK. 895, PAGE 124, OF DEEDS (OUTSIDE THE PROJECT BOUNDARY)
6. HIGHWAY AND ROAD EASMENT PER BK. 5753, PAGE 101, O.R. (OUTSIDE PROJECT BOUNDARY)

FEMA MAP:

ZONE X = MINIMAL FLOODING
FEMA FIRM PANEL 06071C79401
EFFECTIVE 9/2/2016

CITY PARK
APN: 0133-371-01
POR. LOT 162
M.B. 6/12

(VACANT)
APN: 0264-191-13
POR. RACHO MUSCUPIABE
M.B. 7/23

CITY PARK
APN: 0133-361-01
POR. LOT 164
M.B. 6/12

(VACANT)
APN: 0264-191-13
POR. RACHO MUSCUPIABE
M.B. 7/23

APN: 0264-201-24

APN: 0133-361-39

EXIST. TRACT HOMES
TRACT 6910
M.B. 90/88

EUCALYPTUS AVENUE

FRISBIE PARK

TO BE DEDICATED ON THE FINAL PARCEL MAP

EX. SIDEWALK
EX. CURB/GUTTER
EX. D/W
SIDEWALK
CENTERLINE
EXIST. FIRE HYDRANT
EXIST. CHAIN LINK FENCE TO REMAIN
EXIST. BLOCK WALL WROUGHT IRON TO REMAIN
EXIST. BLOCKWALL TO REMAIN TO REMAIN
SEWERMAIN
FLOW
RIGHT OF WAY
EXISTING HOUSE (TO REMAIN)
EXISTING HOUSE
EXIST. FENCE
EARTHQUAKE FAULT ZONE
PROPOSED ADU 998 SF
ADU IS NOT PART OF TPM25-0801 APPROVAL

PARCEL 2
(TO REMAIN VACANT)
A=204,360 SF (NET)
=224,705 SF (GROSS)

PARCEL 1
A=27,100 SF (NET)
=33,594 SF (GROSS)

EXIST. SINGLE FAMILY RESIDENTIAL
APN: 0264-201-15
POR. LOT 175
M.B. 6/12

HP ENGINEERING, INC.
CIVIL ENGINEERING • LAND SURVEYING
1465 CRESTVIEW ROAD, REDLANDS, CA. 92374
Tel. (909) 335-8239 Fax (909) 335-9940

REGISTERED PROFESSIONAL ENGINEER
HENRY C. POQUIZ
No. 37037
Exp. 6-30-26
CIVIL
STATE OF CALIFORNIA
1/13/26

MARK	REVISIONS	DATE

RESOLUTION NO. 2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING TENTATIVE PARCEL MAP NO. 25-0001 (TENTATIVE PARCEL MAP NO. 20047) TO ALLOW THE SUBDIVISION OF ONE (1) 5.93 ACRE PARCEL OF LAND (APN: 0264-201-24) LOCATED AT 1685 N. EUCALYPTUS AVENUE WITHIN THE SINGLE-FAMILY RESIDENTIAL (R-1A) ZONE INTO TWO (2) NEW PARCELS OF LAND – PARCEL 1 (0.77 ACRES) AND PARCEL 2 (5.16 ACRES).

WHEREAS, the applicant, Cuthberto Ramos, proposes to subdivide one (1) 5.93-acre (258,299 square-feet) parcel of land (APN: 0264-201-24) located at 1685 North Eucalyptus Avenue within the Single-Family Residential (R-1A) zone ("Site") into two (2) new parcels of land, Parcel 1 (0.77 acres/33,594 square-feet) and Parcel 2 (5.16 acres/224,705 square-feet) ("Project"); and

WHEREAS, the Project will create two separate parcels, Parcel 1 with an existing single-family residence and Parcel 2, vacant; and

WHEREAS, the Project within the Single-Family Residential (R-1A) zone requires the approval of a tentative parcel map, and the Applicant has agreed to apply for TPM No. 25-0001, also referred to as Tentative Parcel Map No. 20047, ("TPM No. 20047"), in accordance with Government Code Sections 66473.5 and 66474; and

WHEREAS, on February 18, 2026, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TPM No. 20047, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed TPM No. 20047; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to TPM No. 20047, including written staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that TPM No. 20047 satisfies the requirements of Government Code Sections 66473.5 and 66474 and Section 17.16.070 of the Rialto Municipal Code pertaining to the findings which must be made precedent to approving a tentative map. The findings are as follows:

1. That the proposed Tentative Parcel Map is consistent with applicable general and specific plans; and

This finding is supported by the following facts:

The Site has a General Plan designation of Residential 6 (allows up to six dwelling units per acre) and a zoning designation of Single-Family Residential (R-1A). The project is not located within a specific plan. The Project will subdivide the Site (5.97 acres/258,299 square feet) into two new parcels of land – Parcel 1 (0.77 acres/33594 square feet) and Parcel 2 (5.93 acres/224,705 square feet). The R-1A zone requires a parcel have a minimum area of 8,400 square feet, a minimum width of 80 feet, and a minimum depth of 100 feet. Parcel 1 exceeds these minimums with approximately 33,594 square feet, an approximate width of 203 feet at its widest point, and an approximate depth of 202 feet at its deepest point. Parcel 2 exceeds these minimums with approximately 224,705 square feet, an approximate width of 617 feet at its widest point, and an approximate depth of 203 feet at its deepest point.

2. That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans;

This finding is supported by the following facts:

The Project will be conditioned to comply with all technical standards required by Subdivision Map Act, the General Plan of the City of Rialto, and the Single-Family Residential (R-1A) zone. The project is not in a specific plan. The proposed parcels will exceed the minimum size requirements of the Single-Family Residential (R-1A) zone.

3. That the site is physically suitable for the type of development.

This finding is supported by the following facts:

The Site is an unusually shaped piece of land with various slopes and elevation changes; however, development potential of the land exists. Although no development is planned at this time, the Applicant will be required to submit development permits to Planning,

Building and Safety, Engineering, Utilities, Fire, and Police Departments should its circumstances change.

4. That the site is physically suitable for the proposed density of the development; and

This finding is supported by the following facts:

The Project will subdivide the Site into two new parcels of land – Parcel 1 (0.77 acres) and Parcel 2 (5.16 acres). An existing single-family residence on Parcel 1 and meets Rialto Municipal Code Section 18.10.030 requirements for height, build, and space requirements. Parcel 2 is vacant. When the Parcel 2 is developed, it shall be in compliance with density requirements of the General Plan.

5. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish, or wildlife, or their habitat; and

This finding is supported by the following facts:

The Site is being divided into two parcels. The project does not include any proposed improvements, as such, the proposed subdivision will not result in nor cause substantial environmental damage or substantially and avoidably injure fish, or wildlife, or their habitat. Although no development is planned at this time, the Applicant will be required to submit development permits to Planning, Building and Safety, Engineering, Utilities, Fire, and Police Departments should its circumstances change.

6. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems; and

This finding is supported by the following facts:

The subdivision is consistent with the General Plan and the Singel-Family Residential (R-1A) zone. Vacant land is to the north and east of the Site. Single-family homes, also zoned Single-Family Residential (R-1A), are to the west and to the south. The project will not negatively affect the surrounding area. Additionally, the project has been reviewed by the City staff for compliance with all engineering, health, safety, fire, and design requirements. The project does not include any proposed improvements, as such, the proposed subdivision is not likely to cause serious public health problems. Although no development is planned at this time, the Applicant will be required to submit development permits to Planning, Building and Safety, Engineering, Utilities, Fire and Police Departments should its circumstances change.

7. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed land division.

This finding is supported by the following facts:

Prior to the completion of the Project, the Final Map and any required easements will be recorded and approved by the Public Works Department. Additionally, there are no proposed improvements, as such, the proposed subdivision will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

8. That the discharge of waste from the proposed subdivision into an existing community sewer system would not result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the advisory body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

This finding is supported by the following facts:

The proposed subdivision will not result in any improvements, as such, the project will not impact the existing sewer system. Although no development is planned at this time, the Applicant will be required to submit development permits to Planning, Building and Safety, Engineering, Utilities, Fire, and Policer Departments should its circumstances change.

SECTION 3. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to TPM No. 20047, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15315, Minor Land Divisions. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing with regard to TPM No. 20047, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, approval of TPM No. 20047 is granted to Cuthberto Ramos, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. TPM No. 20047 is approved allowing the subdivision of one (1) 5.93-acre parcel of land (APN: 0264-201-24) located at 1685 N. Eucalyptus Avenue within the Single-Family Residential (R-1A) zone into two (2) new parcels of land – Parcel 1 (0.77

acres) and Parcel 2 (5.16 acres), as shown on the tentative parcel map attached hereto as **Exhibit A**, and as approved by the Planning Commission.

2. City inspectors shall have access to the Site to reasonably inspect the Site during normal working hours to assure compliance with these conditions and other codes.

3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, 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 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 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 days of approval of TPM No. 20047.

4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

5. TPM No. 20047 shall comply with all applicable sections of the Single-Family Residential (R-1A) zone, the Rialto Municipal Code, and all other applicable Federal, State, and local laws, regulations, and ordinances.

6. The applicant shall submit a final parcel map (Parcel Map No. 20047), prepared by a California registered Land Surveyor or qualified Civil Engineer, to the Engineering Services Department for review and approval. A Title Report prepared for consolidation guarantee for the subject property, the traverse closures for the existing parcel and all lots created therefrom, and copies of record documents shall be submitted with Parcel Map No. 20047 to the Engineering Services Department as part of the review of the Map. Parcel Map No. 20047 shall be approved by the City Council and recorded by the County Recorder's Office prior to issuance of any building permits.

7. Pursuant to Section 17.16.050.A of the Rialto Municipal Code, approval of TPM No. 20047 is granted for a period of twenty-four (24) months from the effective date of this resolution. Pursuant to Section 17.16.050.C of the Rialto Municipal Code, an extension of time for TPM No. 20047 may be granted by the Planning Commission for a period or periods not to exceed a total of thirty-six (36) months. The period or periods of extension shall be in addition to the original twenty-four (24) months. An application shall be filed with the Planning Division for each extension together with the required fee prior to the expiration date of TPM No. 20047.

8. All conditions of approval for TPM No. 20047 shall be completed to the satisfaction of the City Engineer prior to the issuance of a Certificate of Occupancy.

SECTION 5. The Chair of the Planning Commission shall sign this resolution evidencing its passage and adoption and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 18th day of February, 2026.

_____

MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2026.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2026.

_____
HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

File #: PC-26-0089, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of February 18, 2026

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Christina Taylor, Director of Community Development

FROM: Daniel Casey, Community Development Manager

Conditional Development Permit No. 2025-0001: A request to allow the development and operation of a 7,022 square foot industrial warehouse building on approximately 0.46 acres of land (APN: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zone. This project is categorically exempt pursuant to Section 15332 (Class 32 - In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

Precise Plan of Design No. 2025-0001: A request to allow the development of a 7,022 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on approximately 0.46 acres of land (APN: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zone. This project is categorically exempt pursuant to Section 15332 (Class 32 - In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

APPLICANT:

Miros Enterprises, LLC, 420 S. E Street, San Bernardino, CA 92401

LOCATION:

The project site consists of one (1) parcel of land (APN: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	***General Plan Designation***
Site	Light Industrial
North	Light Industrial
East	Light Industrial
South	Light Industrial

West	Light Industrial

Surrounding Zoning Designations

Location	***Zoning***
Site	General Manufacturing (M-2)
North	General Manufacturing (M-2)
East	General Manufacturing (M-2)
South	General Manufacturing (M-2)
West	General Manufacturing (M-2)

Site Characteristics
The project site is a relatively flat, rectangular-shaped piece of land comprised of one (1) parcel approximately 0.46 acres in size with approximate dimensions of 100 feet (north-south) by 200 feet (east-west). The project site is bound on the east by an existing segment of Larch Avenue. The property is vacant and covered only by natural grasses and shrubs, except for an expanse of chain-link fence along the project frontage and an existing concrete driveway and curb in the public right-of-way.

Surrounding Area
To the north of the project site is an approximately 12,000 square foot multi-tenant industrial flex building, and to the east, across Larch Avenue, is an approximately 71,000 square foot industrial warehouse building occupied by Speedmaster, which is a performance auto parts manufacturer and distributor. To the south is an approximately 3.99-acre industrial site occupied by SSI Express, which is a specialized trucking company, and to the west is an approximately 22.87-acre industrial site occupied by State Pipe & Supply, Inc., which is a carbon steel pipe manufacturer and distributor.

ANALYSIS/DISCUSSION:

Project Proposal
Miros Enterprises, LLC (“Applicant”) proposes to construct a 7,022 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on the project site. There is no proposed tenant for the new building at this time, but the design of the building will accommodate various storage and distribution uses.

Entitlement Requirements
The following entitlements are required for the applicant’s proposal:

- **Conditional Development Permit**: The development and operation of an industrial warehouse use within the M-2 zone requires Planning Commission approval of a Conditional Development Permit.

- **Precise Plan of Design**: The design of the development and the related site improvements (e.g. site design, building exterior, landscaping, etc.) requires Planning Commission approval of a Precise Plan of Design.

Site Design
According to the site plan (**Exhibit B**), the applicant will construct a 7,022 square foot industrial warehouse building in the southwest corner of the project site. The proposed layout includes a fifteen (15) foot deep landscape setback along the street frontage, nine (9) passenger vehicle parking spaces, asphalt drive-aisles on the north and east sides of the proposed building, and landscape planters around the north, south, and west perimeter of the project site. Additionally, one (1) twenty-six (26) foot wide driveway connected directly to Larch Avenue on the north end of the project frontage will provide vehicular access to the site.

Additional on-site improvements include pedestrian pathways, site lighting, concrete block perimeter walls, and an aboveground infiltration basin for runoff water quality treatment and retention.

Floor Plan
The floor plan for the proposed building (**Exhibit C**) indicates that the building will consist of 6,522 square feet of warehouse space and 500 square feet of office space. The office space will occupy the east end of the building facing Larch Avenue. The north side of the building will have one (1) twenty-six (26) foot wide grade level roll-up door. The applicant will place the main entrance to the building on the east side of the office space along with one (1) secondary/emergency exit on the east end of the building.

Architectural Design
The proposed building will feature significant vertical and horizontal wall plane articulation in the form of projected masses and height variations on all four (4) sides of the building. As shown on the elevations (**Exhibit D**), the building height ranges from 23 feet to 26 feet from the finished floor level. The exterior of the building will consist of a stucco finish painted with a palette of four (4) different colors - white and various gray tones. Additional architectural features of the building include reveals, metal wall trellises, metal brow accents, moldings, sconce lighting, and glass.

Parking
The development will have nine (9) passenger vehicle parking spaces, including one (1) ADA accessible parking spaces. This quantity equals the minimum 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:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Office Ground floor Above ground floor Warehouse	500 0	1 / 250 1 / 500	2 0
Floor area up to 10,000 square feet Floor area 10,001 square feet or more	6,522 0	1 / 1,000 1 / 2,000	7 0
Total Required/Total Provided			**9/9**

Landscaping
The landscape coverage for the project is 17.3 percent, which exceeds the minimum required amount of 10.0 percent. This includes a fifteen (15) foot landscape setback along Larch Avenue, as well as planters around the perimeter of the project site. All the landscape planters will feature a variety of trees spaced every thirty (30) linear feet and an abundant number of shrubs and groundcover (**Exhibit E**).

Traffic
K2 Traffic Engineering, Inc. prepared a Traffic Impact Analysis Scoping Agreement (TIASA), dated November 15, 2024, to assess the project's potential impacts to local streets and intersections, as well as vehicle miles travelled (**Exhibit F**). The TIASA estimates that the project will generate approximately 40 actual daily vehicle trips (46 PCE daily vehicle trips) with 5 trips in the AM peak hour and 6 trips in the PM peak hour. Trucks will constitute 4 of the 40 actual daily vehicle trips. The TIASA concluded that the project would generate an insignificant amount of traffic, and all nearby intersections and roadway segments will continue operate at their current Level of Service (LOS) with the project.

Land Use Compatibility
The project is consistent with the M-2 zone, the regulations contained within Chapter 18.112 (Indoor Storage Uses) of the Rialto Municipal Code, and the industrial uses surrounding the project site. Additionally, the Draft Resolutions of Approval contain conditions of approval requiring that the project not exceed the traffic estimates contained within the TIASA, thereby ensuring that the project will not significantly impact local streets and intersections. The project 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 Light Industrial. According to Chapter 2 (Managing Our Land Supply) of the Rialto General Plan, warehouse uses, such as the project, are consistent with the Light Industrial land use designation. Furthermore, the project is consistent with the following goals of the Land Use Element and Economic Development Element of the Rialto General Plan:

Goal 2-16: Improve the architectural and design quality of development in Rialto.

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). The project qualifies as a Class 32 exemption under CEQA Guidelines Section 15332 - In-Fill Development Projects - as the project is consistent with the Rialto General Plan and the M-2

zoning designation, the project occurs on a site less than 5.0 acres in size that is substantially surrounded by development, the project site has no value as habitat for threatened or endangered species, the project will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the project site can be adequately served by all required utilities and public services.

ECORP Consulting, Inc. prepared an Air Quality and Greenhouse Gas Emissions Assessment (**Exhibit G**) and a Noise and Vibration Impact Report (**Exhibit H**) for the project. These reports provide evidence that the project will not exceed any threshold or standard required by either the South Coast Air Quality Management District (SCAQMD) or the Rialto General Plan, and therefore the project will not result in a significant impact as it relates to air quality or noise. As previously mentioned, the project's TIASA, prepared by K2 Traffic Engineering, Inc., provides evidence that the project will not result in a significant impact as it relates to traffic. Lastly, the Draft Resolutions of Approval contain conditions of approval that require City approval of a project-specific Water Quality Management Plan (WQMP) prior to the issuance of a grading permit, in order to ensure that the project will not result in a significant impact to water quality.

PUBLIC NOTICE:

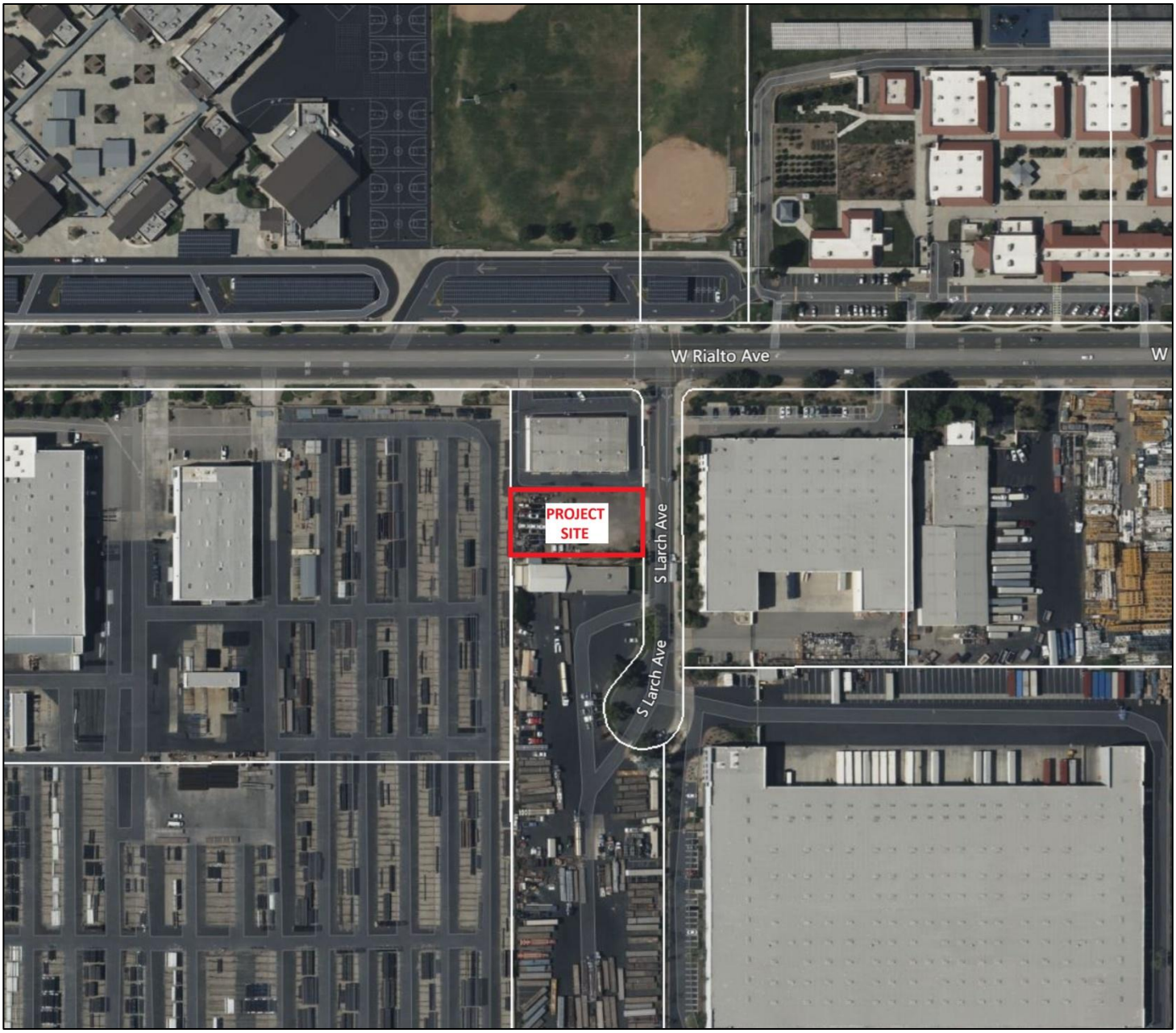
The City published a public hearing notice for proposed project in the *San Bernardino Sun* newspaper, posted copies of the public hearing notice outside the Council Chambers and the City Clerk's Office, and mailed public hearing notices to all property owners within 1,000 feet of the project site, as required by State law.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

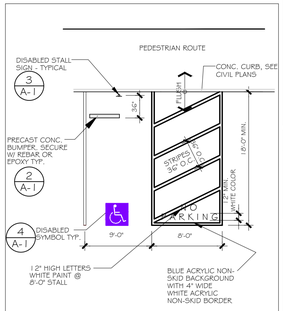
1. Adopt the attached Resolution (**Exhibit I**) to approve Conditional Development Permit No. 2025-0001, based upon the findings and subject to the conditions therein; and

2. Adopt the attached Resolution (**Exhibit J**) to approve Precise Plan of Design No. 2025-0001, based upon the findings and subject to the conditions therein.

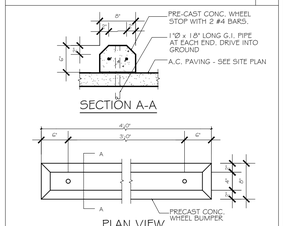


Project Location Map

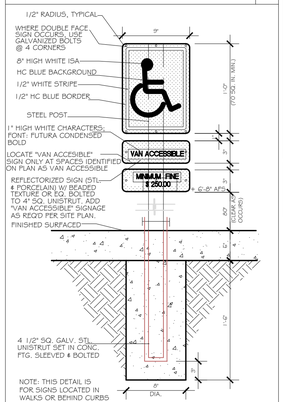
N



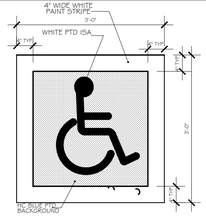
HANDICAP PARKING | 1



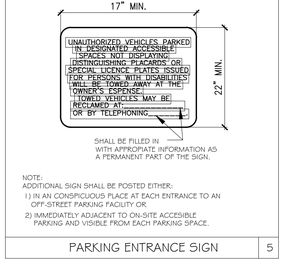
WHEEL STOP DETAIL | 2



ACCESSIBLE PARKING SPACE IDENTIFICATION SIGN | 3



ACCESSIBLE PARKING SURFACE | 4



PARKING ENTRANCE SIGN | 5

DESIGNER

DIXI DESIGN
1231 CACTUS AVE SUIT "E"
RIALTO CA, 92376
CONTACT: LUIS SERMENO
CELL: (909)549-5563
EMAIL: lash41@hotmail.com

OWNER

MIROS ENTERPRISES LLC.
CONTACT: CARLOS RANGEL
CELL: (909)653-3943

PROJECT ADDRESS:

LARCH AVE
RIALTO, CA 92376

APN # 0128-151-17-0000

CONSTRUCTION TYPE	V-B
OCCUPANCY	MANUFACTURE
BUILDING CODE	2022 CBC, 2022 CEC, 2022 CPC, 2022 CMC, 2022 CEC, AND CITY OF RIALTO LOCAL CODES.
NUMBER OF STORIES	1
OCCUPANCY TYPE	S-1

LOT AREA = 20,000/.46 AC.

MANUFACTURE	6,522.00 SQ.FT.
OFFICE	500.00 SQ.FT.
BUILDING TOTAL	7,022.00 SQ. FT.

PARKING ANALYSIS

BUILDING TOTAL = 7,022.00 SQ. FT.

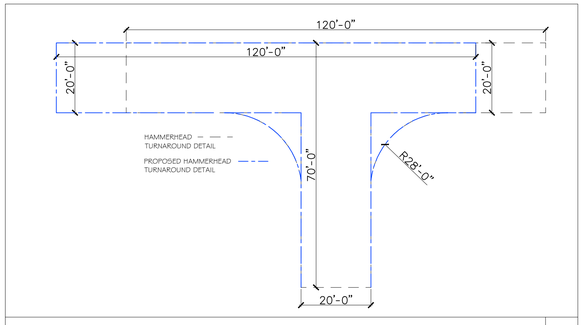
ONE(1) SPACE PER EACH 1,000 SF (WAREHOUSE)
ONE(1) SPACE PER EACH 250 SF (OFFICE)
(WAREHOUSE) 6,522 sq.ft / 1,000 = 6.5 = 7 SPACES
(OFFICE) 500 sq.ft / 250 = 2 SPACES

TOTAL PARKING REQUIRED = 9 SPACES

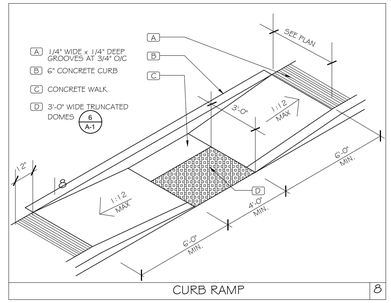
TOTAL PARKING SPACE PROVIDED = 9 SPACES

1 HANDICAPPED PARKING PROVIDED

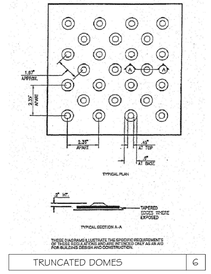
NOTE:
BUILDING WILL HAVE FIRE SPRINKLERS.



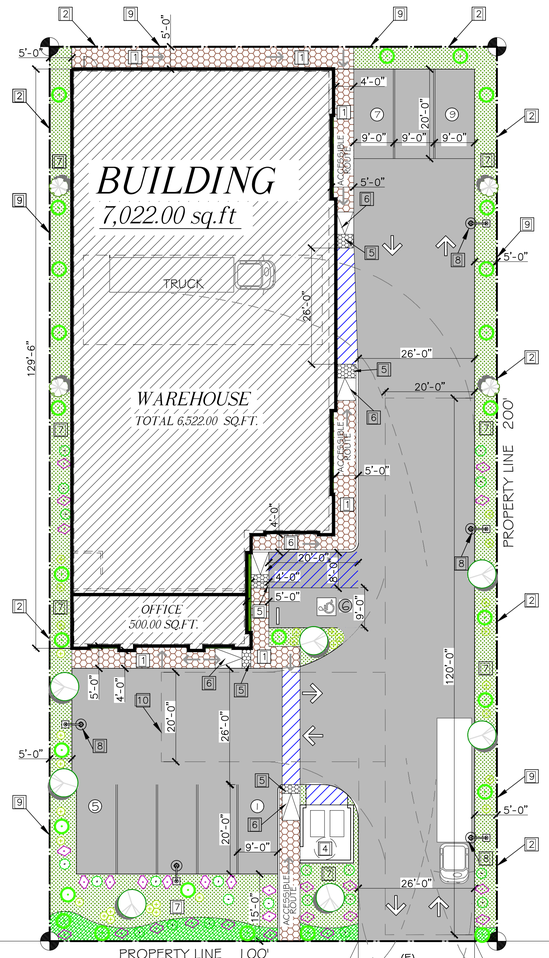
HAMMERHEAD TURNAROUND DETAIL | 9



CURB RAMP | 8

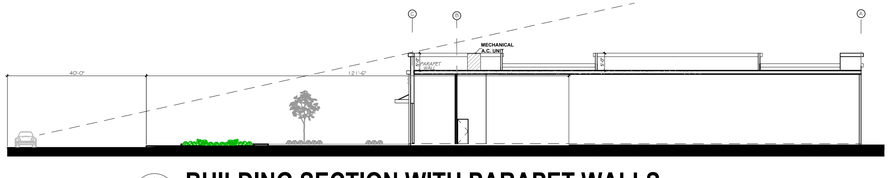


TRUNCATED DOMES | 6



SITE PLAN

SCALE: 1/16"=1'-0"



A / A-1 BUILDING SECTION WITH PARAPET WALLS

SHEET INDEX

SHEET #	A-1	SITE PLAN
SHEET #	A-2	PROPOSED FLOOR PLAN
SHEET #	A-3	PROPOSED ELEVATIONS
SHEET #	A-4	PROPOSED ROOF PLAN
SHEET #	3-D	RENDERING
SHEET #	L-1	PRELIMINARY LANDSCAPE PLAN

KEYNOTES

1. MIN. 4'-0" WIDE PATH OF TRAVEL FROM PUBLIC WAY TO FRONT DOOR. (DECORATIVE STAMPED CONCRETE 12" x 12" SLATE BRICK LIGHT BEIGE COLOR BY MATCRETE.) PROVIDE 4" WIDE PAINTED BLUE STRIPES AT 3'-0" O.C. WHERE PATH OF TRAVEL CROSSES PARKING LOT AREAS.
2. PROPERTY LINE
3. E-CONCRETE DRIVEWAY PER CITY STANDARDS.
4. NEW REFUSE ENCLOSURE. (1 / A-3)
5. CONSTRUCT HANDICAP TRUNCATED DOME. (6 / A-1)
6. CONSTRUCT HANDICAP RAMP PER 2013 CBC ADA STANDARDS (8 / A-1)
7. LANDSCAPE AREA
8. SITE LIGHT, SHIELDED TO PREVENT THE LIGHT FROM ADVERSELY AFFECTING ADJACENT PROPERTIES.
9. DECORATIVE BLOCK WALL WITH CAP SLUMP BLOCK COLOR BUFF WITH CAP COLOR OLD PUEBLO DECORATIVE BLOCK WALLS SHALL BE MIN 6' IN HEIGHT AT THE PROPERTY LINE
10. FIRE TURN AROUND (9 / A-1)

VICINITY MAP

DESIGNER:
DIXI DESIGN
BUILDING DESIGN
1231 N. CACTUS AVE. # E RIALTO, CA. 92376
CREATIVE DEVELOPMENT & QUALITY
(909) 549-5563
LUIS A. SERMENO

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REVISIONS

SUBMITTAL

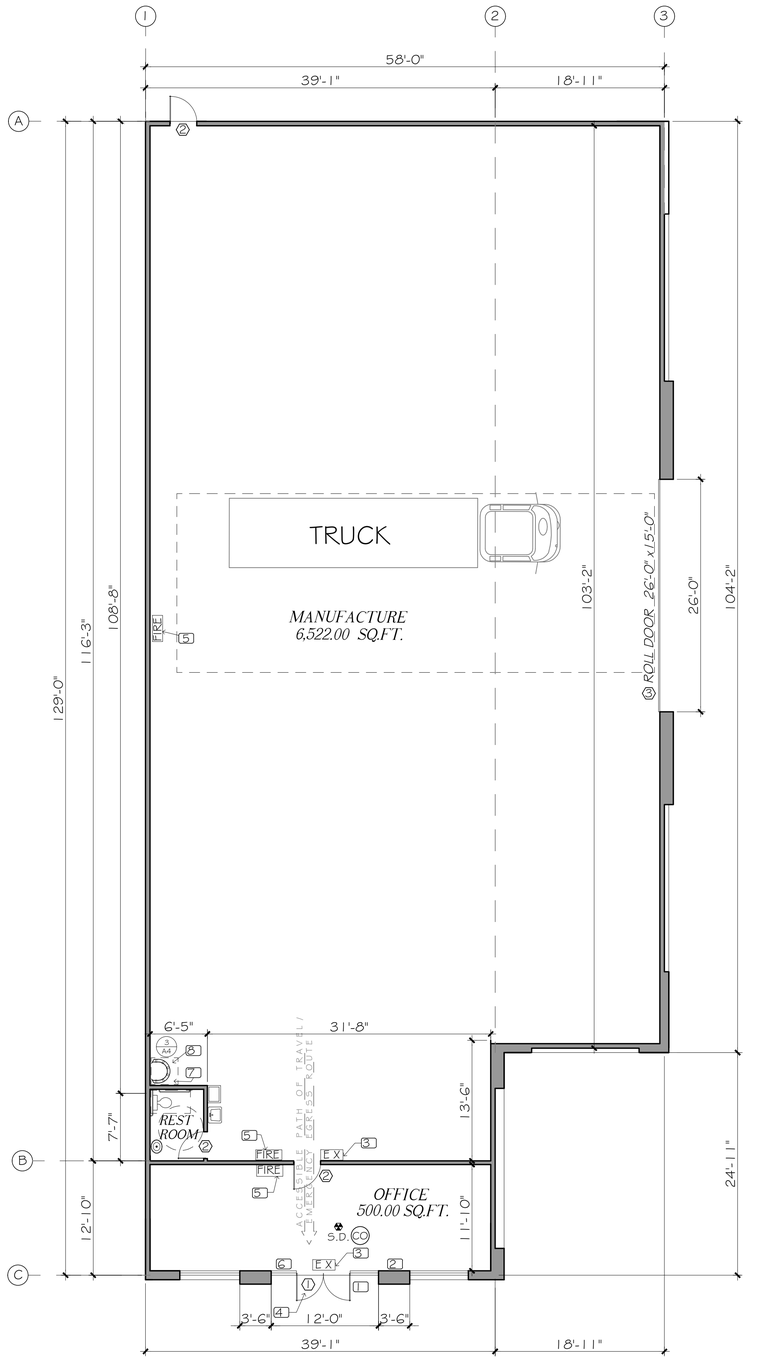
SCOPE OF WORK:
NEW BUILDING / WAREHOUSE

APPLICANT / OWNER:
MIROS ENTERPRISES LLC.
LARCH AVE,
RIALTO, CA 92376
A.P.N. 0128-151-17-0000

PLAN NAME
PROPOSED SITE PLAN

SHEET No.
A-1

SCALE: AS SHOWN
DATE PLOT: 9/25



FLOOR PLAN

SCALE 1/8" = 1'

N

KEY NOTES

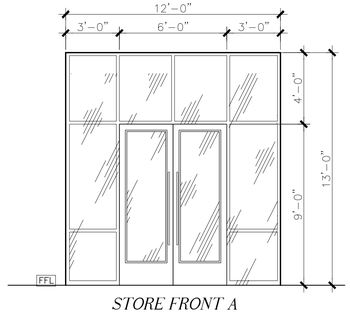
1. INTERNATIONAL SYMBOL OF ACCESSIBILITY ON OR ADJACENT ALL ACCESSIBLE BUILDING ENTRANCES
2. POST SIGN INDICATING MAXIMUM OCCUPANT CAPACITY HAVING CONTRASTING COLOR TO THE BACKGOUND TO WHICH IT IS ATTACHED (CBC 1007.2.6)
3. ILLUMINATED "EXIT" SIGN -- POWER SUPPLY SHALL BE PROVIDED BY SOTRAGE BATTERIES OR GENERATOR IN EVENT OF FAILURE OF PREMISES' WIRING SYSTEM
4. PROVIDE PANIC HARDWARE ON EGRESS DOORS, OR PROVIDE POSTED SIGN STATING "THIS DOOR TO REMAIN UNCLOSED WHEN OCCUPIED" 2022 CFC CHAPTER 10 SECTION 1008.1.9.3.
5. FIRE EXTINGUISHER
6. TACTILE EXIT SIGN
7. 36" x 36" FIRE RAISER CLEAR AREA
8. ROOF ACCESS AND LADDER, SEE DETAIL 3/A-4
9. ROOF DRAIN

FINISH SCHEDULE

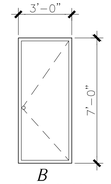
No	ROOM OR AREA	FLOOR	FLOOR BASE OR COVER	WALLS	CEILING
1	RESTROOM	CERAMIC TILE	FRP OVER MOISTURE RESISTANT DRYWALL TO A MIN. HEIGHT OF 4' ABOVE THE FLOOR	DRYWALL WITH GLOSS ENAMEL 4' FIBERGLASS (SEE NOTE #2 AND #4)	WATER- RESISTANT DRYWALL WITH WHITE ENAMEL PAINT

DOOR SCHEDULE

	DOOR	SIZE		DOOR				FRAME		Q.
NUMBER	TYPE	WIDTH	HEIGHT	MATERIAL	FINISH	THICKNESS	GLASS	MATERIAL	FINISH	
1	A	6'-0"	9'-0"	AL	AN	1 3/4"	TEMP	AL	AN	1
2	B	3'-0"	7'-0"	SC	PF	1 3/4"	-	W	PF	2
3	-	26'-0"	15'-0"	MR	AN	-	-	HM	AN	1
4	B	3'-0"	7'-0"	SC	PF	1 3/4"		W	PF	1



STORE FRONT A



B
PREFINISHED SOLID CORE WOOD DOOR "LEGACY OAK"

ABREVIATIONS:

PF=	PREFINISHED
SC=	SOLID CORE
PS=	PRESSED STEEL (TIMELY)
AL=	ALUMINUM
INT=	INTEGRAL
HM=	HOLLOW METAL
AN=	BRONZE ANODIZED
W=	WOOD
RFP=	READY FOR PAINT
PT=	PRIME AND PAINT
TEMP=	1" INSULATED TEMPERED GLASS LITE 1/4" TINTED AT EXTERIOR, 1/4" CLEAR AT INTERIOR)

DESIGNER:
DIXI DESIGN
BUILDING DESIGN
1231 N. CACTUS AVE. # E RIALTO, CA. 92376
CREATIVE DEVELOPMENT & QUALITY
(909) 549-5563
LUIS A. SERMENO

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REVISIONS

SUBMITTAL

SCOPE OF WORK:
NEW BUILDING / WAREHOUSE

APPLICANT / OWNER:
MIROS ENTERPRISES LLC.
LARCH AVE.
RIALTO, CA 92376
A.P.N. 0128-151-17-0000

PLAN NAME
PROPOSED FLOOR PLAN

SHEET No.
A-2

SCALE
AS SHOWN

DATE PLOT
9/25

EAST ELEVATION

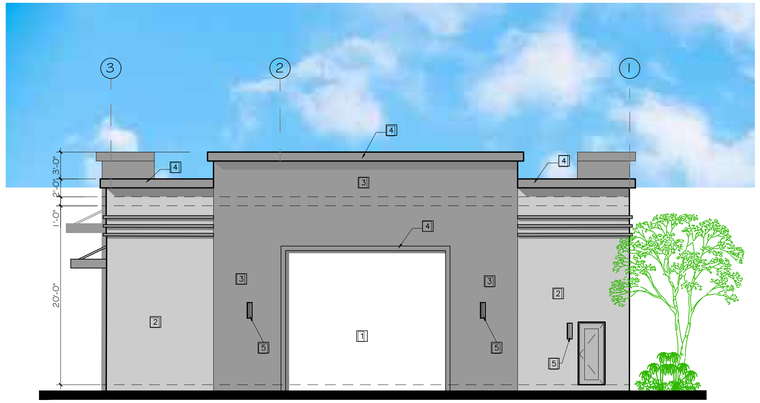
SCALE 1/8" = 1'

NORTH ELEVATION

SCALE 1/8" = 1'

SOUTH ELEVATION

SCALE 1/8" = 1'



WEST ELEVATION

SCALE 1/8" = 1'

KEYNOTES

1. STUCCO PLASTER "SAND FLOAT"
COLOR :50 CRYSTAL WHITE (79) BASE 100
BY LAHABRA STUCCO PREMIUM
COLLECTION OR OTHER COLOR APPROVED
BY THE OWNER AND BY THE CITY.

2. STUCCO PLASTER "SAND FLOAT"
COLOR :16 SILVER GREY (57) BASE 200
BY LAHABRA STUCCO, PREMIUM LIFESTYLES
COLLECTION OR OTHER COLOR APPROVED
BY THE OWNER AND BY THE CITY.

3. STUCCO PLASTER "SAND FLOAT"
COLOR :81593 BAY RINGE (32) BASE 100
BY LAHABRA STUCCO, PREMIUM LIFESTYLES
COLLECTION OR OTHER COLOR APPROVED
BY THE OWNER AND BY THE CITY.

4. MOLDINGS
COLOR : LUNAR SURFACE N460-3
BY BEHR MARQUEE
COLLECTION OR OTHER COLOR APPROVED
BY THE OWNER AND BY THE CITY.

5. DECORATIVE SCONCE LIGHTING.

6. PROPOSED SING LOCATION
(TO BE APPROVED UNDER A SEPARATE PERMIT APPLICATION)

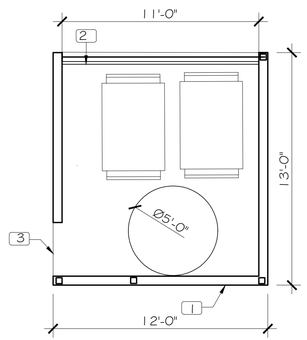
7. METAL TRELLIS PANELS.

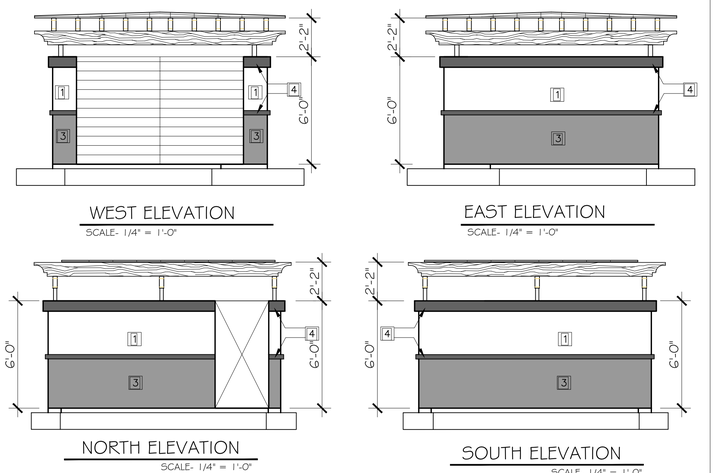
8. DECORATIVE BLOCK WALL WITH CAP
SLUMP BLOCK COLOR BUFF WITH CAP COLOR OLD PUEBLO

9. DECORATIVE BLOCK WALLS SHALL BE 7' IN HEIGHT
ALL NEW PERIMETER WALLS WITH A LENGTH OF 100 FEET OR MORE,
SHALL HAVE DECORATIVE PILASTERS EVERY 50 FEET.

10. CANOPIES (METAL)

1. CONCRETE BLOCK WALL
WITH STUCCO PLASTER "SAND FLOAT"
LAHABRA STUCCO,
PREMIUM LIFESTYLES COLLECTION OR OTHER COLOR
APPROVED BY THE OWNER AND BY THE CITY
TO MATCH WITH BUILDING.
2. 6'-0" HIGH DOORS (PAINT COLOR TO MATCH
ARCHITECTURE AND NOT TO BE
REFLECTIVE METAL).
3. HANDICAP ACCESSIBLE
OPENING
ZERO INCH THRESHOLD





TRASH ENCLOSURE

1

DIXI DESIGN

DESIGNER:

BUILDING DESIGN
1231 N. CACTUS AVE. # E RIALTO, CA. 92376
CREATIVE DEVELOPMENT & QUALITY
(909) 549-5563

LUIS A. SERMINO

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SUBMITTAL

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NEW BUILDING / WAREHOUSE

APPLICANT / OWNER
MIROS ENTERPRISES LLC.
LARCH AVE,
RIALTO, CA 92376

A.P.N. 0128-151-17-0000

PLAN NAME
PROPOSED ELEVATIONS

SHEET No.
A-3

SCALE
AS SHOWN

DATE PLOT
9/25

DESIGNER:

DIXI DESIGN

BUILDING DESIGN
1231 N. CACTUS AVE. # E RIALTO, CA. 92376
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LARCH AVE,
RIALTO, CA 92376

A.P.N. 0128-151-17-0000

PLAN NAME
3D
RENDERING

SHEET No.
3D

SCALE
AS SHOWN

DATE PLOT
9/25

DESIGNER

DIXI DESIGN
1231 CACTUS AVE SUIT "E"
RIALTO CA, 92376
CONTACT: LUIS SERMENO
CELL: (909)549-5563
EMAIL: lash41@hotmail.com

OWNER

MIROS ENTERPRISES LLC.
CONTACT: CARLOS RANGEL
CELL: (909)653-3943

PROJECT ADDRESS:

LARCH AVE
RIALTO, CA 92376

APN # 0128-151-17-0000

CONSTRUCTION TYPE V-B
OCCUPANCY MANUFACTURE
BUILDING CODE 2022 CBC, 2022 CEC, 2022 CPC, 2022 CMC, 2022 CEC, AND CITY OF RIALTO LOCAL CODES.
NUMBER OF STORIES 1

LOT AREA = 20,000/.46 AC.

MANUFACTURE	6,522.00 SQ.FT.
OFFICE	500.00 SQ.FT.
BUILDING TOTAL	7,022.00 SQ. FT.

PARKING ANALYSIS

BUILDING TOTAL = 7,022.00 SQ. FT.

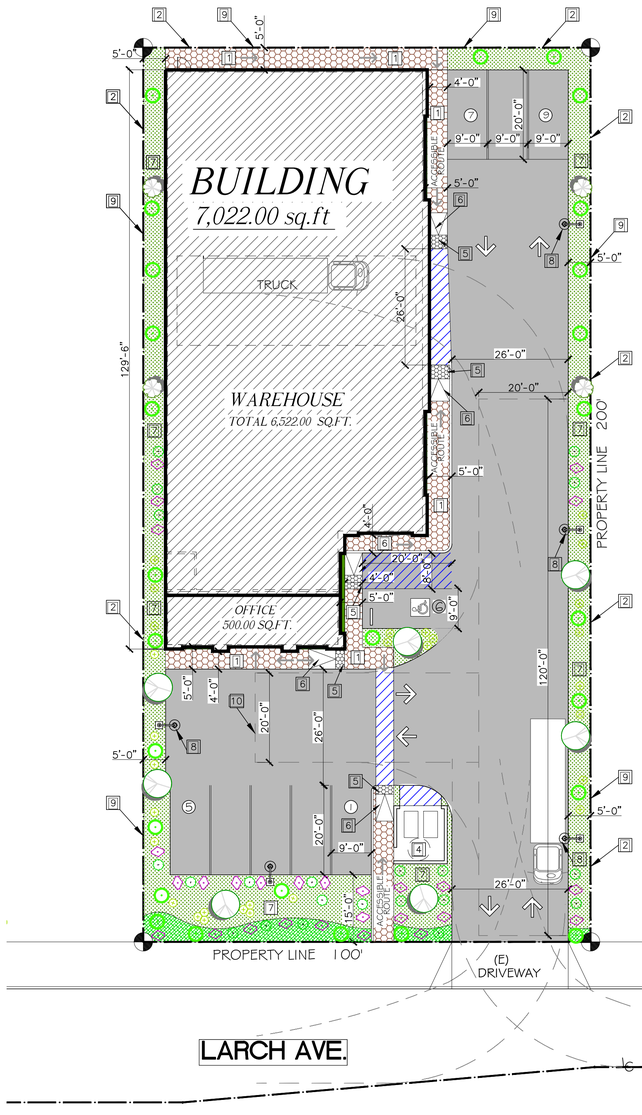
ONE(1) SPACE PER EACH 1,000 SF (WAREHOUSE)
ONE(1) SPACE PER EACH 250 SF (OFFICE)
(WAREHOUSE) 6,522 sq.ft / 1,000 = 6.5 = 7 SPACES
(OFFICE) 500 sq.ft / 250 = 2 SPACES

TOTAL PARKING REQUIRED = 9 SPACES

TOTAL PARKING SPACE PROVIDED = 9 SPACES

1 HANDICAPPED PARKING PROVIDED

PLANTING LEGEND					
	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY SPREAD	QTY
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	8'-0"	5
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	24" BOX	8'-0"	23
+	BERBERIS 'SUNSATION'	SUNSATION JAPANESE BARBERRY	5 GAL.	3'	57
•	BUXUS M. JAPONICA	JAPANESE BOXWOOD	1 GAL.	1.8'	35
	CUPHEA HYSSOPIFOLIA	FALSE HEATHER	1 GAL.	1.8'	35
◇	ROSA HYB.	ASSORTED ROSES	5 GAL.	3'	35
	MULCH	MULCH	2"	2'	
	GRASS		FLATS	8'	



PRELIMINARY LANDSCAPE PLAN

SCALE: 1/16"=1'-0"

KEYNOTES

1. MIN. 4'-0" WIDE PATH OF TRAVEL FROM PUBLIC WAY TO FRONT DOOR. (DECORATIVE STAMPED CONCRETE 12" x 12" SLATE BRICK LIGHT BEIGE COLOR BY MATCRETE.) PROVIDE 4" WIDE PAINTED BLUE STRIPES AT 3'-0" O.C. WHERE PATH OF TRAVEL CROSSES PARKING LOT AREAS.
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10. FIRE TURN AROUND (9 / A-1)

VICINITY MAP

LARCH AVE.
RIALTO, CA 92376

DIXI DESIGN

DESIGNER:

BUILDING DESIGN
1231 N. CACTUS AVE. # E RIALTO, CA. 92376
CREATIVE DEVELOPMENT & QUALITY
(909) 549-5563
LUIS A. SERMENO

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REVISIONS

SUBMITTAL

SCOPE OF WORK:
NEW BUILDING / WAREHOUSE

APPLICANT / OWNER:
MIROS ENTERPRISES LLC.
LARCH AVE,
RIALTO, CA 92376
A.P.N. 0128-151-17-0000

PLAN NAME
PRELIMINARY LANDSCAPE PLAN

SHEET No.
L-1

SCALE: AS SHOWN
DATE PLOT: 9/25

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. MC2025-0001, PPD2025-0001

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: New Manufacturing Building

Project Address: Larch Ave Rialto (APN# 0128-151-17)

Project Description: Development of a new manufacturing building of 7,500 SF, including an office of 600 SF

	Consultant	Developer
Name:	K2 Traffic Engineering, Inc. by Kay Hsu, PE, TE	Miros Enterprises LLC by Carlos Rangel
Address:	1442 Irvine Blvd, Suite 210, Tustin, CA 92780	9161 Sierra Ave, Suite 108, Fontana, CA 92335
Telephone:	(714) 832 - 2116	909-383-0819
Fax:	N/A	N/A

1. Trip Generation Source: ITE Trip Generation, 11th Edition (See Exhibit 2 for Trip Generation)

Existing GP Land Use Vacant Proposed Land Use Manufacturing

Current Zoning: General Manufacturing (M-2) Proposed Zoning: General Manufacturing (M-2)

Total Daily Project Trips: 46

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	-	-	-	4	1	5
PM Trips	-	-	-	2	4	6

Internal Trip Allowance Yes x (No) (N/A % Trip Discount)

Pass-By Trip Allowance Yes x (No) (N/A % 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 50 % W 50 %

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

3. Background Growth Traffic

Project Completion Year: 2026 Annual Background Growth Rate: 1.5 %

Other Phase Years N/A

Other area projects to be considered: List of cumulative projects to be provided by Planning Division, if applicable

(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: _____

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

1. Rialto Ave at Larch Ave
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
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. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
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 Fontana

7. Site Plan (please attach 11" x 17" legible copy) **(See Exhibit 1 for 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.)

_____
_____
_____
_____

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: Conduct new counts if a traffic study is required

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: Yes Date 2/11/2025

Recommended:

Scoping Agreement Submittal date 11/15/2024

Scoping Agreement Resubmittal date _____

11/15/2024

Applicant/Engineer Date

Land Use Concurrence:

Development Services Department Date

Approved by:

Michael Lloyd 2/14/2025

Contract Engineer for
Public Works Department Date

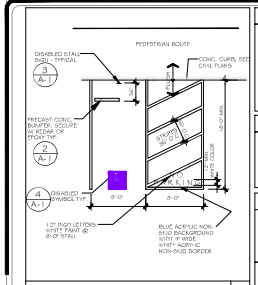
NOTE:

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.

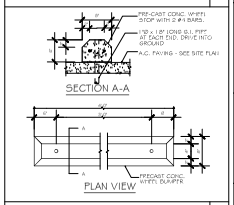
FOR CITY STAFF USE ONLY:

TIA NEEDED: ___ YES _X_ NO

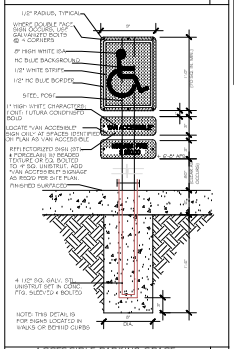
INITIALS__MDL____



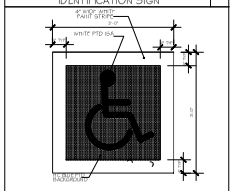
HANDICAP PARKING | 1



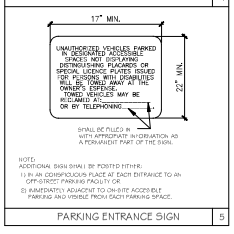
WHEEL STOP DETAIL | 2



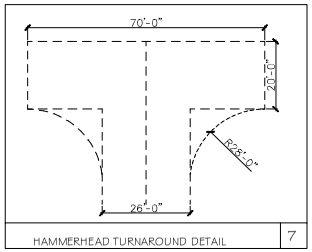
ACCESSIBLE PARKING SPACE IDENTIFICATION SIGN | 3



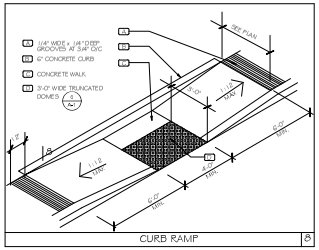
ACCESSIBLE PARKING SURFACE | 4



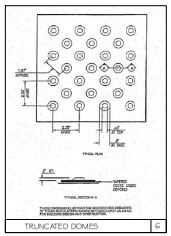
PARKING ENTRANCE SIGN | 5



HAMMERHEAD TURNAROUND DETAIL | 7



CURB RAMP | 8



TRUNCATED DOMES | 6

DESIGNER
DIXI DESIGN
1231 CACTUS AVE SUIT "E"
RIALTO CA, 92376
CONTACT: LUIS SERMENO
CELL: (909)549-5563
EMAIL: lash41@hotmail.com

OWNER
MIROS ENTERPRISES LLC.
CONTACT: CARLOS RANGEL
CELL: (909)653-3943

PROJECT ADDRESS:
LARCH AVE
RIALTO, CA 92376

APN # 0128-151-17-0000

CONSTRUCTION TYPE	V-B
OCCUPANCY	MANUFACTURE
BUILDING CODE	2022 CBC, 2022 CEC, 2022 CPC, 2022 CMC, 2022 CEC, AND CITY OF RIALTO LOCAL CODES.
NUMBER OF STORIES	1

LOT AREA = 20,000/.46 AC.

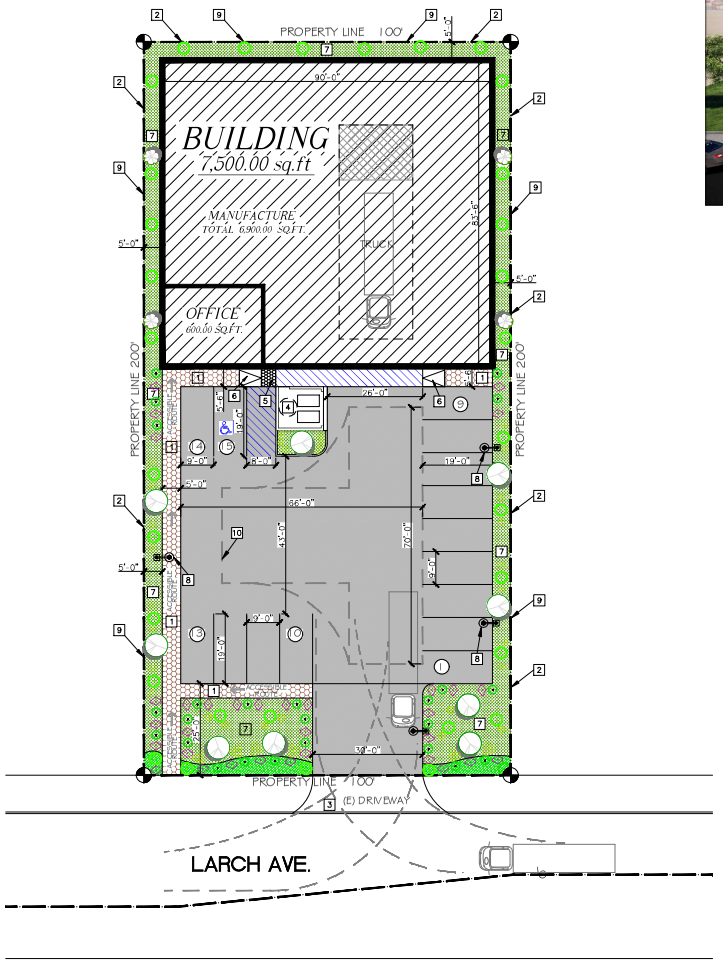
MANUFACTURE	6,900.00 SQ.FT.
OFFICE	600.00 SQ.FT.
BUILDING TOTAL	7,500.00 SQ. FT.

PARKING ANALYSIS

BUILDING TOTAL = 7,500.00 SQ. FT.

ONE(1) SPACE PER EACH 500 SF
TOTAL PARKING REQUIRED = 15 SPACES

TOTAL PARKING SPACE PROVIDED = 15 SPACES
1 HANDICAPPED PARKING PROVIDED



SITE PLAN
SCALE: 1/16"=1'-0"

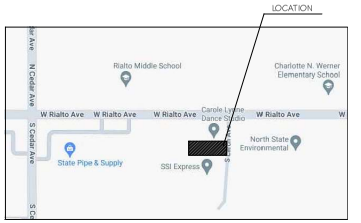
SHEET INDEX

SHEET #	A-1	SITE PLAN
SHEET #	A-2	PROPOSED FLOOR PLAN
SHEET #	A-3	PROPOSED ELEVATIONS
SHEET #	A-4	PROPOSED ROOF PLAN
SHEET #	3-D	
SHEET #	L-1	PRELIMINARY LANDSCAPE PLAN

KEYNOTES

1. MIN. 4'-0" WIDE PATH OF TRAVEL FROM PUBLIC WAY TO FRONT DOOR. (DECORATIVE STAMPED CONCRETE 12" x 12" SLATE BRICK LIGHT BEIGE COLOR BY MATCRETE.) PROVIDE 4" WIDE PAINTED BLUE STRIPES AT 3'-0" O.C. WHERE PATH OF TRAVEL CROSSES PARKING LOT AREAS.
2. PROPERTY LINE
3. E-CONCRETE DRIVEWAY PER CITY STANDARDS.
4. NEW REFUSE ENCLOSURE. (1/A-3)
5. CONSTRUCT HANDICAP TRUNCATED DOME. (C/A-1)
6. CONSTRUCT HANDICAP RAMP PER 2013 CBC ADA STANDARDS (D/A-1)
7. LANDSCAPE AREA
8. SITE LIGHT, SHIELDED TO PREVENT THE LIGHT FROM ADVERSELY AFFECTING ADJACENT PROPERTIES.
9. DECORATIVE BLOCK WALL WITH CAP SLUMP BLOCK COLOR BUFF WITH CAP COLOR OLD PUEBLO DECORATIVE BLOCK WALLS SHALL BE MIN. 6' IN HEIGHT AT THE PROPERTY LINE
10. FIRE TURN AROUND

VICINITY MAP



LARCH AVE.
RIALTO, CA 92376

DESIGNER:
DIXI DESIGN
BUILDING DESIGN
1231 N. CACTUS AVE. # E RIALTO, CA, 92376
CREATIVE DEVELOPMENT & QUALITY
(909) 549-5563
LUIS A. SERMENO

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REVISIONS

SUBMITTAL

SCOPE OF WORK:
NEW BUILDING / MANUFACTURE
7,500.00 SQ. FT.

APPLICANT / OWNER:
MIROS ENTERPRISES LLC.
LARCH AVE,
RIALTO, CA 92376
A.P.N. 0128-151-17-0000

PLAN NAME:
PROPOSED SITE PLAN

SHEET No.
A-1

SCALE
AS SHOWN
DATE PLOT
10/24

EXHIBIT 1. SITE PLAN

EXHIBIT 2. TRIP GENERATION

TABLE A1. TRIP GENERATION RATE

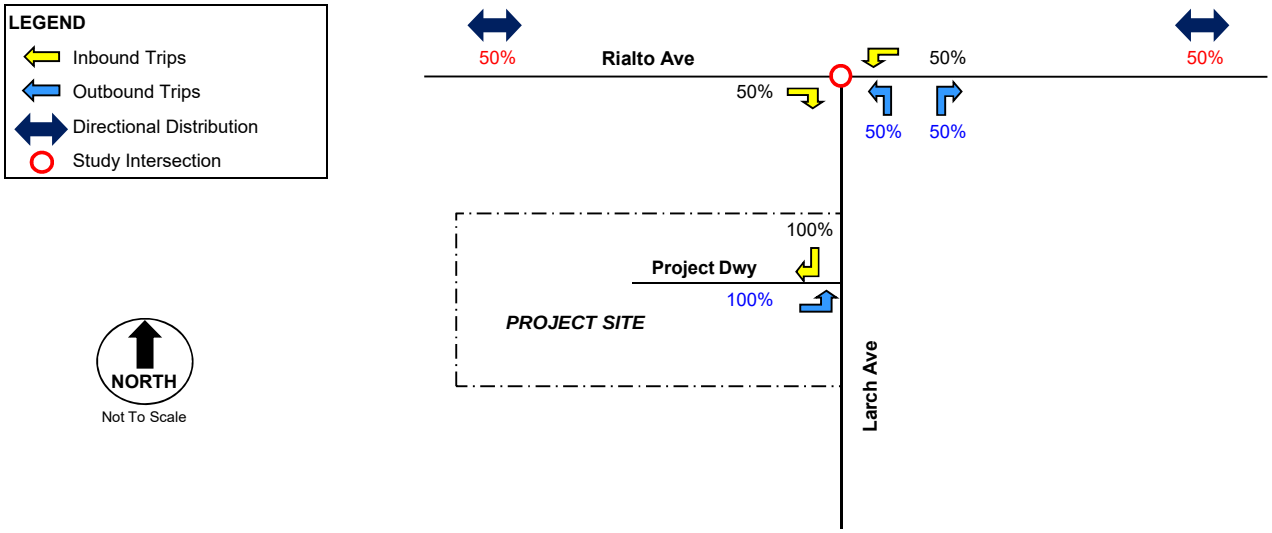
LAND USE*	UNIT	Daily	AM Peak			PM Peak		
			Total	IN	OUT	Total	IN	OUT
Manufacturing (140)- Passenger Car	1000 Sq. Ft.	4.75	0.68	76%	24%	0.74	31%	69%
Manufacturing (140)- Truck	1000 Sq. Ft.	0.45	0.03	56%	44%	0.03	41%	59%

* Data source: ITE's Trip Generation, 11th Edition

TABLE A2. TRIP GENERATION & PCE CONVERSION

LAND USE	UNIT / PCE	Quantity	AM Peak			PM Peak			Daily
			Total	IN	OUT	Total	IN	OUT	
Manufacturing (140)- Passenger Car	1000 Sq. Ft.	7.5	5	4	1	6	2	4	35.6
Manufacturing (140)- Truck	1000 Sq. Ft.	7.5	0	0	0	0	0	0	3.4
Truck PCE Conversion	PCE = 3		0	0	0	0	0	0	10.1
Projet Trip Generation			**5**	4	1	**6**	2	4	**46**

EXHIBIT 3. TRIP DISTRIBUTION



VMT Analysis Project Scoping Form

This scoping form shall be submitted to the City of Rialto to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	MC2025-0001, PPD2025-0001
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	New Manufacturing Building
Project Address:	Larch Ave Rialto (APN# 0128-151-17)
Project Opening Year:	2026
Project Description:	Development of a new manufacturing building of 7,500 SF, including an office of 600 SF

	Consultant:	Developer:
Name:	K2 Traffic Engineering, Inc by Kay Hsu, TE	Miros Enterprises LLC by Carlos Rangel
Address:	1442 Irvine Blvd, Suite 210	9161 Sierra Ave, Suite 108
	Tustin, CA 92780	Fontana, CA 92335
Telephone:	(714) 832 - 2116	909-383-0819
Fax/Email:	N/A	N/A

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation, 11th Ed.

Current General Plan Land Use: Vacant

Proposed General Plan Land Use: Manufacturing

Current Zoning: General Manufacturing (M-2)

Proposed Zoning: General Manufacturing (M-2)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	-	-	-	4	1	5
PM Trips	-	-	-	2	4	6

Daily Trips = 36

Trip Internalization: ☐ Yes ☒ No (N/A % Trip Discount)

Pass-By Allowance: ☐ Yes ☒ No (N/A % Trip Discount)

Potential Screening Checks

Is the project screened from VMT assessment? ☒ Yes ☐ No

VMT screening justification **Project Type Screening**

Project generating 36 daily vehicle trips, less than the threshold of 110 daily vehicle trips

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used **N/A**
- Attach SBCTA Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Approved by:

Michael Lloyd

2/14/2025

Contract Engineer for
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

FOR CITY STAFF USE ONLY:

VMT ANALYSIS NEEDED: ___YES _X_NO

INITIALS ___MDL_____

Air Quality and Greenhouse Gas Emissions Assessment for the Larch Avenue Industrial Project

Rialto, California

Prepared For:

Miros Enterprises, LLC
420 South E Street
San Bernardino, CA 92401

Prepared By:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS
55 Hanover Lane, Suite A
Chico, CA 95973

June 2025

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
°F	Degrees Fahrenheit
µg/m^3	Micrograms per cubic meter; ppm = parts per million
1992 CO Plan	1992 Federal Attainment Plan for Carbon Monoxide
2022 Update	CARB's Final 2022 Climate Change Scoping Plan
AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ATCM	airborne toxics control measure
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model

Term	Definition
CALGreen Code	California Green Building Code
CAP	Climate Action Plan
CAAP	Climate Action and Adaptation Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CH_4	Methane
City	Rialto
CO	Carbon Monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
County	San Bernardino County
DPM	Diesel particulate matter
EO	Executive Order
GHG	Greenhouse gas
GSP	Gross state product
HRA	Health risk assessment
HVAC	Heating, Ventilation, and Air Conditioning
IPCC	Intergovernmental Panel on Climate Change
LSTs	Localized significance threshold
MATES	Multiple Air Toxics Exposure Study
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NMA	Neighborhood Mobility Area
NO_2	Nitrogen dioxide
NO_x	Nitric oxides
O_3	Ozone
OPR	Office of Planning and Research
PDA	Priority Development Area
PM	Particulate matter
PM_{10}	Coarse particulate matter

Term	Definition
$PM_{2.5}$	Fine particulate matter
ppb	Parts per billion
ppm	Parts per million
Project	Larch Avenue Industrial Project
ROGs	Reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	Square foot/feet
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_x	Sulfur oxides
SRA	Source receptor area
SoCAB	South Coast Air Basin
TACs	Toxic air contaminants
TPA	Transit Priority Area
USEPA	U.S. Environmental Protection Agency
VOC	Volatile organic compounds
WAIRE	Warehouse Actions and Investments to Reduce Emissions
WPCO	Warehouse Point Compliance Obligation
ZEVs	Zero-emission vehicles

1.0 INTRODUCTION

This report documents the results of an Air Quality and Greenhouse Gas (GHG) Emissions Assessment completed for the Larch Avenue Industrial Project (Project), which would include construction and operation of a warehouse building on a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse in the City of Rialto (City) in San Bernardino County (County). This assessment was prepared using methodologies and assumptions recommended in the rules and regulations of the South Coast Air Quality Management District (SCAQMD) and City of Rialto, where applicable. Regional and local existing conditions are presented, along with pertinent emissions standards and regulations. The purpose of this assessment is to estimate Project-generated criteria air pollutants and GHG emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

1.1 Location and Setting

The Proposed Project is located on an approximately 0.46-acre (20,000 square feet [sf]) vacant parcel in the City of Rialto in San Bernardino County, California (Figure 1, Project Location). The Project is located on the western side of S. Larch Avenue, approximately 200 feet south of the W. Rialto Avenue and S. Larch Ave intersection. The Proposed Project is surrounded by industrial uses (i.e., building supply stores and warehouses to the north, east, south, and west). Rialto Middle School and Charlotte N. Werner Elementary School are both located north of the Project Site, across W. Rialto Avenue. The Project Area is composed of one parcel (Assessor's Parcel Number [APN] 0128-151-17-0000) classified as Light Industrial per the City of Rialto's General Plan, Exhibit 2.2 (City of Rialto 2010).

1.2 Project Description

The Project Applicant proposes to construct a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse. Construction activities would involve site preparation, grading to achieve the finished design elevations, building construction, paving, and painting. Operations of the warehouse would include heavy-duty truck loading and unloading, as well as office workers commuting daily.

Location: W:\Projects\2025\2025-057 Larch Avenue Industrial - Rialto\Emissions\Figure 1. Project Location.aprx - Portrait Template (agne - 6/5/2025)

Map Date: 6/5/2025

Sources: Esri 2024

Figure 1-1. Project Location

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2025-057 Larch Avenue Industrial Project

2.0 AIR QUALITY

2.1 Air Quality Setting

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the South Coast Air Basin (SoCAB), which encompasses the Project Site, pursuant to the regulatory authority of the SCAQMD.

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Area.

2.1.1 South Coast Air Basin

The California Air Resources Board (CARB) divides the State into air basins that share similar meteorological and topographical features. The Project Site lies in the SoCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter (SCAQMD 1993).

2.1.1.1 Temperature and Precipitation

The air basin is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The annual average temperature varies little throughout the 6,645-square-mile SoCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas (SCAQMD 1993).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

2.1.1.2 Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 1993).

2.1.1.3 Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 1993).

2.1.1.4 Inversion

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in San Bernardino County (SCAQMD 1993).

2.1.2 Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are considered to be local pollutants because they tend to accumulate in the air locally. Particulate matter (PM) is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 2-1.

Table 2-1. Criteria Air Pollutants - Summary of Common Sources and Effects		
Pollutant	**Major Artificial Sources**	**Human Health & Welfare Effects**
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
NO_2	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Causes brown discoloration of the atmosphere.
O_3	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrogen oxides (NOx) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM_{10} and $PM_{2.5}$	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
SO_2	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: California Air Pollution Control Officers Association 2013

2.1.2.1 Carbon Monoxide

CO in the urban environment is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations of CO are typically found near crowded intersections and along heavy roadways with slow moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within relatively short distances of the source. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO levels in the SoCAB are in compliance with the state and federal one- and eight-hour standards.

2.1.2.2 Nitrogen Oxides

Nitrogen gas comprises about 80 percent of the air and is naturally occurring. At high temperatures and under certain conditions, nitrogen can combine with oxygen to form several different gaseous

compounds collectively called nitric oxides (NO_x). Motor vehicle emissions are the main source of NO_x in urban areas. NO_x is very toxic to animals and humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membrane, and skin. In animals, long-term exposure to NO_x increases susceptibility to respiratory infections, and lowering resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations can suffer from lung irritation or possible lung damage. Precursors of NO_x, such as NO and NO_2, attribute to the formation of O_3 and $PM_{2.5}$. Epidemiological studies have also shown associations between NO_2 concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

2.1.2.3 Ozone

O_3 is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or reactive organic gases (ROGs) and NO_x undergo photochemical reactions that occur only in the presence of sunlight. The primary source of ROG emissions is unburned hydrocarbons in motor vehicle and other internal combustion engine exhaust. NO_x forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O_3 to form. Ground-level O_3 is the primary constituent of smog. Because O_3 formation occurs over extended periods of time, both O_3 and its precursors are transported by wind and high O_3 concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when O_3 levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O_3 exposure to a variety of problems including lung irritation, difficult breathing, permanent lung damage to those with repeated exposure, and respiratory illnesses.

2.1.2.4 Particulate Matter

PM includes both aerosols and solid particulates of a wide range of sizes and composition. Of concern are those particles smaller than or equal to 10 microns in diameter size (PM_{10}) and small than or equal to 2.5 microns in diameter ($PM_{2.5}$). Smaller particulates are of greater concern because they can penetrate deeper into the lungs than larger particles. PM_{10} is generally emitted directly as a result of mechanical processes that crush or grind larger particles or form the resuspension of dust, typically through construction activities and vehicular travel. PM_{10} generally settles out of the atmosphere rapidly and is not readily transported over large distances. $PM_{2.5}$ is directly emitted in combustion exhaust and is formed in atmospheric reactions between various gaseous pollutants, including NO_x, sulfur oxides (SO_x) and VOCs. $PM_{2.5}$ can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne PM are on the respiratory system. Short-term exposure of high $PM_{2.5}$ and PM_{10} levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure is associated with premature mortality and chronic respiratory disease. According to the U.S. Environmental Protection Agency (USEPA), some people are much more sensitive than others to breathing PM_{10} and $PM_{2.5}$. People with influenza, chronic respiratory

and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM_{10} and $PM_{2.5}$. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths.

2.1.3 Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs; due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

2.1.4 Ambient Air Quality

Ambient air quality at the Project Site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O_3, PM_{10} and $PM_{2.5}$ are the pollutant species most potently affecting the Project region. As described in detail below, the region is classified as nonattainment regarding air quality standards for these pollutants. The San Bernardino 4th Street air quality monitoring station (24302 E. 4th Street, San Bernardino), located approximately 6.86 miles east of the Project Site, monitors ambient concentrations of O_3, PM_{10} and $PM_{2.5}$.

Table 2-2 summarizes the published data concerning O_3, PM_{10} and $PM_{2.5}$ from the San Bernardino 4th Street monitoring station.

Table 2-2. Summary of Ambient Air Quality Data			
Pollutant Standards	**2021**	**2022**	**2023**
O_3 – San Bernardino 4th Street Monitoring Station†			
Max 1-hour concentration (ppm)	0.142	0.128	0.143
Max 8-hour concentration (ppm) (state/federal)	0.113 / 0.112	0.105 / 0.105	0.118 / 0.118
Number of days above 1-hour standard (state)	6	3	6
Number of days above 8-hour standard (state/federal)	101 / 98	103 / 96	87 / 84
PM_{10} – San Bernardino 4th Street Monitoring Station			
Max 24-hour concentration (µg/m^3) (state/federal)	71.2 / 182.4	* / 177.8	* / *
Number of days above 24-hour standard (state/federal)	25.8 / 1.0	* 1.0	* / *
$PM_{2.5}$ – San Bernardino 4th Street Monitoring Station			
Max 24-hour concentration (µg/m^3) (state/federal)	57.9 / 57.9	40.1 / 40.1	52.9 / 52.9
Number of days above federal 24-hour standard	3.0	6.4	3.1

Source: California Air Resources Board 2024a

Notes: µg/m3 = micrograms per cubic meter; ppm = parts per million; * = Insufficient data available.

† Data for all ambient air quality emissions reported from the San Bernardino 4th Street CARB air quality monitoring station.

The USEPA and CARB designate air basins or portions of air basins and counties as being in "attainment" or "nonattainment" for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than O_3, PM_{10} and $PM_{2.5}$ and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the San Bernardino County portion of the SoCAB, which encompasses the Project Site, is included in Table 2-3.

Table 2-3. Attainment Status of Criteria Pollutants in the San Bernardino County Portion of the SoCAB		
Pollutant	**State Designation**	**Federal Designation**
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Unclassified/Attainment	Unclassified/Attainment

Source: California Air Resources Board 2023

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2023).

2.1.5 Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The SCAQMD defines sensitive receptors as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, and health facilities such as hospitals or retirement and nursing homes, long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The Proposed Project would construct a warehouse building on a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse. The Proposed Project is surrounded by industrial uses (i.e., building supply stores and warehouses to the north, east, south, and west) and the immediate Project Area is devoid of sensitive receptors. The nearest sensitive receptors to the Project Site include Rialto Middle School and Charlotte N. Werner Elementary School. Both of these schools are located north of the Project Site, across W. Rialto Avenue, at distances greater than 400 feet.

2.2 Regulatory Framework

2.2.1 Federal

2.2.1.1 Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the USEPA to establish the NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can

tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 2-3 lists the federal attainment status of the SoCAB for the criteria pollutants.

2.2.2 State

2.2.2.1 California Clean Air Act

The California Clean Air Act (CCAA) allows the State to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, 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, including setting the CAAQS. CARB also conducts research, 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. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

2.2.2.2 California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The *2022 Air Quality Management Plan* (2022 AQMP) is the SIP for the SoCAB. The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SoCAB and those portions of the Salton Sea Air Basin that are under SCAQMD's jurisdiction. The 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero emission and low NOx technologies and (2) developing new zero emission and ultra-low NOx technologies for use in cases where the technology is not currently available. The 2022 AQMP prioritizes distribution of incentive

funding in "environmental justice" areas and seek opportunities to focus benefits on the most disadvantaged communities. The 2022 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (USEPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS. The current status of the SIPs for the SoCAB's nonattainment pollutants are shown below:

- On November 28, 2007, CARB submitted a SIP revision to the USEPA for O_3, $PM_{2.5}$ (1997 Standard), CO, and NO_2 in the SoCAB. This revision is identified as the "2007 South Coast SIP". The 2007 South Coast SIP demonstrates attainment of the federal $PM_{2.5}$ standard in the SoCAB by 2014 and attainment of the federal eight-hour O_3 standard by 2023. This SIP also includes a request to reclassify the O_3 attainment designation from "severe" to "extreme". The USEPA approved the redesignation effective June 4, 2010. The "extreme" designation requires the attainment of the eight-hour O_3 standard in the SoCAB by June 2024. CARB approved $PM_{2.5}$ SIP revisions in April 2011 and the O_3 SIP revisions in July 2011. The USEPA approved the $PM_{2.5}$ SIP in 2013 and has approved 46 of the 61, 1997 eight-hour O_3 SIP requirements. In 2014, the USEPA proposed a finding that the SoCAB has attained the 1997 $PM_{2.5}$ standards. In 2016, the USEPA determined that the SoCAB had attained the 1997 $PM_{2.5}$ standards; however, the SoCAB was not redesignated as an attainment area because the USEPA had not approved a maintenance plan and additional requirements under the CAA had not been met.
- In 2012, the SCAQMD adopted the 2012 AQMP, which was a regional and multiagency effort (the SCAQMD, CARB, SCAG, and the USEPA). The primary purposes of the 2012 AQMP were to demonstrate attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 and to update the USEPA-approved eight-hour Ozone Control Plan. In 2012, the 2012 AQMP was submitted to CARB and the USEPA for concurrent review and approval for inclusion in the SIP. The 2012 AQMP was approved by CARB on January 25, 2013.
- In 2017, the SCAQMD adopted the 2016 AQMP. The 2016 AQMP includes strategies and measures to meet the following NAAQS:
    - 2008 8-hour O_3 (75 parts per billion [ppb]) by 2013
    - 2012 Annual $PM_{2.5}$ (12 µg/m^3) by 2025
    - 1997 8-hour O_3 (80 ppb) by 2023
    - 1979 1-hour O_3 (120 ppb) by 2022
    - 2006 24-hour $PM_{2.5}$ (35 µg/m^3) by 2019

- In 2022, the SCAQMD adopted the 2022 AQMP. In response to the USEPA lowering the primary and secondary O_3 standard levels to 70 ppb, the 2022 AQMP was developed to address the requirements for meeting this standard. The 2022 AQMP explores new and innovative ways to accomplish these goals through incentive programs, efficiency improvements, recognition of co-benefits from other programs, regulatory measures, and other voluntary actions.

2.2.2.3 Tanner Air Toxics Act & Air Toxics "Hot Spots" Information and Assessment Act

CARB's statewide comprehensive air toxics program was established in 1983 with Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

CARB also administers the State's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731, which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

2.2.2.4 In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulations)

In November 2022, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation) aimed at further reducing emissions from the off-road sector. The amendments require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles in California; prohibit the addition of high-emitting vehicles to a fleet; and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. Off-road vehicles subject to the amended rule are used in construction, mining, industrial operations, and other industries. The amended rule went into effect January 2024.

According to CARB (2022), the amended rule will reduce harmful air pollutants from over 150,000 in-use off-road diesel vehicles that operate in California and is expected to yield $5.7 billion in health benefits, prevent more than 570 air-quality related deaths and nearly 200 hospitalizations and emergency room visits from 2023 to 2038. From 2024 through 2038, the current amendments will generate an additional reduction above and beyond the current regulation of approximately 31,087 tons of NOx and 2,717 tons of $PM_{2.5}$ (CARB 2022). About half of those additional reductions are expected to be realized within the first five years of implementation (CARB 2022).

2.2.2.5 Mobile Source Strategy

In 2016 CARB released the update to the Mobile Source Strategy (Strategy). This demonstrates how the state will meet air quality standards, achieve GHG emission reduction targets, decrease health risks from transportation emissions, and reduce petroleum consumption over the next 15 years. This includes engine technology that is effectively 90 percent cleaner than today's current standards, with clean, renewable fuels comprising half the fuels burned.

The strategy also relies on the increased use of renewable fuels to ensure that air pollutant reductions are achieved while meeting the ongoing demand for liquid and gaseous fuels in applications where combustion technologies remain, including in heavy-duty trucks and equipment and light-duty hybrid vehicles. The estimated benefits of the Mobile Source Strategy in reducing emissions from mobile sources includes an 80 percent reduction of O_3-forming emissions (ROG and NOx), and a 45 percent reduction in DPM emissions in the SoCAB from current levels. Statewide, the Strategy would also result in a 45 percent reduction of GHG emissions and a 50 percent reduction in the consumption of petroleum-based fuels.

2.2.2.6 Governor's Sustainable Freight Action Plan

Under the Governor's Sustainable Freight Action Plan strategy, CARB is working with agency partners and stakeholders to implement a broad program that includes regulations, incentives, and policies designed to support the transformation to a more sustainable freight system and reduce community impacts from freight operations in California. The Governor's Sustainable Freight Action Plan identifies strategies and actions to achieve a sustainable freight transportation system that meets California's environmental, energy, mobility, safety and economic needs. The plan also identifies and initiates corridor-level freight pilot projects within the state's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure and local economic development opportunities. The plan seeks to improve the state freight system efficiency 25 percent by "increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030" as well as to deploy over 100,000 zero-emission freight vehicles and equipment and maximizing near-zero equipment and equipment powered by renewable energy by 2030.

2.2.2.7 Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

In 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM and NO_X emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks had to be retrofitted with PM filters beginning January 1, 2012, and older trucks had to be replaced by January 1, 2015. As of January 1, 2023, nearly all trucks and buses had to have 2010-model-year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks by reporting and there are a number of extensions for low-mileage construction trucks, early PM filter retrofits, adding

cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

2.2.2.8 Heavy-Duty Vehicle Idling Emission Reduction Program

The purpose of CARB's ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling is to reduce public exposure to DPM and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles. The driver of any vehicle subject to this ATCM is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Final Regulation Order, Requirements to Reduce Idling Emissions from New and In-Use Trucks, which began in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.

2.2.3 Local

2.2.3.1 Southern California Association of Governments

In April 2024, the SCAG Regional Council adopted the 2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy (2024 RTP/SCS). The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. 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. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035.

2.2.3.2 South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties, including the Project Site. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological

conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- Rule 201 & Rule 203 (Permit to Construct & Permit to Operate) – Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- Rule 212 (Standards for Approving Permits and Issuing Public Notice)- This rule requires the applicant to show that the equipment used of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment that it may be expected to operate without emitting air contaminates in violation of Section 41700, 4170 or 44300 of the Health and Safety Code or of these rules.
- Rule 402 (Nuisance) – This rule prohibits the 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 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

    b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

- Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- Rule 1401 (New Source Review of Toxic Air Contaminants) – This rule requires new source review of any new, relocated, or modified permit units that emit TACs. The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.
- Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program) – This rule applies to owners and operators of warehouses located in the SoCAB with greater than or equal to 100,000 square feet of indoor floor space in a single building. Key components of Rule 2305 include:

  a) Compliance and Reporting: Warehouse owners and operators must submit annual Warehouse Actions and Investments to Reduce Emissions (WAIRE) reports and meet the Warehouse Point Compliance Obligation (WPCO).

  b) Points-Based System: The WAIRE Program assigns points based on annual truck trips and warehousing activities. Warehouses can earn points by increasing visits from zero-emission or near-zero-emission trucks or by implementing other emission-reducing activities.

  c) Mitigation Fee: Warehouses that do not earn enough points must pay a mitigation fee, similar to a carbon tax.

Additionally, the SCAQMD has adopted the Clean Communities Plan (November 5, 2010), which is a planning document designed to reduce the exposure to air toxics and air-related nuisances throughout the SoCAB. The 2010 Clean Communities Plan is a planning document that outlines the overall control strategy for the SCAQMD's air toxics control program. The plan is the continuing effort and update to both the Air Toxics Control Plan developed in 2000 and the subsequent Addendum in 2004. The 2010 Clean Communities Plan is comprised of traditional source-specific control measures and measures to address cumulative toxic impacts that affect neighborhoods and communities within the SoCAB.

The SCAQMD has conducted an in-depth analysis of the TACs and their resulting health risks for all of Southern California. This study, the Multiple Air Toxics Exposure Study V (MATES V) shows that cancer risk has decreased more than 40 percent between MATES IV and MATES V (cancer risk decreased more than 50 percent between MATES III and MATES IV). MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the SoCAB emissions. The MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from TAC inhalation is 455 in one million basin-wide. These model estimates were based on monitoring data collected at 10 fixed sites within the SoCAB. None of the fixed monitoring sites are within the local area of the Project Site. However, MATES V has extrapolated the excess cancer risk levels throughout the basin by modeling the specific grids. MATES V modeling predicted an excess cancer risk

of 455 in one million for the Project Area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for the majority of total risk (67 percent) shown in MATES V. (MATES VI is currently in the planning stage and will be conducted over the next several years. Until results are available, the MATES V study provides the most up to date assessment of air toxics risk throughout the region.)

2.2.3.3 City of Rialto General Plan

The City of Rialto's General Plan Chapter Two combines three elements of the General Plan required by State law, plus community design:

- Land Use
- Community Design
- Open Space
- Conservation

This chapter lists goals, associated policies, and general background information related to air quality, hazards and hazardous materials, wildland hazards, flooding and floodplains, seismic activity, noise, community facilities and protection services with the City. The goals, policy statements, and background information help guide the City council, Planning Commission, committees and boards, and City staff to review and decide whether a healthy and safe physical environment is being maintained and community welfare is accessible through effective and efficient high-quality public services. The goals, policies, and implementation program listed below are pertinent to the Proposed Project's impact on air quality (City of Rialto 2010).

- Goal 2-36: Reduce the amount of fugitive dust released into the atmosphere.
    - Policy 2-36.2: Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.

2.3 Air Quality Emissions Impact Assessment

2.3.1 Thresholds of Significance

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to air quality if it would do any of the following:

1) Conflict with or obstruct implementation of any applicable air quality plan.
2) 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).
3) Expose sensitive receptors to substantial pollutant concentrations.

4) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

2.3.1.1 South Coast Air Quality Management District Regional Thresholds

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 2-4.

Table 2-4. SCAQMD Regional Significance Thresholds – Pounds per Day

Air Pollutant	Construction Activities	Operations
Reactive Organic Gas	75	55
Carbon Monoxide	550	550
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Source: South Coast Air Quality Management District 2023

Air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

2.3.1.2 South Coast Air Quality Management District Localized Significance Thresholds

In addition to regional significance thresholds, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The Project Site is located within SCAQMD SRA 34 (Central San Bernardino Valley). Table 2-5 shows the LSTs for a one-, two-, and five-acre project site in SRA 25 with sensitive receptors located within 100 meters of the Project Site.

Table 2-5. Local Significance Thresholds at 100 Meters of a Sensitive Receptor				
Project Size (acre)	**Pollutant (pounds per day) Construction / Operations**			
	NO_2	**CO**	**PM_{10}**	**$PM_{2.5}$**
1	211 / 211	2,141 / 2,141	33 / 8	9 / 3
2	263 / 263	2,738 / 2,738	42 / 10	12 / 3
5	378 / 378	4,142 / 4,142	65 / 16	17 / 5

Source: South Coast Air Quality Management District 2009

2.3.2 Methodology

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for San Bernardino County and the Project Site Plan. Specifically, total building square footage of the Proposed Project is provided in the Site Plan along with the amount of parking available. The remaining square footage is assigned to the parking lot land use to account for landscaping or other hardscape surfaces. Operational emissions are calculated using CalEEMod model defaults for San Bernardino County coupled with daily trips provided by K2 Traffic Engineering, Inc. (2021) to inform the modeling calculations of operational mobile source emissions. For the purposes of this analysis, all truck trips were considered "Heavy-Heavy-Duty Trucks" in CalEEMod's fleet mix input, which accounts for trucks weighing from an estimated 33,000-60,000 pounds, providing a conservative estimation of criteria air pollutant generation from mobile sources. The average truck trip length is calculated at 41.4 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles, consistent with SCAQMD recommendation for calculating heavy-duty truck emissions. Operational area source emissions account for emissions associated with pesticides used for maintenance of lawn areas, parking degreasers, parking lot paint, and landscaping equipment emissions. Energy source emissions account for emissions associated with onsite natural gas combustion at the Project Site.

2.3.3 Impact Analysis

2.3.3.1 Project Construction-Generated Criteria Air Quality Emissions

Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. The basic sources of short-term emissions that will be generated through

construction of the Proposed Project would be from ground-disturbing activities and from the operation of the construction vehicles (i.e., trenchers, dump trucks). Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated with the Proposed Project are calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 2-6. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but are considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 2-6. Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Calendar Year One	1.95	10.50	15.00	0.02	1.94	1.12
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; water exposed surfaces three times daily; water unpaved construction roads; and limit speeds on unpaved roads.

As shown in Table 2-6, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not 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, and no health effects from Project criteria pollutants would occur.

Localized Construction Significance Analysis

As previously described, the Proposed Project would construct a warehouse building on a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse. The

nearest sensitive land use that would be impacted by onsite construction activities consist of the middle school and elementary school across W. Rialto Ave to the north, approximately 425 feet distant. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate SRA for the localized significance thresholds is Central San Bernardino Valley (SRA 34). LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. As previously described, the SCAQMD has produced lookup tables for projects that disturb one, two and five acres. Since the Project Site is approximately 0.46 acre in total, the LST threshold values for a one-acre site were used.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The closest sensitive receptor is located approximately 425 feet, or 129 meters, from the Project Site's southeastern boundary. Therefore, this analysis used LSTs for receptors located at 100 meters. Using the LST for receptors located 100 meters from the source of emissions is conservative in this scenario considering the nearest receptor is located approximately 129 meters from the Project Site boundary and would allow emissions to disperse over more space. The SCAQMD's methodology clearly states that "…offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod *onsite* emissions outputs were considered. Table 2-7 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project Site daily at 100 meters from sensitive receptors.

Table 2-7. Maximum Construction-Related Emissions (Localized Significance Analysis)

Activity	Onsite Pollutant (pounds per day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	4.33	5.65	0.16	0.14
Site Preparation	4.16	5.57	0.35	0.21
Grading	10.10	10.00	1.84	1.10
Building Construction, Paving and Painting	10.39	13.39	0.44	0.41
SCAQMD Localized Significance Threshold (1 acre of disturbance at 100 meters)	*211*	*2,141*	*33*	*9*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Emissions taken from the year and season, summer or winter, with the highest outputs. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; water exposed surfaces three times daily; water unpaved construction roads; and limit speeds on unpaved roads.

Table 2-7 shows that the emissions of these pollutants during construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. Therefore, significant impacts would not occur concerning LSTs during construction activities.

2.3.3.2 Project Operations Criteria Air Quality Emissions

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use from employees. Operational air pollutant emissions were based on the building square footage provided by the Project's Site Plan and traffic information provided by K2 Traffic Engineering, Inc. Long-term operational emissions attributable to the Project are identified in Table 2-8 and compared to the operational significance thresholds promulgated by the SCAQMD.

Table 2-8. Operational-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant(pounds per day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer Emissions						
Mobile	0.08	0.64	1.16	0.01	0.41	0.11
Area	0.22	0.00	0.31	0.00	0.00	0.00
Energy	0.00	0.05	0.04	0.00	0.00	0.00
Total:	**0.30**	**0.69**	**1.51**	**0.01**	**0.41**	**0.11**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Mobile	0.07	0.67	0.99	0.01	0.41	0.11
Area	0.17	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.05	0.04	0.00	0.00	0.00
Total:	**0.24**	**0.72**	**1.03**	**0.01**	**0.41**	**0.11**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Table 2-8. Operational-Related Emissions (Regional Significance Analysis)						
Emission Source	**Pollutant(pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Emission projections predominately based on CalEEMod model defaults for San Bernardino County and square footage identified in the Project's Site Plan coupled with daily trips provided by the Project Proponent to inform the modeling calculations of operational mobile source emissions. Operational area source emissions account for emissions associated with pesticides used for maintenance of lawn areas, parking degreasers, parking lot paint, and landscaping equipment emissions. Energy source emissions account for emissions associated with onsite natural gas combustion at the Project Site. The average truck trip length is calculated at 41.4 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles.

As shown in Table 2-8, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants during operation.

As identified in Table 2-3, the San Bernardino County portion of the SoCAB is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2023). O_3 is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM can adversely affect the human respiratory system. As shown in Table 2-8, the Proposed Project would result in increased emissions of the O_3 precursor pollutants ROG and NOx, as well as SO_2, PM_{10}, and $PM_{2.5}$, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the SCAQMD is contained in the SCAQMD 2022 AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so achieve attainment status with state and federal standards. As noted above, the Project would increase the emission of these pollutants but would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project would construct a warehouse building on a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse.

Therefore, in the case of the Proposed Project, the operational phase LST protocol is applied. Operational LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$.

The nearest sensitive receptors to onsite construction activity are schools located across W. Rialto Avenue, approximately 425 feet (129 meters) distant at the nearest. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. LSTs for receptors located at 100 meters were utilized in this analysis as a conservative approach.

The appropriate SRA for the localized significance thresholds is SRA 34 (Central San Bernardino Valley) since this area includes the Project Site. As described, the SCAQMD has produced lookup tables for projects under five acres. As the Project Site is 0.46-acre in size, the Project's emissions are compared to the one-acre thresholds established by SCAQMD.

For a worst-case scenario assessment, the emissions shown in Table 2-9 include all "onsite" project-related stationary (area) sources and 10 percent of the Project-related mobile sources. The 10 percent of the Project-related mobile sources represents onsite movement of cars, vans, and trucks on the Project Site. Considering that the longest weighted trip length used for calculating mobile emissions is approximately 41.4 miles for heavy duty trucks, 10 percent of this total would represent an onsite travel distance for each truck of approximately 4.1 miles; thus, the 10 percent assumption is conservative and would tend to overstate the actual impact.

Operational LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. Therefore, Table 2-9 presents the results of localized NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions associated with the Project.

Table 2-9. Operational-Related Emissions Attributable to Project Buildout (Localized Significance Analysis)

Activity	Onsite Pollutant (pounds per day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Onsite Emissions (Summer)	0.12	0.47	0.04	0.01
Onsite Emissions (Winter)	0.12	0.14	0.04	0.01
SCAQMD Localized Significance Threshold (1.0 acre of disturbance at 100 meters)	*151*	*1,344*	*8*	*3*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod 2022.1. Refer to Appendix A for Model Data Outputs. The average truck trip length is calculated at 41.4 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles.

As shown in Table 2-9, the emissions of these pollutants on the peak day of operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

2.3.3.3 Conflict with the 2022 Air Quality Management Plan

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted and adopted the 2022 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the USEPA. The 2022 AQMP includes a wide range of control measures and actions to reduce combustion-related activities, decrease combustion of fossil fuels, and improve energy efficiency. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions.

Determination of whether a project supports the goals in the 2022 AQMP is achieved by a comparison of Project-estimated emissions with SCAQMD thresholds of significance. If project emissions would not exceed the thresholds of significance after the application of all feasible mitigation measures, the project is consistent with the goals of the 2022 AQMP. As shown in Tables 2-6, 2-7, 2-8, and 2-9, emissions generated during Project construction and operations would not exceed the SCAQMD significance thresholds. For these reasons the Project would not conflict with SCAQMD's 2022 AQMP or any regional air quality planning.

2.3.3.4 Exposure of Sensitive Receptors to Toxic Air Contaminants

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The SCAQMD defines sensitive receptors as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, and health facilities such as hospitals or retirement and nursing homes, long term care hospitals, hospices, prisons, and dormitories or similar live-in housing. The nearest sensitive receptors would be the schools located across W. Rialto Avenue to the north, located approximately 425 feet distant.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of DPM, ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Area is designated as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2023). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 2-6 and Table 2-7, the Project would not exceed the SCAQMD regional or localized significance thresholds for construction emissions.

The health effects associated with O_3 are generally associated with reduced lung function. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of ROG and NOx in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term O_3 exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to O_3 may increase the risk of respiratory-related deaths. The concentration of O_3 at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of O_3 and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum O_3 concentration reaches 80 parts per billion. Because the Project would not involve construction activities that would result in O_3 precursor emissions (i.e., ROG or NO_x) in excess of the SCAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SoCAB, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SoCAB. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM and it contains $PM_{2.5}$ exhaust as a subset. As with O_3 and NO_x, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. The increases of these pollutants generated by the Proposed Project would not on their own generate an increase in the number of days exceeding the NAAQS or CAAQS standards. Therefore, PM_{10} and $PM_{2.5}$ emissions, when combined with the existing PM emitted regionally, would have minimal health effect on people located in the immediate vicinity of the Project Site. Additionally, the Project would be required to comply with Rule 403 for fugitive dust control, as described above, which limits the amount of fugitive dust generated during construction. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Furthermore, the Project has been evaluated against the SCAQMD's LSTs for construction. As previously stated, LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative and can be used to assist lead agencies in analyzing localized impacts associated with Project-specific level of proposed projects. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk.* As shown in Table 2-7, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would not adversely impact vicinity sensitive receptors.

Operational Air Contaminants

The health risk public-notification thresholds adopted by the SCAQMD is 10 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. Examples of projects that emit toxic pollutants over long-term operations include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards. Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project. The operational emissions are expected to come from vehicle emissions from employees and trucks visiting the Project Site. The low quantity of heavy-duty trucks expected during Project operations is not expected to generate substantial air toxics in the vicinity of the Project Site. Furthermore, according to Table 2-8 and Table 2-9, Project emissions would not result in emissions of criteria pollutants over the SCAQMD's thresholds, which are set to be protective of human health and account for cumulative emissions in the

SoCAB. Therefore, there would not be significant concentrations of pollutants at nearby sensitive receptors as a result of the Project. The Project would not be a substantial source of TACs. The Project would not result in a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the SCAQMD's 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included 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). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Proposed Project is anticipated to result in 40 daily trips. Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per hour) and there is no likelihood of the Proposed Project traffic exceeding CO values.

2.3.3.5 Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. It is expected that the odors associated with the Project's construction would not be concentrated or stagnant near any of the sensitive receptors, specifically the schools to the north. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

3.0 GREENHOUSE GAS EMISSIONS

3.1 Greenhouse Gas Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. More specifically, experts agree that human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850–1900 in 2011–2020. (Intergovernmental Panel on Climate Change [IPCC] 2023).

Table 3-1 describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Despite the sequestration of CO_2, human-

caused climate change is already causing damaging effects, including weather and climate extremes in every region across the globe (IPCC 2023).

Table 3-1. Summary of Greenhouse Gases

Greenhouse Gas	Description
CO_2	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.*
CH_4	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about 12 years.**
N_2O	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.†

Sources: * U.S. Environmental Protection Agency (USEPA) 2023a
** USEPA 2023b
† USEPA 2023c

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; it is sufficient to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

3.1.1 Sources of Greenhouse Gas Emissions

In 2024, CARB released the 2024 edition of the *California GHG Emissions from 2000 to 2022: trends of Emissions and Other Indicators* report. In 2022, California emitted 371.1 million metric tons of CO_2e. This inventory is 2.4 percent lower than in 2021. The 2022 emissions data shows that the State of California is continuing its established long-term trend of GHG emission declines, despite the anomalous emissions trends from 2019 through 2021, due in large part to the impacts of the COVID-19 pandemic. Overall trends in the Inventory continue to demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross state product (GSP)) is declining. California's GSP

increased by 0.7 percent in 2022, and emissions per GSP declined by 3.1 percent from 2021 to 2022. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2022, accounting for approximately 37.7 percent of total GHG emissions in the state. Transportation emissions have decreased 3.6 percent from 2021 levels due to reductions from on-road, rail and, to a lesser extent, intrastate aviation transportation. Emissions from the electricity sector account for 16.1 percent of the Inventory, which is a decrease of 4.1 percent since 2021, notable due to the growth of in-state solar, wind, and hydropower energy generation. California's industrial sector accounts for the second largest source of the state's GHG emissions in 2022, accounting for 19.6 percent, which saw a decrease of 2 percent since 2021 (CARB 2024b).

3.2 Regulatory Framework

3.2.1 State

3.2.1.1 Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

3.2.1.2 Assembly Bill 32 Climate Change Scoping Plan and Updates

In 2006, the California legislature passed Assembly Bill (AB) 32 (Health and Safety Code § 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 required CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which outlined measures to meet the 2020 GHG reduction goals. California exceeded the target of reducing GHG emissions to 1990 levels by the year 2017.

The Scoping Plan is required by AB 32 to be updated at least every five years. The latest update, the 2022 Scoping Plan Update, outlines strategies and actions to reduce GHG emissions in California. The plan focuses on achieving the state's goal of reaching carbon neutrality by 2045 and reducing GHG emissions to 40 percent below 1990 levels by 2030. The plan includes a range of strategies across various sectors, including transportation, industry, energy, and agriculture. Some of the key strategies include transitioning to zero-emission vehicles, expanding renewable energy sources, promoting sustainable land use practices, implementing a low-carbon fuel standard, and reducing emissions from buildings. Additionally, the plan addresses equity and environmental justice by prioritizing investments in communities most impacted by pollution and climate change. The plan also aims to promote economic growth and job creation through the transition to a low-carbon economy.

3.2.1.3 Senate Bill 32 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include § 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030 (the other provisions of AB 32 remained unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provided a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies. The 2017 Scoping Plan also placed an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with Statewide per capita goals of no more than 6 metric tons of CO_2e by 2030 and 2 metric tons of CO_2e by 2050.

3.2.1.4 Assembly Bill 197 of 2016

AB 197 is a bill linked to SB 32 and was signed on September 8, 2016. AB 197 prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

3.2.1.5 Assembly Bill 1279 of 2022

In September 2022, Governor Brown signed AB 1279, The California Climate Crisis Act, which requires California to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. AB 1279 also requires that by 2045 statewide anthropogenic GHG emissions be reduced to at least 85 percent below 1990 levels and directs CARB to ensure that its scoping plan identifies and recommends measures to achieve these goals. AB 1279 also directs CARB to identify policies and strategies to enable carbon capture, utilization, and storage and CO_2 removal technologies to meet emission reduction goals. In addition, CARB is required to submit an annual report on progress in achieving the 2022 Scoping Plan's goals.

In response to the passage of AB 1279 and the identification of the 2045 GHG emissions reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (2022 Update). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying a new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, 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.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan; addresses recent legislation and direction from Governor Newsom; extends and expands upon these earlier plans; and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Update, "the plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches." Specifically, the 2022 Update achieves the following:

- 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 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.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in natural and working lands and explores how they contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG emissions reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

3.2.1.6 Executive Order N-79-20

Governor Gavin Newsom signed an executive order on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales, nor forbid residents from owning gas-powered vehicles, meaning that the overall reduction in GHG emissions would likely not substantially reduce GHG emissions from vehicles for many years after the ban goes into effect.

3.2.1.7 Senate Bill 100 of 2018

In 2018, SB 100 was signed codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.

3.2.1.8 Senate Bill 1020 of 2022

SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022, adds interim targets to the policy framework originally established in SB 100 to require renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all retail electricity sales by 2040. Additionally, the bill requires all state agencies to rely on 100 percent renewable energy and zero-carbon resources to serve their own facilities by 2035. This bill also requires that CARB's Scoping Plan workshops be held in non-attainment areas and requires the California Public Utilities Commission, the California Energy Commission, and CARB to create a joint report on electricity reliability.

3.2.1.9 Senate Bill 375 of 2008

SB 375 set forth a mechanism for coordinating land use and transportation on a regional level for the purpose of reducing GHG emissions. SB 375 was adopted with a goal of reducing fuel consumption and GHG emissions from cars and light trucks. Under SB 375, CARB was required to set GHG reduction targets for each metropolitan region for 2020 and 2035, and each of California's metropolitan planning organizations was responsible to prepare a sustainable communities strategy that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning. The SCAG Regional Council adopted the 2024 RTP/SCS to remain compliant with SB 375.

3.2.1.10 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings

The Building and Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence and climate change issues. The 2022 California Building Codes include provisions related to energy efficiency to reduce energy consumption and GHG emissions from buildings. Some of the key energy efficiency components of the codes are:

1) Energy Performance Requirements: The codes specify minimum energy performance standards for the building envelope, lighting, heating and cooling systems, and other components.

2) Lighting Efficiency: The codes require that lighting systems meet minimum efficiency standards, such as the use of energy-efficient light bulbs and fixtures.

3) HVAC Systems: The codes establish requirements for heating, ventilation, and air conditioning (HVAC) systems, including the use of high-efficiency equipment, duct sealing, and controls.

4) Building Envelope: The codes include provisions for insulation, air sealing, glazing, and other building envelope components to reduce energy loss and improve indoor comfort.

5) Renewable Energy: The codes encourage the use of renewable energy systems, such as photovoltaic panels and wind turbines, to reduce dependence on non-renewable energy sources.

6) Commissioning: The codes require the commissioning of building energy systems to ensure that they are installed and operate correctly and efficiently.

Overall, the energy efficiency provisions of the 2022 California Building Codes aim to reduce the energy consumption of buildings, lower energy costs for building owners and occupants, and reduce the environmental impact of the built environment. The 2022 Building Energy Efficiency Standards improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The exact amount by which the 2022 Building Codes are more efficient compared to the 2019 Building Codes would depend on the specific provisions that have been updated and the specific building being considered. However, in general, the 2022 Building Codes have been updated to include increased requirements for energy efficiency, such as higher insulation and air sealing standards, which are intended to result in more efficient buildings. The 2022 standards are a major step toward meeting Zero Net Energy.

3.2.2 Local

3.2.2.1 South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff is convening an ongoing GHG CEQA Significance Threshold Working Group. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that provide input to SCAQMD staff on developing the significance thresholds. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. These thresholds have not been finalized and continue to be developed through the working group.

The Draft AQMD Staff CEQA GHG Significance Thresholds guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association (CAPCOA), explored various approaches for establishing a significance threshold for GHG emissions and was described as a "work in progress" of efforts to date. However, the draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. In December 2008, the SCAQMD

adopted a 10,000 metric tons of CO_2e per year threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. From December 2008 to September 2010, SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, used the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 metric tons of CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 metric tons of CO_2e per year), commercial projects (1,400 metric tons of CO_2e per year), and mixed-use projects (3,000 metric tons of CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 metric tons of CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 40 percent by 2035. The efficiency-based threshold of 3.0 metric tons of CO_2e per service population (defined as the people that work and/or congregate on the Project Site) per year in 2035. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The SCAQMD has not announced when staff are expecting to present a finalized version of its GHG thresholds to the governing board.

These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the SoCAB, industry groups, and environmental and professional organizations. These thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial

evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed land use project are significant.

3.2.2.2 Southern California Association of Governments

In April 2024, the SCAG Regional Council adopted the *2024-2050* RTP/SCS. The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. 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. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035.

3.2.2.3 City of Rialto General Plan

The City of Rialto's General Plan Chapter 2, Managing Our Land Supply, identifies goals related to GHG emissions within the City. Goals and policies that relate to GHG emissions impacts include the following: (City of Rialto 2011).

- 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.
- Goal 2-31: Conserve energy resources
    - Policy 2-31.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.
- Goal 2-38: Mitigate against climate change.
    - Policy 2-38.1: Consult with State agencies, SCAG, and the San Bernardino Associated Governments to implement AB 32 and SB 375 by utilizing incentives to facilitate infill and transit-oriented development.

3.2.2.4 City of Rialto Climate Adaptation Plan

The City of Rialto Climate Adaptation Plan (CAP) outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. Goals include:

- Prevent truck routes from disproportionately impacting disadvantaged communities;
- Create a clean air checklist for new development of sensitive land uses;
- Increase use of low-emission and electric vehicles where feasible;
- Adopt building and maintenance standards that reflect the regional best practices in reducing urban heat island effect.

3.3 Greenhouse Gas Emissions Impact Assessment

3.3.1 Thresholds of Significance

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to greenhouse gas emissions if it would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
2) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

The Appendix G thresholds for GHG emissions do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." (14 CCR 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1) The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs 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 plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds described above were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the

use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The Project will be compared to the SCAQMD adopted numeric bright-line threshold of 10,000 metric tons of CO_2e annually for industrial land uses. Additionally, the Proposed Project will be evaluated with consistency with the SCAG's 2024 RTP/SCS, which contains regional GHG-reduction goals for passenger automobiles and light trucks, and the City of Rialto Climate Adaptation Plan.

3.3.2 Methodology

Where GHG emission quantification was required, emissions were modeled using CalEEMod, version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction-generated GHG emissions were calculated using CalEEMod model defaults for San Bernardino County and the Project Site Plan. Specifically, total building square footage of the Proposed Project is provided in the Site Plan along with the amount of parking available. The remaining square footage is assigned to the parking lot land use to account for landscaping or other asphalt surfaces. Operational GHG emissions are calculated using CalEEMod model defaults for San Bernardino County coupled with daily trips provided by K2 Traffic Engineering, Inc. to inform the modeling calculations of operational mobile source emissions. For the purposes of this analysis, all truck trips were considered "Heavy-Heavy-Duty Trucks" in CalEEMod's fleet mix input, which accounts for trucks weighing from an estimated 33,000-60,000 pounds, providing a conservative estimation of GHG emission generation from mobile sources. The average truck trip length is calculated at 41.4 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles, consistent with SCAQMD recommendation for calculating heavy-duty truck emissions. Operational area source emissions account for emissions associated with pesticides used for maintenance of lawn areas, parking degreasers, parking lot paint, and landscaping equipment

emissions. Energy source emissions account for emissions associated with onsite natural gas combustion at the Project Site as well as indirect electricity and natural gas consumption. Project emission estimates also account for the indirect electricity consumption required to convey water and wastewater to and from the Project Site and the hauling and decomposition of solid waste generated by the Project.

3.3.3 Impact Analysis

3.3.3.1 Generation of GHG emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Project Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 3-2 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 3-2. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Construction Calendar Year One	124
Total Construction Emissions	**124**

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Project construction generated GHG emissions were calculated using CalEEMod model defaults for San Bernardino County and information from the Proposed Project Site Plan.

As shown in Table 3-2, Project construction would result in the generation of approximately 124 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Consistent with SCAQMD recommendations, Project construction GHG emissions have been amortized over the expected life of the Project, which is considered to be 30 years per the SCAQMD, and added to the annual average operational emissions (see Table 3-3).

Project Operations

Operation of the Project would result in an increase in GHG emissions primarily associated with mobile sources. Long-term operational GHG emissions attributed to the Project are identified in Table 3-3.

Table 3-3. Operational-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Construction Emissions (Amortized)	5
Mobile	131
Area	< 1

Table 3-3. Operational-Related Greenhouse Gas Emissions	
Emissions Source	**CO_2e (Metric Tons/Year)**
Energy	49
Water	5
Waste	2
Refrigeration	29
Total	**221**
SCAQMD Numeric Significance Threshold	*10,000*
Exceed SCAQMD Numeric Threshold?	**No**

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Emission projections predominately based on CalEEMod model defaults for San Bernardino County and building square footage identified in the Project Site Plan coupled with daily trips provided by the Project Proponent to inform the modeling calculations of operational mobile source emissions. The average truck trip length is calculated at 41.4 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles.

As shown in Table 3-3, the Project would generate 221 metric tons of CO_2e annually which would not exceed the SCAQMD numeric brightline threshold for industrial projects of 10,000 metric tons of CO_2e annually. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations.

3.3.3.2 Conflicts with any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

2024 RTP/SCS

In April 2024, the SCAG Regional Council adopted the 2024 RTP/SCS. The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. 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. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must

achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035.

A core strategy of the 2024 RTP/SCS is "focused growth" in existing communities along the existing transportation network. This strategy allows the best efficiency in achieving key regional economic, environmental, and equity goals: it builds upon existing community characteristics, efficiently leverages existing infrastructure, and mitigates impacts on areas with less development. The 2024 RTP/SCS identifies Priority Development Areas (PDAs), which are areas within the SCAG region where future growth can be located to help the region reach Plan goals, including a 19 percent per capita reduction in GHG emissions by the end of 2035. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. PDAs are technical tools to facilitate Plan development and analysis. As a general principle, development in PDAs indicates a greater alignment with Plan goals. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors and Spheres of Influence (SOIs) (in unincorporated areas only). These defined areas within the SCAG region are presented in Map 3.4, *Priority Development Areas*, of the RTP/SCS (SCAG 2024). PDAs follow the principles of center-focused placemaking, providing locations where many Connect SoCal strategies can be fully realized. Additionally, PDAs assist with guiding the Forecasted Regional Development Pattern. Connect SoCal's PDAs—NMAs, TPAs, Livable Corridors and SOIs—account for 8.2 percent of the region's total land area (SCAG 2024). However, implementation of SCAG's recommended growth strategies will help these areas accommodate 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050 (SCAG 2024). This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces and conserve the region's resource areas.

The Project Site is located within a Livable Corridor PDA (SCAG 2024). Livable Corridors are areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Corridors, will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past plans like High Quality Transit Corridors and input from local jurisdictions during the Local Data Exchange process. Additionally, this strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking. Since the Project is located within a focused growth area within the SCAG region where future growth can be located to help the region reach its goal of a 19 percent per capita reduction in GHG emissions by the end of 2035, it is consistent with the 2024 RTP/SCS and it can be assumed that regional mobile emissions will decrease in line with the goals of the 2024 RTP/SCS with implementation of the Proposed Project. Implementing the 2024 RTP/SCS will greatly reduce the regional GHG emissions from transportation, and the Proposed Project will not obstruct the achievement of the 2024 RTP/SCS emission reduction targets.

City of Rialto Climate Adaptation Plan

In 2021, the City of Rialto adopted the City of Rialto CAP, a long-range plan to reduce communitywide GHG emissions from activities within the City limits. The CAP is a strategy for the City to continue to grow in a sustainable way that meets GHG reduction targets while continuing to allow for public and private development and redevelopment that will uphold the City as a vibrant and livable community. These efficiency-based targets represent the AB 32 and SB 32 targeted emissions levels for 2020 and 2030 on a per service population basis.

The CAP includes strategies and measures that the City will implement to achieve its GHG emissions targets over the next two decades. Implementing the City's CAP will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. All development in the City, including the Project, is required to adhere to all applicable City-adopted policy provisions, including those contained in the City CAP. The City ensures all applicable provisions of the CAP are incorporated into projects and their permits through development review and applications of conditions of approval as applicable. All of the applicable and feasible provisions of the City GHG-reduction program as promulgated by its CAP will be incorporated into the Proposed Project. Therefore, the Proposed Project would in no way conflict with the stated goals of the CAP and thus would not interfere with City's ability to achieve the goals set forth in the CAP. The Proposed Project would not conflict with the CAP GHG-reduction targets. As such, the Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

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APPENDIX A

CalEEMod Output File for Air Quality Emissions and Greenhouse Gas Emissions

Larch Avenue Industrial Project Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Larch Avenue Industrial Project
Construction Start Date	7/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	14.2
Location	34.09888127488004, -117.39307322447564
County	San Bernardino-South Coast
City	Rialto
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5330
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

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
Refrigerated Warehouse-No Rail	6.52	1000sqft	0.15	6,522	0.00	—	—	—

Parking Lot	9.00	Space	0.30	0.00	1,000	—	—	—
General Office Building	0.50	1000sqft	0.01	500	0.00	—	—	—

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.95	10.5	15.0	0.02	0.46	1.48	1.94	0.43	0.69	1.12	—	2,593	2,593	0.11	0.03	1.20	2,607
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.94	10.5	14.6	0.02	0.44	0.28	0.72	0.40	0.07	0.47	—	2,568	2,568	0.11	0.03	0.03	2,581
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.55	3.08	4.28	0.01	0.13	0.09	0.22	0.12	0.02	0.14	—	744	744	0.03	0.01	0.15	748
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.56	0.78	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.03	—	123	123	0.01	< 0.005	0.02	124

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.95	10.5	15.0	0.02	0.46	1.48	1.94	0.43	0.69	1.12	—	2,593	2,593	0.11	0.03	1.20	2,607
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.94	10.5	14.6	0.02	0.44	0.28	0.72	0.40	0.07	0.47	—	2,568	2,568	0.11	0.03	0.03	2,581
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.55	3.08	4.28	0.01	0.13	0.09	0.22	0.12	0.02	0.14	—	744	744	0.03	0.01	0.15	748
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.56	0.78	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.03	—	123	123	0.01	< 0.005	0.02	124

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30	0.69	1.51	0.01	0.01	0.40	0.42	0.01	0.10	0.12	6.62	1,091	1,097	0.75	0.10	176	1,323
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.25	0.72	1.03	0.01	0.01	0.40	0.42	0.01	0.10	0.12	6.62	1,070	1,076	0.75	0.10	174	1,300
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.28	0.73	1.27	0.01	0.01	0.40	0.41	0.01	0.10	0.12	6.62	1,074	1,080	0.75	0.10	175	1,305
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.13	0.23	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	1.10	178	179	0.12	0.02	28.9	216

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.64	1.16	0.01	0.01	0.40	0.41	0.01	0.10	0.11	—	777	777	0.06	0.09	1.99	808
Area	0.22	< 0.005	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.26	1.26	< 0.005	< 0.005	—	1.26
Energy	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	297	297	0.02	< 0.005	—	298
Water	—	—	—	—	—	—	—	—	—	—	3.06	16.0	19.0	0.31	0.01	—	29.2
Waste	—	—	—	—	—	—	—	—	—	—	3.55	0.00	3.55	0.36	0.00	—	12.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
Total	0.30	0.69	1.51	0.01	0.01	0.40	0.42	0.01	0.10	0.12	6.62	1,091	1,097	0.75	0.10	176	1,323
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.67	0.99	0.01	0.01	0.40	0.41	0.01	0.10	0.11	—	757	757	0.06	0.09	0.05	786
Area	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	297	297	0.02	< 0.005	—	298
Water	—	—	—	—	—	—	—	—	—	—	3.06	16.0	19.0	0.31	0.01	—	29.2
Waste	—	—	—	—	—	—	—	—	—	—	3.55	0.00	3.55	0.36	0.00	—	12.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
Total	0.25	0.72	1.03	0.01	0.01	0.40	0.42	0.01	0.10	0.12	6.62	1,070	1,076	0.75	0.10	174	1,300
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.68	1.02	0.01	0.01	0.40	0.41	0.01	0.10	0.11	—	760	760	0.06	0.09	0.86	790
Area	0.20	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.86	0.86	< 0.005	< 0.005	—	0.86
Energy	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	297	297	0.02	< 0.005	—	298
Water	—	—	—	—	—	—	—	—	—	—	3.06	16.0	19.0	0.31	0.01	—	29.2
Waste	—	—	—	—	—	—	—	—	—	—	3.55	0.00	3.55	0.36	0.00	—	12.

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
Total	0.28	0.73	1.27	0.01	0.01	0.40	0.41	0.01	0.10	0.12	6.62	1,074	1,080	0.75	0.10	175	1,305
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.12	0.19	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	126	126	0.01	0.02	0.14	131
Area	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	49.2	49.2	< 0.005	< 0.005	—	49.3
Water	—	—	—	—	—	—	—	—	—	—	0.51	2.64	3.15	0.05	< 0.005	—	4.83
Waste	—	—	—	—	—	—	—	—	—	—	0.59	0.00	0.59	0.06	0.00	—	2.06
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
Total	0.05	0.13	0.23	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	1.10	178	179	0.12	0.02	28.9	216

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	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	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.12	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.52	143
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.59	3.59	< 0.005	< 0.005	0.01	3.64
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.60
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
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

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	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	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	0.14	0.14	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.39	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.5	70.5	< 0.005	< 0.005	0.26	71.5
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
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
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

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	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	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720

Dust From Material Movement	—	—	—	—	—	1.38	1.38	—	0.67	0.67	—	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.58	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.39	107
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
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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.55
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
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
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

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	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	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.41	1.90	< 0.005	0.06	—	0.06	0.05	—	0.05	—	357	357	0.01	< 0.005	—	359
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.2	59.2	< 0.005	< 0.005	—	59.4
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.9	40.9	< 0.005	< 0.005	0.15	41.5
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.5	35.5	< 0.005	0.01	0.10	37.3
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.5	37.5	< 0.005	< 0.005	< 0.005	37.9
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.5	35.5	< 0.005	0.01	< 0.005	37.2
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.02	10.6
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.73	9.73	< 0.005	< 0.005	0.01	10.2
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.75
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	< 0.005	1.69

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

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	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	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.20	1.46	< 0.005	0.05	—	0.05	0.05	—	0.05	—	226	226	0.01	< 0.005	—	226
Paving	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.22	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.4	37.4	< 0.005	< 0.005	—	37.5

Paving	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.36	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	247	247	0.01	0.01	0.91	250
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	226	226	0.01	0.01	0.02	229
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.30	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	62.8	62.8	< 0.005	< 0.005	0.11	63.7
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.02	10.5
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
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

3.11. 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	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	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	0.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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	0.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.24	0.31	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.7
Architectural Coatings	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.06	6.06	< 0.005	< 0.005	—	6.08
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.17	8.17	< 0.005	< 0.005	0.03	8.29
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.49	7.49	< 0.005	< 0.005	< 0.005	7.59
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.08	2.08	< 0.005	< 0.005	< 0.005	2.11
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.34	0.34	< 0.005	< 0.005	< 0.005	0.35
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
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

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.01	0.60	0.33	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	555	555	0.05	0.09	1.14	584
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
General Office Building	0.07	0.04	0.83	< 0.005	< 0.005	0.25	0.25	< 0.005	0.06	0.06	—	222	222	0.01	< 0.005	0.84	224
Total	0.08	0.64	1.16	0.01	0.01	0.40	0.41	0.01	0.10	0.11	—	777	777	0.06	0.09	1.99	808
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.01	0.63	0.33	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	555	555	0.05	0.09	0.03	583
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
General Office Building	0.07	0.04	0.66	< 0.005	< 0.005	0.25	0.25	< 0.005	0.06	0.06	—	202	202	0.01	0.01	0.02	204
Total	0.07	0.67	0.99	0.01	0.01	0.40	0.41	0.01	0.10	0.11	—	757	757	0.06	0.09	0.05	786
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.8	91.8	0.01	0.01	0.08	96.5

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
General Office Building	0.01	0.01	0.13	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	34.0	34.0	< 0.005	< 0.005	0.06	34.3
Total	0.01	0.12	0.19	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	126	126	0.01	0.02	0.14	131

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	208	208	0.01	< 0.005	—	209
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	16.6	16.6	< 0.005	< 0.005	—	16.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Total	—	—	—	—	—	—	—	—	—	—	—	237	237	0.01	< 0.005	—	238
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	208	208	0.01	< 0.005	—	209

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	16.6	16.6	< 0.005	< 0.005	—	16.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Total	—	—	—	—	—	—	—	—	—	—	—	237	237	0.01	< 0.005	—	238
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	34.5	34.5	< 0.005	< 0.005	—	34.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	2.74	2.74	< 0.005	< 0.005	—	2.75
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.11	2.11	< 0.005	< 0.005	—	2.11
Total	—	—	—	—	—	—	—	—	—	—	—	39.3	39.3	< 0.005	< 0.005	—	39.5

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.1	55.1	< 0.005	< 0.005	—	55.2
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
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.40	4.40	< 0.005	< 0.005	—	4.41

Total	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.5	59.5	0.01	< 0.005	—	59.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.1	55.1	< 0.005	< 0.005	—	55.2
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
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.40	4.40	< 0.005	< 0.005	—	4.41
Total	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.5	59.5	0.01	< 0.005	—	59.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.12	9.12	< 0.005	< 0.005	—	9.14
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
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.73	0.73	< 0.005	< 0.005	—	0.73
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.84	9.84	< 0.005	< 0.005	—	9.87

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	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	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	< 0.005	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.26	1.26	< 0.005	< 0.005	—	1.26
Total	0.22	< 0.005	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.26	1.26	< 0.005	< 0.005	—	1.26
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14
Total	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	2.89	15.0	17.9	0.30	0.01	—	27.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.12	0.12	< 0.005	< 0.005	—	0.12
General Office Building	—	—	—	—	—	—	—	—	—	—	0.17	0.88	1.05	0.02	< 0.005	—	1.62
Total	—	—	—	—	—	—	—	—	—	—	3.06	16.0	19.0	0.31	0.01	—	29.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	2.89	15.0	17.9	0.30	0.01	—	27.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.12	0.12	< 0.005	< 0.005	—	0.12
General Office Building	—	—	—	—	—	—	—	—	—	—	0.17	0.88	1.05	0.02	< 0.005	—	1.62
Total	—	—	—	—	—	—	—	—	—	—	3.06	16.0	19.0	0.31	0.01	—	29.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.48	2.48	2.96	0.05	< 0.005	—	4.54
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
General Office Building	—	—	—	—	—	—	—	—	—	—	0.03	0.15	0.17	< 0.005	< 0.005	—	0.27
Total	—	—	—	—	—	—	—	—	—	—	0.51	2.64	3.15	0.05	< 0.005	—	4.83

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	3.30	0.00	3.30	0.33	0.00	—	11.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.25	0.00	0.25	0.03	0.00	—	0.88
Total	—	—	—	—	—	—	—	—	—	—	3.55	0.00	3.55	0.36	0.00	—	12.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	3.30	0.00	3.30	0.33	0.00	—	11.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.25	0.00	0.25	0.03	0.00	—	0.88
Total	—	—	—	—	—	—	—	—	—	—	3.55	0.00	3.55	0.36	0.00	—	12.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	0.55	0.00	0.55	0.05	0.00	—	1.91
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.04	0.00	0.04	< 0.005	0.00	—	0.15
Total	—	—	—	—	—	—	—	—	—	—	0.59	0.00	0.59	0.06	0.00	—	2.06

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8

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	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	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	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	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	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	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
Demolition	Demolition	7/1/2025	7/15/2025	5.00	10.0	—
Site Preparation	Site Preparation	7/16/2025	7/17/2025	5.00	1.00	—
Grading	Grading	7/18/2025	7/20/2025	5.00	2.00	—

Building Construction	Building Construction	7/21/2025	12/8/2025	5.00	100	—
Paving	Paving	7/21/2025	12/5/2025	5.00	100	—
Architectural Coating	Architectural Coating	7/21/2025	12/5/2025	5.00	100	—

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	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	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
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	2.90	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.15	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	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	0.58	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

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Sweep paved roads once per month	9%	9%

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	10,533	3,511	779

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	0.50	0.00	—
Grading	—	—	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.30

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Refrigerated Warehouse-No Rail	0.00	0%
Parking Lot	0.30	100%
General Office Building	0.00	0%

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

5.9. 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
Refrigerated Warehouse-No Rail	4.00	4.00	4.00	1,460	166	166	166	60,444
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	36.0	36.0	36.0	13,140	357	357	357	130,437

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	10,533	3,511	779

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)
Refrigerated Warehouse-No Rail	142,802	532	0.0330	0.0040	171,817
Parking Lot	11,369	532	0.0330	0.0040	0.00
General Office Building	8,726	532	0.0330	0.0040	13,720

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	1,508,213	0.00

Parking Lot	0.00	16,059
General Office Building	88,867	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	6.13	—
Parking Lot	0.00	—
General Office Building	0.47	—

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
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	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)

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	26.4	annual days of extreme heat
Extreme Precipitation	4.90	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	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	0	0	0	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	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
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	1	1	1	2

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	83.5
AQ-DPM	41.9
Drinking Water	88.0
Lead Risk Housing	49.2
Pesticides	0.00
Toxic Releases	77.0
Traffic	34.1
Effect Indicators	—
CleanUp Sites	28.4
Groundwater	0.00
Haz Waste Facilities/Generators	78.1
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	80.5
Cardio-vascular	92.8
Low Birth Weights	39.9
Socioeconomic Factor Indicators	—
Education	80.3
Housing	91.0
Linguistic	59.0
Poverty	82.1
Unemployment	90.3

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	13.28114975
Employed	12.60105223
Median HI	20.74939048
Education	—
Bachelor's or higher	18.02900038
High school enrollment	5.042987296
Preschool enrollment	10.36827922
Transportation	—
Auto Access	25.2662646
Active commuting	68.0354164
Social	—
2-parent households	59.89991018
Voting	5.82574105
Neighborhood	—
Alcohol availability	22.87950725
Park access	10.90722443
Retail density	49.30065443
Supermarket access	72.71910689
Tree canopy	40.72885923
Housing	—
Homeownership	23.81624535
Housing habitability	26.52380341
Low-inc homeowner severe housing cost burden	87.25779546
Low-inc renter severe housing cost burden	9.508533299
Uncrowded housing	21.00603105
Health Outcomes	—
Insured adults	24.03438984
Arthritis	63.4

Asthma ER Admissions	13.3
High Blood Pressure	65.9
Cancer (excluding skin)	91.6
Asthma	3.8
Coronary Heart Disease	69.4
Chronic Obstructive Pulmonary Disease	25.1
Diagnosed Diabetes	28.6
Life Expectancy at Birth	6.3
Cognitively Disabled	28.0
Physically Disabled	18.7
Heart Attack ER Admissions	1.9
Mental Health Not Good	8.9
Chronic Kidney Disease	55.3
Obesity	9.6
Pedestrian Injuries	96.9
Physical Health Not Good	16.6
Stroke	29.9
Health Risk Behaviors	—
Binge Drinking	66.7
Current Smoker	10.9
No Leisure Time for Physical Activity	18.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	23.1
Elderly	81.9
English Speaking	37.7
Foreign-born	42.0

Outdoor Workers	21.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	59.1
Traffic Density	27.9
Traffic Access	23.0
Other Indices	—
Hardship	90.4
Other Decision Support	—
2016 Voting	15.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	82.0
Healthy Places Index Score for Project Location (b)	7.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
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	Lot acreage of the parking lot changed to reflect actual total lot acreage of the Project Site.
Construction: Construction Phases	Building Construction, Paving, and Architectural Coating all assumed to occur simultaneously.
Operations: Vehicle Data	Traffic info taken from the Traffic Impact Report
Operations: Fleet Mix	Fleet mix changed to match information provided.

Noise and Vibration Impact Assessment for the Larch Avenue Industrial Project

City of Rialto, California

Prepared For:

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CBC	California Building Code
CEQA	California Environmental Quality Act
City	City of Rialto
CN	Volume Adjustment
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
DNL	Day-Night Average Noise Level
ECORP	ECORP Consulting, Inc.
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
Hz	Hertz
L_{dn}	Day-Night Average Noise Level
L_{eq}	Equivalent Noise Level
L_{max}	the maximum A-weighted noise level during the measurement period
L_{min}	the minimum A-weighted noise level during the measurement period
N/A	Not Applicable
N_A	average number of automobiles per hour
N_B	average number of buses per hour
PPV	Peak Particle Velocity
Project	Larch Avenue Industrial Project
RMS	Root Mean Square
SEL	Sound Exposure Level
SELref	Reference Sound Exposure Level
sf	square feet
STC	Sound Transmission Class
VdB	Vibration Velocity Level

1.0 INTRODUCTION

This report documents the results of a Noise and Vibration Impact Assessment completed for the Larch Avenue Industrial Project (Project), which would include construction and operation of a warehouse building on a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse in the City of Rialto (City) in San Bernardino County (County). This report was prepared as a comparison of predicted Project noise levels to noise standards promulgated by the City of Rialto General Plan and Municipal Code. The purpose of this report is to estimate Project-generated noise and to determine the level of impact the Project would have on the environment.

1.1 Location and Setting

The Proposed Project is located on an approximately 0.46-acre (20,000 square feet [sf]) vacant parcel in the City of Rialto in San Bernardino County, California (Figure 1-1). The Project is located on the western side of S. Larch Avenue, approximately 200 feet south of the W. Rialto Avenue and S. Larch Ave intersection. The Proposed Project is surrounded by industrial uses (i.e., building supply stores and warehouses to the north, east, south, and west). Rialto Middle School and Charlotte N. Werner Elementary School are both located north of the Project Site, across W. Rialto Avenue. The Project Area is composed of one parcel (Assessor's Parcel Number [APN] 0128-151-17-0000) classified as Light Industrial per the City of Rialto's General Plan, Exhibit 2.2 (City of Rialto 2010).

1.2 Project Description

The Project Applicant proposes to construct a 20,000 square-foot lot. The building will be comprised of 6,522 square feet of warehouse facilities and 500 square feet of office space, with a parking lot and heavy-duty truck loading docks inside of the main warehouse. Construction activities would involve site preparation, grading to achieve the finished design elevations, building construction, paving, and painting. Operations of the warehouse would include heavy-duty truck loading and unloading, as well as office workers commuting daily.

Location: W:\Projects\2025\2025-057 Larch Avenue Industrial - Rialto\Emissions\Figure 1. Project Location.aprx - Portrait Template (agne - 6/5/2025)

Map Date: 6/5/2025

Sources: Esri 2024

Figure 1-1. Project Location

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2025-057 Larch Avenue Industrial Project

2.0 ENVIRONMENTAL NOISE AND GROUNDBORNE VIBRATION ANALYSIS

2.1 Fundamentals of Noise and Environmental Sound

2.1.1 Addition of Decibels

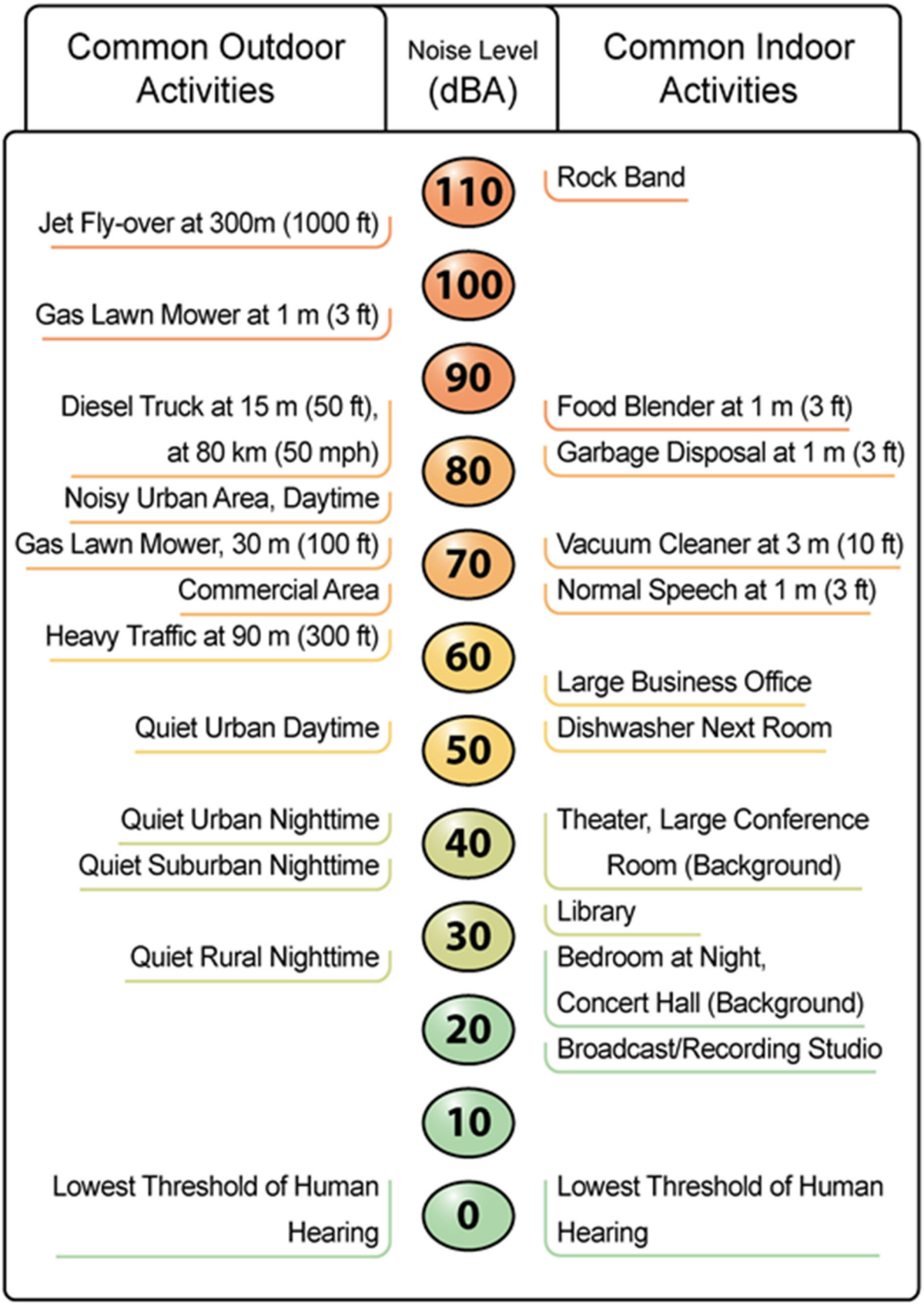
The decibel (dB) scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted (dBA), an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be three dB higher than one source under the same conditions. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). Under the decibel scale, three sources of equal loudness together would produce an increase of five dB.

Typical noise levels associated with common noise sources are depicted in Figure 2-1.

2.1.2 Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the Equivalent Noise Level (L_{eq}) as well as the Day-Night Average Noise Level (L_{dn}) and Community Noise Equivalent Level (CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- *L_{eq}* is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- *L_{dn}* is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- *CNEL* is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.



Source: California Department of Transportation (Caltrans) 2020a

Figure 2-1. Common Noise Levels

Table 2-1 provides a list of other common acoustical descriptors.

Table 2-1. Common Acoustical Descriptors

Descriptor	Definition
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in decibels is measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L01, L10, L50, L90	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Average Noise Level (L_{dn} or DNL)	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the

variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about ±1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about ±1 to 2 dBA.

2.1.3 Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB (dBA) for each doubling of distance from a stationary or point source (Federal Highway Administration [FHWA] 2017a). Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2017a). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed. For line sources, an overall attenuation rate of three dB per doubling of distance is assumed (FHWA 2017a).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 5 to 10 dBA (FHWA 2017b). According to the FHWA (2017b), noise barriers can reduce noise levels by 15 dBA in certain instances, yet this level of noise reduction is very difficult to achieve. To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the “line of sight” between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (California Department of Transportation [Caltrans] 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. 2006). Generally, in exterior noise environments ranging from 60 dBA CNEL to 65 dBA CNEL, interior noise levels can typically be maintained below 45 dBA, a typical residential interior noise standard, with the incorporation of an adequate forced air mechanical ventilation system in each residential building, and standard thermal-pane residential windows/doors with

a minimum rating of Sound Transmission Class (STC) 28. (STC is an integer rating of how well a building partition attenuates airborne sound. In the U.S., it is widely used to rate interior partitions, ceilings, floors, doors, windows, and exterior wall configurations). In exterior noise environments of 65 dBA CNEL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments experiencing less than 75 dBA CNEL with proper wall construction techniques following California Building Code methods, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems.

2.1.4 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL or L_{dn} is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

2.1.5 Effects of Noise on People

2.1.5.1 Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

2.1.5.2 Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes of annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation between noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources.

2.2 Fundamentals of Environmental Groundborne Vibration

2.2.1 Vibration Sources and Characteristics

Sources of earthborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or manmade causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the Peak Particle Velocity (PPV); another is the Root Mean Square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. For human response, however, an average vibration amplitude is more appropriate because it takes time for the human body to respond to the excitation (the human body responds to an average vibration amplitude, not a peak amplitude). Because the average particle velocity over time is zero, the RMS amplitude is typically used to assess human response. The RMS value is the average of the amplitude squared over time, typically a 1- sec. period.

Table 2-2 displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high-noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate groundborne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances, which as identified in Table 2-2 is considered very unlikely to cause damage to buildings of any type. Common sources for groundborne vibration are planes, trains, and construction activities such as earthmoving which requires the use of heavy-duty earth moving equipment.

Table 2-2. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Threshold at which there is a risk of architectural damage to extremely fragile historic buildings, ruins, ancient monuments
0.10	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Threshold at which there is a risk of architectural damage to fragile buildings. Virtually no risk of architectural damage to normal buildings
0.25	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to historic and some old buildings
0.30	96	Vibrations may begin to feel severe to people in buildings	Threshold at which there is a risk of architectural damage to older residential structures

Table 2-2. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.50	103	Vibrations considered unpleasant by people subjected to continuous vibrations	Threshold at which there is a risk of architectural damage to new residential structures and Modern industrial/commercial buildings

Source: California Department of Transportation 2020b

3.0 EXISTING ENVIRONMENTAL NOISE SETTING

3.1 Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in adverse risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as historic sites, hotels, schools, health care centers, libraries, churches, senior homes, recreational areas, and cemeteries are also commonly considered sensitive to increases in exterior noise levels. The Proposed Project is surrounded by industrial uses (i.e., building supply stores and warehouses to the north, east, south, and west) and the immediate Project Area is devoid of sensitive receptors. The nearest sensitive receptors to the Project Site include two schools located north of the Project Site across W. Rialto Avenue, specifically Rialto Middle School and Charlotte N. Werner Elementary School. Charlotte N. Werner Elementary School is nearer to the Proposed Project, approximately 425 feet distant.

3.1.1 Existing Ambient Noise Environment

The most common and significant source of noise in the City of Rialto is mobile noise generated by traffic on the City's streets and freeways (City of Rialto 2010). Secondary sources of noise consist of arterial roadways and intersections, along with railway activity in the City. Other sources of noise are the development and use of the various land uses (i.e., residential, commercial and industrial) that generate stationary-source noise from construction or operational activities. The Project Site is bound by S. Larch Avenue to the east and industrial uses on all other sides, which are the predominant sources of noise influencing the ambient noise environment, along with W. Rialto Avenue to the north. The Project Site is southwest of the intersection of W. Rialto Avenue and S. Larch Avenue. As shown in Table 3-1 below, the ambient recorded noise levels range from 56.7 dBA to 61.2 dBA L_{eq} in the vicinity of the Project Site.

3.1.2 Existing Ambient Noise Measurements

In order to quantify existing ambient noise levels on the Project Site, ECORP Consulting, Inc. (ECORP) conducted four short-term noise measurements (15-minutes) on June 4, 2025, in the area surrounding the Project Site. The 15-minute measurements were taken between 2:54 p.m. and 4:18 p.m. These short-term noise measurements are representative of typical existing noise exposure within and immediately adjacent to the Project Site during the daytime (see Appendix A for a visual representation of the measurement locations). The average noise levels at each location are listed in Table 3-1.

Table 3-1. Existing Ambient Noise Measurements					
Location Number	**Location**	**L_{eq} dBA**	**L_{min} dBA**	**L_{max} dBA**	**Time**
Short-Term Measurements					
ST-1	Rialto Middle School	59.1	47.8	72.8	4:03 p.m.–4:18 p.m.
ST-2	Charlotte N. Werner Elementary School	61.0	51.7	77.3	3:41 p.m.–3:56 p.m.
ST-3	Bob Murphy Community School	61.2	46.0	77.9	3:17 p.m.–3:32 p.m.
ST-4	Southern end of S Larch Ave	56.7	47.4	72.3	2:54 p.m.-3:09 p.m.

Notes: dBA = A-weighted decibels; N/A = Not Applicable
L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. L_{min} is the minimum noise level during the measurement period and L_{max} is the maximum noise level during the measurement period.

Source: Measurements were taken by ECORP Consulting, Inc. with a Larson Davis LxT SE sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the LxT SE sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Appendix A for noise measurement outputs.

As shown in Table 3-1, the ambient recorded noise levels range from 56.7 dBA to 61.2 dBA L_{eq} over the course of the four short-term noise measurements taken in the Project vicinity in June of 2025. The most common noise in the Project vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles) on W. Rialto Ave and noise generated by industrial uses in the area.

4.0 REGULATORY FRAMEWORK

4.1 Federal

4.1.1 Federal Transit Administration

The Federal Transit Administration (FTA) provides a guidance manual that contains procedures for predicting and assessing noise and vibration impacts of proposed transit projects. This manual acknowledges that noise and vibration are among the primary concerns of the surrounding communities. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the surrounding land use. The FTA provides guidelines that are typically considered applicable criteria for construction noise assessments in a California Environmental Quality Act (CEQA) analysis. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} and a nighttime exterior construction noise level of 70 dBA L_{eq} as a reasonable threshold for noise sensitive residential land uses.

4.1.2 Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise (FICON) thresholds of significance assist in the evaluation of increased traffic noise. The 2000 FICON findings provide guidance as to the significance of changes in ambient noise levels due to transportation noise sources. FICON recommendations are based on studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. FICON's measure of substantial increase for transportation noise exposure is as follows:

- if the existing ambient noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.) are less than 60 dBA CNEL and the project creates a readily perceptible 5 dBA CNEL or greater noise level increase; or
- if the existing noise levels range from 60 to 65 dBA CNEL and the project creates a barely perceptible 3 dBA CNEL or greater noise level increase; or
- if the existing noise levels already exceed 65 dBA CNEL and the project creates a community noise level increase of greater than 1.5 dBA CNEL.

4.2 State

4.2.1 California Building Code

The State of California provides a minimum standard for building design through Title 24, Part 2, of the California Code of Regulations, commonly referred to as the California Building Code (CBC). The CBC is updated every three years. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction

projects in California to control interior noise levels resulting from exterior noise sources. Future individual projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1hr)}$.

4.2.2 California Department of Transportation

In 2020, Caltrans published the Transportation and Construction Vibration Manual (2020b). The manual provides general guidance on vibration issues associated with the construction and operation of projects concerning human perception and structural damage. Table 2-2 above presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

4.3 Local

4.3.1 City of Rialto General Plan Safety and Noise Chapter

The Project Site is located within the City of Rialto and therefore would potentially affect receptors within the City from onsite and offsite sources. The City's Safety and Noise Chapter of the General Plan is a tool for planners to use in achieving and maintaining land uses that are compatible with existing and future environmental noise levels. It is the intent of the City to regulate and control unnecessary, excessive, and annoying sounds and vibrations emanating from land uses and activities within the City. The Safety and Noise Chapter contains policies that are intended to protect noise sensitive uses from excessive noise levels. The following policies are applicable to the Proposed Project:

- *Policy 5-10.3:* Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Municipal Code and noise standards contained in Exhibit 5-5 (of the General Plan Safety and Noise Chapter).

Table 4-1. City of Rialto Noise Guidelines for Land Use Planning							
Land Use Categories	**CNEL (dB)**						
	<55	**60**	**65**	**70**	**75**	**80>**	
R2, R6, R 12	A	A	B	C	D	D	D
R21, R45	A	A	B	B	C	D	D
Downtown Mixed Use	A	A	B	B	B	C	D
Community Commercial, General Commercial, Business Park, Office	A	A	A	B	B	C	D
Light Industrial	A	A	A	A	B	C	D
General Industrial	A	A	A	A	A	B	B
Public Facility, School Facility	A	A	B	C	D	D	D
Open Space - Recreation & Resources	A	A	A	A	A	C	D

Notes: CNEL = Community Noise Equivalent Level; dB = decibels
Zone A Normally Acceptable: Specified land use is satisfactory, assuming buildings are of conventional construction
Zone B Conditionally Acceptable: New development should be undertaken only after detailed analysis of noise reduction requirements are made.
Zone C Normally Unacceptable: New development should be generally discouraged, if not, a detailed analysis of noise reduction requirements must be made.
Zone D Clearly Unacceptable: New development should generally not be undertaken.

Source: City of Rialto 2010

4.3.2 City of Rialto Municipal Code

The City of Rialto specifies quantitative noise thresholds in its Municipal Code, prohibiting "any other person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours provided for by subsection B of this section" as outlined in Section 9.50.070 of Chapter 9.50. Furthermore, Section 9.50.070(B) states that construction activities generating disturbing noise are permitted from 7:00 a.m. to 5:30 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays from October 1st through April 30th. From May 1st to September 30th, construction activities generating disturbing noise are permitted from 6:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. These provisions underscore a qualitative, context-based approach to noise regulation that relies on the perceived disruption to community well-being.

5.0 IMPACT ASSESSMENT

5.1 Thresholds of Significance

The impact analysis provided below is based on the following California Environmental Quality Act Guidelines Appendix G thresholds of significance. The Project would result in a significant noise-related impact if it would result in the:

1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

2) Generation of excessive groundborne vibration or groundborne noise levels.

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

For the purposes of this analysis, Project construction noise is compared to the permitted hours of construction established by the City. Additionally, construction noise is quantified and evaluated against the FTA standard of 80 dBA. Construction vibration generated by the Project is compared to the Caltrans (2020b) recommended standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. The increase in transportation-related noise is analyzed according to the Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), which states that a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). Similarly, Project increases in onsite (non-transportation) noise are compared to the just-perceivable 3 dB increase threshold.

5.2 Methodology

This analysis of the existing and future noise environments is based on empirical observations and noise prediction modeling. Predicted construction noise levels were calculated utilizing the FHWA's Roadway Construction Noise Model (FHWA 2006). Groundborne vibration levels associated with construction-related activities for the Project have been evaluated utilizing typical groundborne vibration levels associated with construction equipment. Potential groundborne vibration impacts related to structural damage were evaluated, taking into account the distance from construction activities to nearby structures and typically applied criteria for structural damage.

Onsite stationary source noise levels associated with the Project have been calculated with the SoundPLAN 3D noise model, which predicts noise propagation from a noise source based on the location, noise level, and frequency spectra of the noise sources as well as the geometry and reflective properties of the local terrain, buildings and barriers. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. Modeled noise levels are based on reference noise levels

found in the San Jose Loading Dock Noise Study (Charles M. Salter Associates 2014). Noise levels are referenced from this study and then used to estimate noise levels expected with the Project's non-transportation noise sources, specifically the onsite maneuvering of heavy-duty trucks and the use of their back-up alarms. The study provides a loudness level of 79.0 dB at a distance of 30 feet, which is equivalent to a sound power of 106.3 dB. The reference noise levels are used to represent a worst-case noise environment as noise levels from area sources can vary throughout the day. Onsite stationary source noise levels associated with parking at the eastern front entrance of the Project have been calculated using the FTA's reference Sound Exposure Level (SEL) for park & ride lots at 50 feet (FTA 2018). Transportation-source noise levels associated with the Project were analyzed with trip generation rates provided by K2 Traffic Engineering, Inc. (2021).

5.3 Impact Analysis

5.3.1 Would the Project Result in Short-Term Construction-Generated Noise in Excess of City Standards?

5.3.1.1 Onsite Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation, paving). Noise generated by construction equipment, including earth movers, pile drivers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. However, as previously described, the City only allows construction activities generating disturbing noise from 7:00 a.m. to 5:30 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays from October 1st through April 30th. From May 1st to September 30th, construction activities generating disturbing noise are only permitted from 6:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays (Municipal Code Chapter 9.50). In order to remain compliant with the City's regulations, the Proposed Project would be required to follow these construction guidelines.

A previous Fifth District of Appeal decision held that the use of an absolute noise threshold for evaluating all ambient noise impacts violated CEQA because it did not provide a "complete picture" of the noise impacts that may result from implementation of the ordinance. As such, the Proposed Project's construction noise is estimated and then added to the highest recorded ambient noise level on the Project Site as determined by the baseline noise survey conducted by ECORP Consulting, Inc. (see Table 3-

1). As previously described, the dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. For instance, when combining two separate sources where one of the noise sources is 10 dB or more greater than then other noise source, the noise contribution of the quieter source is virtually completely obscured by the louder source.

The nearest existing noise-sensitive land uses to the Project Site are two schools located north of the Project Site across W. Rialto Avenue. To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors and in order to evaluate the potential adverse effects from construction noise, the construction equipment noise levels were calculated using the Federal Highway Administration's Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the FTA's Transit Noise and Vibration Impact Assessment Manual. The FTA identifies a noise level threshold based on the loudness. The FTA construction-related noise level threshold is set at 80 dBA. For the purposes of this analysis, this threshold of 80 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities but rather spread throughout the Project Site and at various distances from sensitive receptors. Therefore, this analysis employs FTA guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment simultaneously from the center of the Project Site (FTA 2018), which in this case is approximately 500 feet from the schools located north of the Project Site across W. Rialto Avenue. The anticipated short-term construction noise levels generated for the necessary equipment for each phase of construction are presented in Table 5-1.

Table 5-1. Construction Average (dBA) Noise Levels at Nearest Receptors					
Construction Phase	**Ambient Noise Level* (dBA L_{eq})**	**Exterior Construction Noise Level @ Closest Noise Sensitive Receptor (dBA L_{eq})**	**Existing Ambient Noise + Exterior Construction Noise Levels (dBA L_{eq})**	**Construction Noise Standard (dBA L_{eq})**	**Exceeds Standards?**
Demolition	61.0	67.9	68.7	80	No
Site Preparation		65.0	66.5	80	No
Grading		66.0	67.2	80	No
Building Construction, Paving, Painting		69.0	69.6	80	No

Notes: dBA = A-weighted decibels; FHWA = Federal Highway Administration; FTA = Federal Transit Administration
*Ambient noise levels of the Project Site are estimated using the highest recorded L_{eq} measurement that is also at the closest sensitive receptor as identified in Table 3-1. As shown in Table 3-1, ST-2 is the offsite measurement location at a sensitive receptor with the highest L_{eq}.
L_{eq} is the equivalent energy noise level; it is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Construction equipment used during construction derived from the California Emissions Estimator Model (CalEEMod). CalEEMod is designed to calculate air pollutant emissions from construction activity but contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the Project Site (FTA 2018), which is 500 feet from the nearest sensitive receptor.

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix B for Model Data Outputs.

As shown in Table 5-1, the Project's contribution of construction noise combined with the ambient noise environment would not exceed the 80 dBA FTA construction noise threshold during any phase of construction at the nearby noise-sensitive receptors. It is noted that construction noise was modeled on a worst-case basis and is considered in addition to ambient noise levels currently experienced on the Project Site. It is very unlikely that all pieces of construction equipment would be operating at the same time for the various phases of Project construction.

5.3.1.2 Offsite Construction Worker Trips

Project construction would result in additional traffic on adjacent roadways over the period that construction occurs. According to the California Emissions Estimator Model, which is used to predict the number of construction-related automotive trips, the maximum number of Project construction trips traveling to and from the Project Site during a single construction phase would not be expected to exceed 23 daily trips in total (22 construction worker trips and 1 vendor trip). According to Caltrans Technical

Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The Project Site would be accessible on S. Larch Avenue via W. Rialto Avenue during construction. According to the City's General Plan, W. Rialto Avenue is considered a major arterial street. Major arterial streets are generally the largest of the local surface street roadways, linking freeways with local streets to accommodate larger volumes of through traffic moving at higher speeds than local streets. These facilities carry high traffic volumes and are primary thoroughfares that connect Rialto with adjacent cities and the regional highway system. Therefore, the Project's construction trips would not result in a doubling of traffic on the local transportation network, as W. Rialto Avenue accommodates more than 23 daily trips. Therefore, its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and construction-related trips would cease upon completion of construction.

5.3.2 Would the Project Result in a Substantial Permanent Increase in Ambient Noise Levels in Excess of City Standards during Operations?

As previously described, noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. The Proposed Project is surrounded by industrial uses (i.e., building supply stores and warehouses to the north, east, south, and west) and the immediate Project Area is devoid of sensitive receptors. The nearest sensitive receptors to the Project Site include two schools located north of the Project Site across W. Rialto Avenue, specifically Rialto Middle School and Charlotte N. Werner Elementary School. Charlotte N. Werner Elementary School is nearer to the Proposed Project, at approximately 425 feet distant.

5.3.2.1 Operational Offsite Traffic Noise

The Proposed Project's contribution to traffic noise levels throughout the Project vicinity have been modeled based on the traffic predicted to be generated by the Project as provided by K2 Traffic Engineering, Inc. (2021). According to the Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). According to K2 Traffic Engineering, Inc., the Project is expected to generate 40 trips daily. The Project Site would be accessible on S. Larch Avenue via W. Rialto Avenue during construction. According to the City's General Plan, W. Rialto Avenue is considered a major arterial street. Major arterial streets are generally the largest of the local surface street roadways, linking freeways with local streets to accommodate larger volumes of through traffic moving at higher speeds than local streets. These facilities carry high traffic volumes and are primary thoroughfares that connect Rialto with adjacent cities and the regional highway system. The Project's operational trips would not result in a doubling of traffic on the local transportation network, as W. Rialto Avenue accommodates more than 40 daily trips. Therefore, its contribution to existing traffic noise would not be perceptible and would not influence or otherwise contribute to the existing ambient noise environment.

5.3.2.2 Operational Onsite Noise

The Project is proposing construction and operation of a 6,522 square-foot warehouse, a 500 square-foot office and associated parking. The Project would contain onsite noise sources, primarily noise generated by parking lot activity as well as heavy-duty truck loading and unloading.

Parking lot activity noise for the 9 parking spots outside of the lobby was calculated using the FTA's reference SEL for park & ride lots at 50 feet (FTA 2018). SEL is a measure of energy that considers both received levels of noise and the duration of noise exposure. This reference level is converted to a L_{eq} using the conversion formula outlined in Table 5-2, which details the conversion of SEL to L_{eq} for parking lot noise. The table illustrates how to calculate L_{eq} at a distance of 50 feet from the parking lot, based on vehicle noise and traffic volume.

Table 5-2. Conversion of SEL to L_{eq} for Park & Ride Lot Noise at 50 Feet

Description	Input Values	Calculated Values
Reference Sound Exposure Level (SELref)	101 dB	–
Average number of automobiles per hour (N_A)	9	–
Average number of buses per hour (N_B)	0	–
Volume Adjustment (CN)	$10\log_{10}((9/1000)+(0/24))$	-23.5 dBA L_{eq}
Calculated Parking Lot L_{eq} at 50 feet	101 dB+ (-23.5 dB) – 35.6 dB	41.9 dBA L_{eq}

Notes: dB = decibels; L_{eq} = Equivalent Noise Level
CN is calculated using the logarithmic scale to adjust the SEL based on traffic volume per hour. The final L_{eq} reflects the adjusted noise level considering both traffic volume and standard noise attenuation over distance.

Equation: L_{eq} at 50 = SELref + CN – 35.6

Source: Federal Transit Administration 2018

The Project Site Plan includes 9 total parking stalls. The nearest receptor is a school north of the 9 parking stalls, across W. Rialto Avenue. For this assessment, a worst-case scenario is assumed, with each stall experiencing one turnover per hour, resulting in a volume of 9 automobiles per hour. Based on the calculations in Table 5-2, noise levels would reach up to 41.9 dBA L_{eq} at a distance of 50 feet. The nearest noise-sensitive receptor is located approximately 425 feet from the parking lot boundary which results in an attenuated noise level of 23.3 dBA L_{eq}.

The nearest short-term noise measurement to the proposed unenclosed parking spaces, located at the nearest sensitive receptor, Charlotte N. Werner Elementary School (1050 W. Rialto Avenue), is ST-2, which measured a noise level of 61.0 dBA (see Table 3-1 above). The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. For instance, when combining two separate sources where one of the noise sources is 10 dB or more greater than then other noise source, the noise contribution of the quieter source is virtually completely obscured by the louder source. The attenuated noise from the proposed unenclosed parking stalls at the front entrance of the Proposed Project combined with the existing ambient daytime noise level would result in an

imperceptible increase in noise at the nearest sensitive receptor (23.3 dBA L_{eq} + 61.0 dBA L_{eq} = 61.0 dBA L_{eq}). Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference).

On-site noise associated with the heavy-duty truck activity, specifically the sound of truck maneuver and associated back-up alarm, has been calculated using the SoundPLAN 3D noise model and based on the noise source locations identified on the Project Site Plan. SoundPLAN 3D noise model generates computer simulations of noise situations based on the site's features. Further, SoundPLAN creates noise contour maps using reference noise levels, topography, point and area noise source, mobile noise sources, and intervening structures. Table 5-3 shows the predicted Project noise levels at two noise-sensitive locations in the Project vicinity during daytime activity, in combination with existing ambient noise, as predicted by SoundPLAN. Only daytime noise was analyzed, as the only sensitive receptors in the area are schools that operate exclusively in the daytime. Additionally, a noise contour graphic (Figure 5-1) has been prepared to provide a visual depiction of the predicted noise levels in the Project vicinity from Project operations.

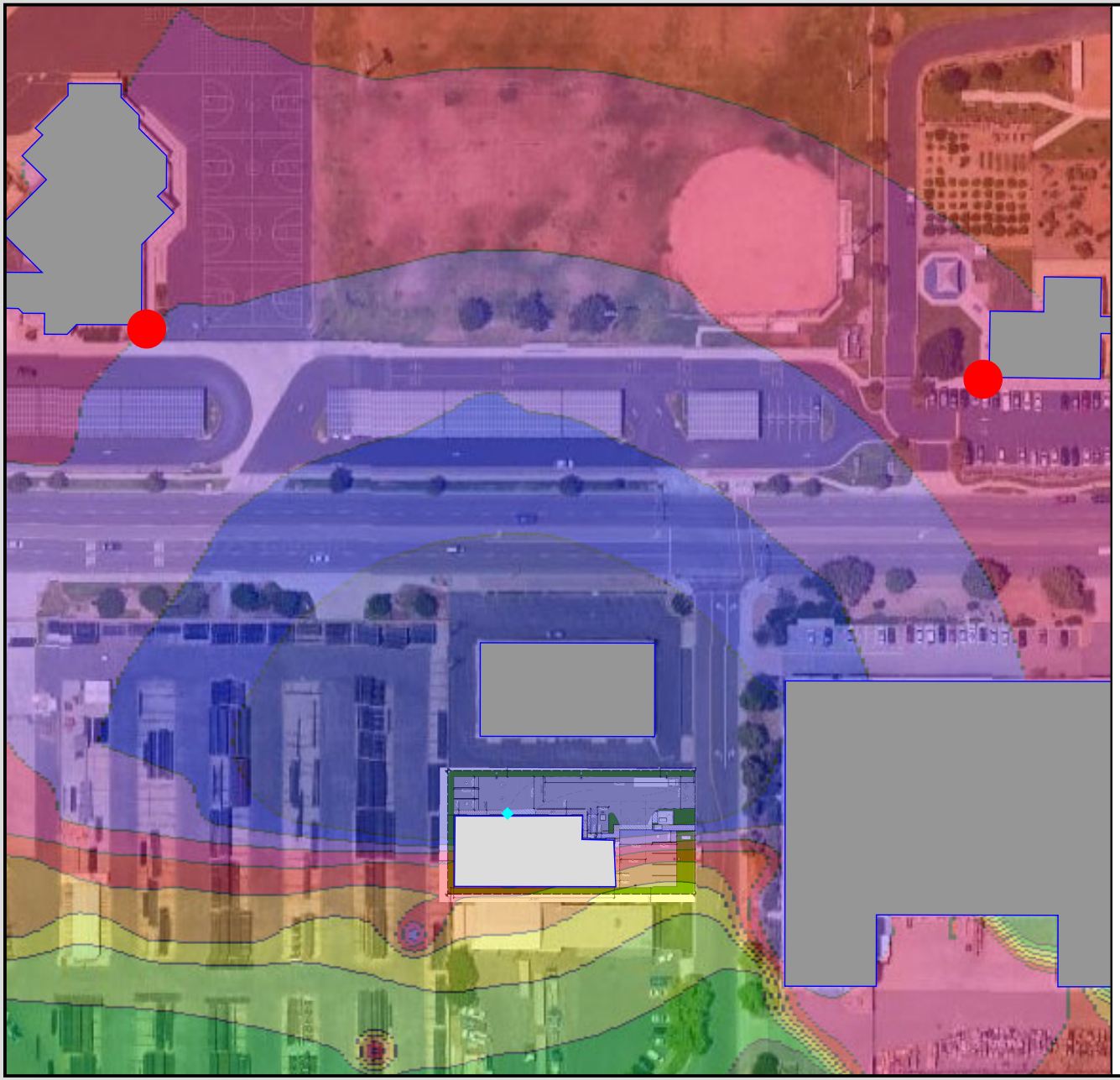


Figure 5-1:
Modeled Operational Noise Levels

Signs and symbols

- Noise Receptors
- Proposed Building
- Back-Up Alarm
- Existing Buildings

Noise Level
Scale in dB(A)
Leq

<=	35
35 -	38
38 -	41
41 -	44
44 -	47
47 -	50
50 -	53
53 -	56
56 -	59
>	59

N

Scale 1:129

0 25 50 100 150 200 feet

Map Date: 6/9/2025
2025-057: Larch Avenue Industrial Project

Table 5-3. Non-Transportation Source Operational Noise Levels					
No.	**Location**	**Noise Attributed to the Project Predicted by SoundPLAN (dBA L_{eq})**	**Existing Noise Level on Project Site (dBA L_{eq})***	**Existing Ambient Noise + Exterior Operational Noise Levels (dBA L_{eq})**	**Change**
1	Rialto Middle School	53.0	61.0 (ST-2)	61.6	+0.6
2	Charlotte N. Werner Elementary School	51.2	61.0 (ST-2)	61.4	+0.4

Notes: dBA = A-weighted decibels; L_{eq} = Equivalent Noise Level
* Short-term measurements collected by ECORP Consulting, Inc. on June 4, 2025. The loudest short-term measurement recorded near a receptor is applied as the representative existing noise level at the sensitive receptors. Refer to Appendix C for onsite noise modeling assumptions and results.

The maximum change in noise due to Proposed Project onsite operational activities as experienced at the nearest noise sensitive receptors would be an increase of 0.6 dBA. Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference. Therefore, Proposed Project operations, as modeled by SoundPLAN, would not result in a perceptible increase for residents in the surrounding community.

5.3.3 Would the Project Expose Structures to Substantial Groundborne Vibration during Construction?

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 5-4.

Table 5-4. Representative Vibration Source Levels for Construction Equipment	
Equipment Type	**Peak Particle Velocity at 25 Feet (inches per second)**
Large Bulldozer	0.089
Pile Driver	0.170
Loaded Haul Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration 2018

The City does not regulate or have a numeric threshold associated with construction vibrations. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020b) recommended standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. The nearest structure of concern to the construction site is a school north of the Project Site approximately 425 feet distant.

Based on the representative vibration levels presented for various construction equipment types in Table 5-4 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Construction vibration was measured from the edge of the Project Site. Table 5-5 presents the expected Project related vibration levels at a distance of 425 feet.

Table 5-5 Construction Vibration Levels at 425 Feet							
Receiver PPV Levels (inches/second)[1]					Peak Vibration	Threshold	Exceed Threshold?
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
0.001	0.001	0.001	0.002	0.003	0.003	0.3	No

Notes: PPV = Peak Particle Velocity
[1]Based on the Vibration Source Levels of Construction Equipment included on Table 5-2 (Federal Transit Administration 2018). Distance to the nearest structure of concern is approximately 425 feet measured from Project Site construction.

As shown in Table 5-5, vibration as a result of onsite construction activities on the Project Site would not exceed 0.3 PPV at the nearest structure of concern. Thus, onsite Project construction would not exceed the recommended threshold.

5.3.4 Would the Project Expose Structures to Substantial Groundborne Vibration during Operations?

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. While the Project could accommodate heavy-duty trucks, these vehicles would not generate groundborne vibrations that would result in excessive vibration levels. Therefore, the Project would result in negligible groundborne vibration impacts during operations.

5.3.5 Would the Project Expose People Residing or Working on the Project Site to Excessive Airport Noise?

The Project Site is located approximately 2.12 miles southeast of the Rialto Municipal Airport. The Project Site is located outside of the 60 dBA CNEL noise-level contour boundary of the airport (County of San Bernardino 1991). Therefore, the Proposed Project would not expose those visiting or working on the Project Site to excessive airport noise.

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LIST OF APPENDICES

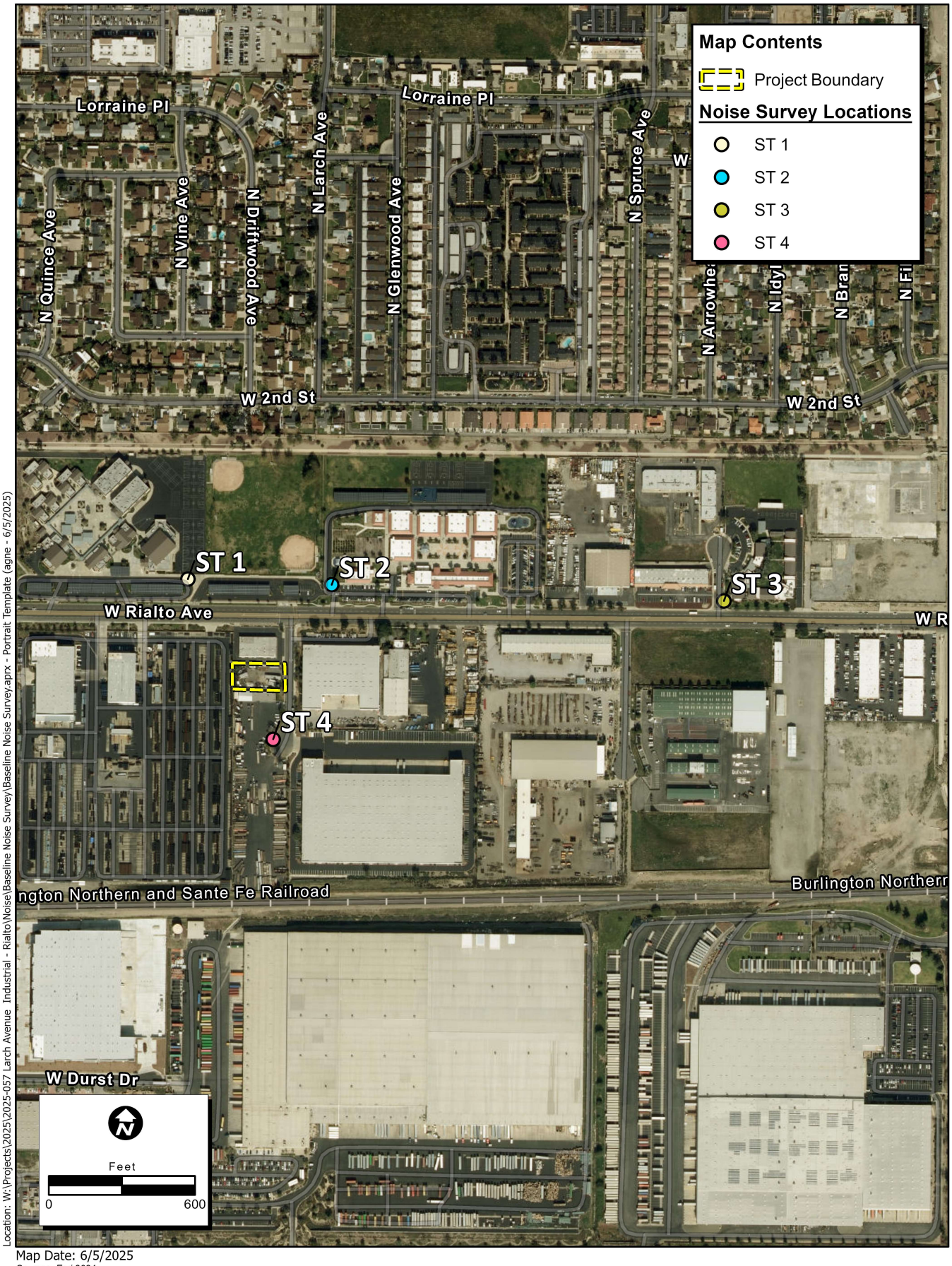
Appendix A – Baseline (Existing) Noise Measurements – Project Site and Vicinity

Appendix B – Federal Highway Administration Roadway Construction Noise Model Outputs – Project Construction

Appendix C – SoundPLAN Onsite Noise Generation

APPENDIX A

Baseline (Existing) Noise Measurements – Project Site and Vicinity



Location: W:\Projects\2025\2025-057 Larch Avenue Industrial - Rialto\Noise\Baseline Noise Survey\Baseline Noise Survey.aprx - Portrait Template (agne - 6/5/2025)

Map Date: 6/5/2025

Sources: Esri 2024

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Baseline Noise Survey Map

2025-057 Larch Avenue Industrial Project

Short-Term 15-Minute Noise Measurement Field Data Sheet	
Recorded By: C. Uminski	**Date: 6/4/2025**
Site Number:ST-1	**Job Number: 2025-057**
Start Time: 4:03 p.m.	**End Time: 4:18 p.m.**
Location/Address: Rialto Middle School	
Primary Noise Source: Rialto Avenue traffic.	
Secondary Noise Source: Yard south of Rialto Ave (State Pipe supply)	

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Larson Davis**	**LxT SE**	**0006133**	**10/01/2024**	
	Microphone	**Larson Davis**	**377B02**	**346688**	**10/01/2024**	
	Preamp	**Larson Davis**	**PRMLxT1L**	**069947**	**09/30/2024**	
	Calibrator	**Larson Davis**	**CAL200**	**17325**	**10/03/2024**	

Calibration Data	
Offset Before Measurement Period	**Offset After Measurement Period**
Calibration Time: 2:49 p.m.	**Calibration Time: 4:21 p.m.**
Calibration Offset (+-): -0.06	**Calibration Offset (+-): -0.01**

Weather Data				
Est.	**Sky Conditions: Clear/sunny**			
	Avg Wind Speed (mph)	**Max Wind Speed**	**Temperature º F**	**Humidity %**
	4.7	10.7	81.4	54.4

Noise Meter Data Outputs (dBA)			
Leq	**Lmin**	**Lmax**	**Ln**
59.1	47.8	72.8	

Photo(s) of Measurement Location

Measurement Report

Report Summary

Meter's File Name	LxT_Data.050.s	Computer's File Name	LxT_0006133-20250604 160324-LxT_Data.050.ldbin
Meter	LxT1 0006133	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2025-06-04 16:03:24	Duration	0:15:00.0		
End Time	2025-06-04 16:18:24	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-06-04 14:49:08	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	59.1 dB		
LAE	88.6 dB	SEA	--- dB
EA	81.3 µPa²h		
EA8	2.6 mPa²h		
EA40	13.0 mPa²h		
LAS_{peak}	84.8 dB	2025-06-04 16:11:16	
LAS_{max}	72.8 dB	2025-06-04 16:11:16	
LAS_{min}	47.8 dB	2025-06-04 16:15:42	
LA_{eq}	59.1 dB		
LC_{eq}	69.7 dB	LC_{eq} - LA_{eq}	10.6 dB
LAI_{eq}	60.2 dB	LAI_{eq} - LA_{eq}	1.1 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
59.1 dB	59.1 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
59.1 dB	59.1 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.1 dB		--- dB		--- dB	
$L_{S(max)}$	72.8 dB	2025-06-04 16:11:16	--- dB	None	--- dB	None
$L_{S(min)}$	47.8 dB	2025-06-04 16:15:42	--- dB	None	--- dB	None
$L_{Peak(max)}$	84.8 dB	2025-06-04 16:11:16	--- dB	None	--- dB	None

Overloads

Count	Duration
0	0:00:00.0

Statistics

LAS 2.0	64.7 dB
LAS 8.0	62.7 dB
LAS 16.7	61.3 dB
LAS 25.0	60.2 dB
LAS 50.0	57.2 dB
LAS 90.0	51.4 dB

Short-Term 15-Minute Noise Measurement Field Data Sheet	
Recorded By: C. Uminski	**Date: 6/4/2025**
Site Number:ST-2	**Job Number: 2025-057**
Start Time: 3:41 p.m.	**End Time: 3:56 p.m.**
Location/Address: Charlotte N. Werner Elementary School	
Primary Noise Source: Rialto Avenue traffic.	
Secondary Noise Source: Yard south of Rialto Ave (State Pipe supply)	

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Larson Davis**	**LxT SE**	**0006133**	**10/01/2024**	
	Microphone	**Larson Davis**	**377B02**	**346688**	**10/01/2024**	
	Preamp	**Larson Davis**	**PRMLxT1L**	**069947**	**09/30/2024**	
	Calibrator	**Larson Davis**	**CAL200**	**17325**	**10/03/2024**	

Calibration Data	
Offset Before Measurement Period	**Offset After Measurement Period**
Calibration Time: 2:49 p.m.	**Calibration Time: 4:21 p.m.**
Calibration Offset (+-): -0.06	**Calibration Offset (+-): -0.01**

Weather Data				
Est.	**Sky Conditions: Clear/sunny**			
	Avg Wind Speed (mph)	**Max Wind Speed**	**Temperature º F**	**Humidity %**
	4.7	10.7	81.4	54.4

Noise Meter Data Outputs (dBA)			
Leq	**Lmin**	**Lmax**	**Ln**
61.0	51.7	77.3	

Photo(s) of Measurement Location

Measurement Report

Report Summary

Meter's File Name	LxT_Data.049.s	Computer's File Name	LxT_0006133-20250604 154127-LxT_Data.049.ldbin
Meter	LxT1 0006133	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2025-06-04 15:41:27	Duration	0:15:00.0		
End Time	2025-06-04 15:56:27	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-06-04 14:49:08	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	61.0 dB		
LAE	90.5 dB	SEA	--- dB
EA	125.9 µPa²h		
EA8	4.0 mPa²h		
EA40	20.1 mPa²h		
LAS_{peak}	93.8 dB	2025-06-04 15:55:13	
LAS_{max}	77.3 dB	2025-06-04 15:55:13	
LAS_{min}	51.7 dB	2025-06-04 15:51:14	
LA_{eq}	61.0 dB		
LC_{eq}	70.5 dB	LC_{eq} - LA_{eq}	9.5 dB
LAI_{eq}	62.9 dB	LAI_{eq} - LA_{eq}	1.9 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
61.0 dB	61.0 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
61.0 dB	61.0 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	61.0 dB		--- dB		--- dB	
$L_{S(max)}$	77.3 dB	2025-06-04 15:55:13	--- dB	None	--- dB	None
$L_{S(min)}$	51.7 dB	2025-06-04 15:51:14	--- dB	None	--- dB	None
$L_{Peak(max)}$	93.8 dB	2025-06-04 15:55:13	--- dB	None	--- dB	None

Overloads

Count	Duration
0	0:00:00.0

Statistics

LAS 2.0	68.1 dB
LAS 8.0	65.0 dB
LAS 16.7	62.8 dB
LAS 25.0	61.3 dB
LAS 50.0	58.0 dB
LAS 90.0	53.4 dB

Short-Term 15-Minute Noise Measurement Field Data Sheet	
Recorded By: C. Uminski	**Date: 6/4/2025**
Site Number:ST-3	**Job Number: 2025-057**
Start Time: 3:17 p.m.	**End Time: 3:32 p.m.**
Location/Address: Bob Murphy Community School	
Primary Noise Source: Rialto Avenue traffic.	
Secondary Noise Source: Business park traffic.	

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Larson Davis**	**LxT SE**	**0006133**	**10/01/2024**	
	Microphone	**Larson Davis**	**377B02**	**346688**	**10/01/2024**	
	Preamp	**Larson Davis**	**PRMLxT1L**	**069947**	**09/30/2024**	
	Calibrator	**Larson Davis**	**CAL200**	**17325**	**10/03/2024**	

Calibration Data	
Offset Before Measurement Period	**Offset After Measurement Period**
Calibration Time: 2:49 p.m.	**Calibration Time: 4:21 p.m.**
Calibration Offset (+-): -0.06	**Calibration Offset (+-): -0.01**

Weather Data				
Est.	**Sky Conditions: Clear/sunny**			
	Avg Wind Speed (mph)	**Max Wind Speed**	**Temperature º F**	**Humidity %**
	4.7	10.7	81.4	54.4

Noise Meter Data Outputs (dBA)			
Leq	**Lmin**	**Lmax**	**Ln**
61.2	46.0	77.9	

Photo(s) of Measurement Location

Measurement Report

Report Summary

Meter's File Name	LxT_Data.048.s	Computer's File Name	LxT_0006133-20250604 151731-LxT_Data.048.ldbin
Meter	LxT1 0006133	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2025-06-04 15:17:31	Duration	0:15:00.0		
End Time	2025-06-04 15:32:31	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-06-04 14:49:08	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	61.2 dB		
LAE	90.7 dB	SEA	--- dB
EA	131.8 µPa²h		
EA8	4.2 mPa²h		
EA40	21.1 mPa²h		
LAS_{peak}	91.4 dB	2025-06-04 15:18:31	
LAS_{max}	77.9 dB	2025-06-04 15:18:32	
LAS_{min}	46.0 dB	2025-06-04 15:28:17	
LA_{eq}	61.2 dB		
LC_{eq}	70.2 dB	LC_{eq} - LA_{eq}	9.0 dB
LAI_{eq}	63.6 dB	LAI_{eq} - LA_{eq}	2.4 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
61.2 dB	61.2 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
61.2 dB	61.2 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	61.2 dB		--- dB		--- dB	
$L_{S(max)}$	77.9 dB	2025-06-04 15:18:32	--- dB	None	--- dB	None
$L_{S(min)}$	46.0 dB	2025-06-04 15:28:17	--- dB	None	--- dB	None
$L_{Peak(max)}$	91.4 dB	2025-06-04 15:18:31	--- dB	None	--- dB	None

Overloads

Count	Duration
0	0:00:00.0

Statistics

LAS 2.0	68.5 dB
LAS 8.0	65.4 dB
LAS 16.7	63.3 dB
LAS 25.0	61.8 dB
LAS 50.0	57.1 dB
LAS 90.0	49.5 dB

Short-Term 15-Minute Noise Measurement Field Data Sheet	
Recorded By: C. Uminski	**Date: 6/4/2025**
Site Number:ST-4	**Job Number: 2025-057**
Start Time: 2:54 p.m.	**End Time: 3:09 p.m.**
Location/Address: S. Larch Avenue Cul-de-sac	
Primary Noise Source: State pipe supply	
Secondary Noise Source: Metrolink and distant traffic.	

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Larson Davis**	**LxT SE**	**0006133**	**10/01/2024**	
	Microphone	**Larson Davis**	**377B02**	**346688**	**10/01/2024**	
	Preamp	**Larson Davis**	**PRMLxT1L**	**069947**	**09/30/2024**	
	Calibrator	**Larson Davis**	**CAL200**	**17325**	**10/03/2024**	

Calibration Data	
Offset Before Measurement Period	**Offset After Measurement Period**
Calibration Time: 2:49 p.m.	**Calibration Time: 4:21 p.m.**
Calibration Offset (+-): -0.06	**Calibration Offset (+-): -0.01**

Weather Data				
Est.	**Sky Conditions: Clear/sunny**			
	Avg Wind Speed (mph)	**Max Wind Speed**	**Temperature º F**	**Humidity %**
	4.7	10.7	81.4	54.4

Noise Meter Data Outputs (dBA)			
Leq	**Lmin**	**Lmax**	**Ln**
56.7	47.4	72.3	

Photo(s) of Measurement Location

TACOMA

Measurement Report

Report Summary

Meter's File Name	LxT_Data.047.s	Computer's File Name	LxT_0006133-20250604 145349-LxT_Data.047.ldbin
Meter	LxT1 0006133	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2025-06-04 14:53:49	Duration	0:15:00.0		
End Time	2025-06-04 15:08:49	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-06-04 14:49:08	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	56.7 dB		
LAE	86.2 dB	SEA	--- dB
EA	46.8 µPa²h		
EA8	1.5 mPa²h		
EA40	7.5 mPa²h		
LAS_{peak}	87.0 dB	2025-06-04 15:03:14	
LAS_{max}	72.3 dB	2025-06-04 14:58:29	
LAS_{min}	47.4 dB	2025-06-04 15:06:38	
LA_{eq}	56.7 dB		
LC_{eq}	67.2 dB	LC_{eq} - LA_{eq}	10.5 dB
LAI_{eq}	60.0 dB	LAI_{eq} - LA_{eq}	3.3 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
56.7 dB	56.7 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
56.7 dB	56.7 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	56.7 dB		--- dB		--- dB	
$L_{S(max)}$	72.3 dB	2025-06-04 14:58:29	--- dB	None	--- dB	None
$L_{S(min)}$	47.4 dB	2025-06-04 15:06:38	--- dB	None	--- dB	None
$L_{Peak(max)}$	87.0 dB	2025-06-04 15:03:14	--- dB	None	--- dB	None

Overloads

Count	Duration
0	0:00:00.0

Statistics

LAS 2.0	66.2 dB
LAS 8.0	62.1 dB
LAS 16.7	56.0 dB
LAS 25.0	52.8 dB
LAS 50.0	50.6 dB
LAS 90.0	48.6 dB

APPENDIX B

Highway Administration Roadway Construction Noise Model Outputs – Project Construction

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/2/2025
Case Description: Larch Avenue Industrial

Description	**Land Use**
Demolition	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**	**Estimated Shielding (dBA)**
Concrete Saw	No	20		89.6	425	0
Dozer	No	40		81.7	425	0
Tractor	No	40	84		425	0
Tractor	No	40	84		425	0

Results

Calculated (dBA)

Equipment	***Lmax**	**Leq**
Concrete Saw	71	64
Dozer	63.1	59.1
Tractor	65.4	61.4
Tractor	65.4	61.4
Total	**71**	**67.9**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/2/2025
Case Description: Larch Avenue Industrial

Description	**Land Use**
Site Preparation	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**	**Estimated Shielding (dBA)**
Grader	No	40	85		425	0
Tractor	No	40	84		425	0

Results

Calculated (dBA)

Equipment	***Lmax**	**Leq**
Grader	66.4	62.4
Tractor	65.4	61.4
Total	**66.4**	**65**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/2/2025
Case Description: Larch Avenue Industrial

Description	**Land Use**
Grading	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**	**Estimated Shielding (dBA)**
Grader	No	40	85		425	0
Dozer	No	40		81.7	425	0
Tractor	No	40	84		425	0

Results

Calculated (dBA)

Equipment	***Lmax**	**Leq**
Grader	66.4	62.4
Dozer	63.1	59.1
Tractor	65.4	61.4
Total	**66.4**	**66**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/2/2025
Case Description: Larch Avenue Industrial

Description	**Land Use**
Building Construction, Paving & Painting	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**	**Estimated Shielding (dBA)**
Crane	No	16		80.6	425	0
Front End Loader	No	40		79.1	425	0
Front End Loader	No	40		79.1	425	0
Tractor	No	40	84		425	0
Tractor	No	40	84		425	0
Concrete Mixer Truck	No	40		78.8	425	0
Concrete Mixer Truck	No	40		78.8	425	0
Concrete Mixer Truck	No	40		78.8	425	0
Concrete Mixer Truck	No	40		78.8	425	0
Paver	No	50		77.2	425	0
Roller	No	20		80	425	0
Tractor	No	40	84		425	0
Compressor (air)	No	40		77.7	425	0

Results

Calculated (dBA)

Equipment	***Lmax**	**Leq**
Crane	62	54
Front End Loader	60.5	56.5
Front End Loader	60.5	56.5
Tractor	65.4	61.4
Tractor	65.4	61.4
Concrete Mixer Truck	60.2	56.2
Concrete Mixer Truck	60.2	56.2
Concrete Mixer Truck	60.2	56.2
Concrete Mixer Truck	60.2	56.2
Paver	58.6	55.6

Roller		61.4	54.4
Tractor		65.4	61.4
Compressor (air)		59.1	55.1
	Total	**65.4**	**69**

*Calculated Lmax is the Loudest value.

APPENDIX C

SoundPLAN Onsite Noise Generation

SoundPLAN
Output Source Information

Reciever	Location	Daytime Noise Level at Ground Floor (dBA)
1	Rialto Middle School	53
2	Charlotte N. Werner Elementary School	51.2

	Citation	Level at Source (dBA)
1	City of San Jose 2014 Midpoint at 237 Loading Dock Noise Study - Internal Truck Circulation	106.3

RESOLUTION NO. 2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2025-0001 ALLOWING THE DEVELOPMENT AND OPERATION OF A 7,022 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING ON 0.46 ACRES OF LAND (APN: 0128-151-17) LOCATED ON THE WEST SIDE OF LARCH AVENUE APPROXIMATELY 150 FEET SOUTH OF RIALTO AVENUE WITHIN THE GENERAL MANUFACTURING (M-2) ZONE.

WHEREAS, the applicant, Miros Enterprises, LLC, proposes to develop and operate a 7,022 square foot industrial warehouse building ("Project") on 0.46 acres of land (APNs: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zone ("Site"); and

WHEREAS, the Project will consist of 500 square feet of office space, 6,522 square feet of warehouse space, one (1) grade level roll-up door, which will be located on the north side of the building, stucco finishes, a concrete block perimeter wall, an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, Pursuant to Section 18.112.040A of the Rialto Municipal Code, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2025-0001 ("CDP No. 2025-0001"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2025-0001 ("PPD No. 2025-0001") to facilitate the development of a 7,022 square foot industrial warehouse center building with associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, on February 18, 2026, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP 2025-0001 and PPD No. 2025-0001, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP 2025-0001 and PPD No. 2025-0001; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2025-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2025-0001 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit, which findings are as follows:

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

This finding is supported by the following facts:

The Site is relatively flat, expansive in size, and covered entirely by natural grasses and shrubs, except for an expanse of chain-link fence along the project frontage and an existing concrete driveway and curb in the public right-of-way. The Project will develop the highest and best use for the Site, in accordance with the General Manufacturing (M-2) zoning district. Additionally, the Project will provide employment opportunities within the City and reduce blight by implementing a use on vacant, unimproved land.

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

This finding is supported by the following facts:

The development of an industrial warehouse building on the Site is consistent with the General Manufacturing (M-2) zoning designation, which conditionally permits the development and operation of industrial warehouse buildings. To the north of the project site is an approximately 12,000 square foot multi-tenant industrial flex building, and to the east, across Larch Avenue, is an approximately 71,000 square foot industrial warehouse building occupied by Speedmaster, which is a performance auto parts manufacturer and distributor. To the south is an approximately 3.99-acre industrial site occupied by SSI Express, which is a specialized trucking company, and to the west is an approximately 22.87-acre industrial site occupied by State Pipe & Supply, Inc., which is a carbon steel pipe manufacturer and distributor. The zoning designation of the Site and the surrounding properties is M-2. The project is not expected to negatively impact any surrounding uses

with the successful implementation of measures such as landscape buffering, aesthetic building enhancements, and other traffic related measures.

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

This finding is supported by the following facts:

The Site contains 0.46 acres, is fairly level and adjacent to one (1) public street, which will be able to accommodate the proposed use. The Project will have one (1) point of access via Larch Avenue. The driveway on Larch Avenue will provide full access for both trucks and passenger vehicles. In addition, the building will have nine (9) parking spaces, which equals the amount required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

This finding is supported by the following facts:

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

5. The proposed use will be arranged, designed, constructed, and maintained so as it will not be injurious to property or improvements in the vicinity or otherwise be inharmonious with the General Plan and its objectives, the M-2 zone, or any zoning ordinances, and

This finding is supported by the following facts:

As previously stated, the use is consistent with the General Manufacturing (M-2) zoning designation. The building will be oriented such that none of the dock doors will front or face the public right-of-way, the building will have nine (9) parking spaces, and the building will have a floor area ratio (FAR) of 35.1 percent, all of which comply with the General Plan, the M-2 zoning district, Chapter 18.112 (Indoor Storage Facilities) of the Rialto Municipal Code, and the City's Design Guidelines. A fifteen (15) foot deep landscaped setback will be provided along Larch Avenue. Landscaping will be abundantly incorporated into the Site, as the landscape coverage for the project is 17.3 percent, which exceeds the minimum required amount of 10.0 percent.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping, solid screen walls, decorative paving, and enhanced architectural features. The development of a high-quality industrial development will provide additional employment opportunities for residents and visitors to the City. The Project will also serve to develop a piece of land, which has remained undeveloped. The Project is consistent with the General Manufacturing (M-2) zoning district and the surrounding industrial uses. The project is not expected to negatively impact any surrounding uses with the successful implementation of measures such as landscape buffering, aesthetic building enhancements, and other traffic related measures. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2025-0001 and PPD No. 2025-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15332, In-Fill Development Projects. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2025-0001 and PPD No. 2025-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, approval of CDP No. 2025-0001 is granted to Miros Enterprises, LLC, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted allowing the development and operation of a 7,022 square foot industrial warehouse building on 0.46 acres of land (APN: 0128-151-17) on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.

3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, 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 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 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 CDP No. 2025-0001.

4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

5. The Project shall be limited to a maximum of 36 actual passenger car trips and 4 actual truck trips daily, in accordance with Exhibit 2: Trip Generation of the Traffic Impact Analysis Scoping Agreement prepared for the Project by K2 Traffic Engineering, Inc. and dated November 15, 2024, which is attached hereto as Exhibit B.

6. The applicant, landlord, and/or tenant(s) shall require all inbound truck traffic to access the site via Cedar Avenue, eastbound on Rialto Avenue to Larch Avenue, and then southbound on Larch Avenue to the project driveway connected to Larch Avenue. Inbound truck traffic shall not use Rialto Avenue east of Larch Avenue.

7. The applicant, landlord, operator(s) and/or tenant(s) shall require all outbound truck traffic to proceed northbound on Larch Avenue to Rialto Avenue, then westbound on Rialto Avenue to Cedar Avenue. Outbound truck traffic shall not use Rialto Avenue east of Larch Avenue.

8. 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.

9. The applicant, landlord, operator(s) and/or tenant(s) shall not park or store trucks or trailers within any public street or within any on-site drive-aisles or passenger vehicle parking areas at any time.

10. The landlord and/or tenant(s) shall not store any product, goods, materials, etc. outside of the building at any time without prior approval of a separate Conditional Development Permit in accordance with Chapter 18.104 (Outdoor Storage Uses) of the Rialto Municipal Code.

11. Approval of CDP No. 2025-0001 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

12. 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 (M-2) zoning district and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.

13. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2025-0001 or PPD No. 2025-0001, 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. 2025-0001 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) The use for which such approval was granted becomes or 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 (M-2) zoning district and/or the City's General Plan.

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

PASSED, APPROVED AND ADOPTED this 18th day of February, 2026.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2026.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2026.

_____

HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

Exhibit “A”

Project Plans

Exhibit “B”

Table 2: Project Trip Generation Summary
From the Traffic Impact Analysis Scoping Agreement prepared for the Project by Urban Crossroads, Inc. – Dated March 11, 2021

RESOLUTION NO. 2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN OF DESIGN NO. 2025-0001 ALLOWING THE DEVELOPMENT OF A 7,022 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING WITH ASSOCIATED PAVING, LANDSCAPING, FENCING, LIGHTING, AND DRAINAGE IMPROVEMENTS ON APPROXIMATELY 0.46 ACRES OF LAND (APN: 0128-151-17) LOCATED ON THE WEST SIDE OF LARCH AVENUE APPROXIMATELY 150 FEET SOUTH OF RIALTO AVENUE WITHIN THE GENERAL MANUFACTURING (M-2) ZONE.

WHEREAS, the applicant, Miros Enterprises, LLC, proposes to develop and operate a 7,022 square foot industrial warehouse building ("Project") on 0.46 acres of land (APNs: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zone ("Site"); and

WHEREAS, the Project will consist of 500 square feet of office space, 6,522 square feet of warehouse space, one (1) grade level roll-up door, which will be located on the north side of the building, stucco finishes, a concrete block perimeter wall, an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, Pursuant to Chapter 18.65 (Precise Plan of Design) of the Rialto Municipal Code, the Project requires a Precise Plan of Design, and the applicant has agreed to apply for Precise Plan of Design No. 2025-0001 ("PPD No. 2025-0001"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2025-0001 ("CDP No. 2025-0001") to facilitate the development and operation of a 7,022 square foot industrial warehouse building on the Site; and

WHEREAS, on February 18, 2026, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on PPD No. 2025-0001 and CDP No. 2025-0001, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed PPD No. 2025-0001 and CDP No. 2025-0001; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2025-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that PPD No. 2025-0001 satisfies the requirements of Section 18.65.020E of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a Precise Plan of Design. The findings are as follows:

1. The proposed development is in compliance with all city ordinances and regulations, unless in accordance with an approved variance; and

This finding is supported by the following facts:

The Site has a General Plan land use designation of Light Industrial and a zoning designation of General Manufacturing (M-2). Those designations allow for the development and operation of industrial warehouse buildings, as proposed by the Project. The Project, as conditioned herein, will comply with all City ordinances and regulations, including those required by the M-2 zoning district and the City's Design Guidelines. Additionally, the Project meets all the required development standards of the M-2 zoning district and Chapter 18.112 (Indoor Storage Facilities) of the Rialto Municipal Code including, but not limited to, required building setbacks, parking, landscaping, building height, floor area ratio, etc.

2. The site is physically suitable for the proposed development, and the proposed development will be arranged, designed, constructed, and maintained so that it will not be unreasonably detrimental or injurious to property, improvements, or the health, safety or general welfare of the general public in the vicinity, or otherwise be inharmonious with the city's general plan and its objectives, zoning ordinances or any applicable specific plan and its objectives; and

This finding is supported by the following facts:

The Site is relatively flat, 0.46 acres in size, bound by one (1) public street (Larch Avenue to the east), and is within the General Manufacturing (M-2) zoning district. To the north of the project site is an approximately 12,000 square foot multi-tenant industrial flex building, and to the east, across Larch Avenue, is an approximately 71,000 square foot industrial warehouse building occupied by Speedmaster, which is a performance auto parts manufacturer and distributor. To the south is an approximately 3.99-acre industrial site

occupied by SSI Express, which is a specialized trucking company, and to the west is an approximately 22.87-acre industrial site occupied by State Pipe & Supply, Inc., which is a carbon steel pipe manufacturer and distributor. The zoning designation of the Site and the surrounding properties is M-2. The Project is consistent with the M-2 zoning district and the surrounding industrial land uses. The project is not expected to negatively impact any surrounding uses with the successful implementation of measures such as landscape buffering, aesthetic building enhancements, and other traffic related measures.

3. The proposed development will not unreasonably interfere with the use or enjoyment of neighboring property rights or endanger the peace, health, safety or welfare of the general public; and

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, such as extensive landscaping, perimeter concrete block walls, and enhanced architectural features. To the north of the project site is an approximately 12,000 square foot multi-tenant industrial flex building, and to the east, across Larch Avenue, is an approximately 71,000 square foot industrial warehouse building occupied by Speedmaster, which is a performance auto parts manufacturer and distributor. To the south is an approximately 3.99-acre industrial site occupied by SSI Express, which is a specialized trucking company, and to the west is an approximately 22.87-acre industrial site occupied by State Pipe & Supply, Inc., which is a carbon steel pipe manufacturer and distributor. The zoning designation of the Site and the surrounding properties is M-2. The Project is consistent with the M-2 zoning district and the surrounding industrial land uses. The project is not expected to negatively impact any surrounding uses with the successful implementation of measures such as landscape buffering, aesthetic building enhancements, and other traffic related measures.

4. The proposed development will not substantially interfere with the orderly or planned development of the City of Rialto.

This finding is supported by the following facts:

The Project is consistent with the underlying General Manufacturing (M-2) zoning designation and is a logical addition to the existing industrial developments surrounding the Site. The design of the Project will ensure a continuation of the public improvements and aesthetics present in the surrounding area. The City staff have reviewed the design of the Project to ensure compliance with all health, safety, and design requirements to ensure the Project will enhance the infrastructure and aesthetics of the local community.

SECTION 3. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2025-0001 and CDP No. 2025-0001, including written staff reports, verbal testimony, site plans, other documents, and the

conditions of approval stated herein, the Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15332, In-Fill Development Projects. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2025-0001 and CDP No. 2025-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, approval of PPD No. 2025-0001 is granted to Miros Enterprises, LLC in accordance with the plans and application on file with the Planning Division, subject to the following Conditions of Approval:

1. The applicant is granted PPD No. 2025-0001 allowing the development of a 7,022 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on 0.46 acres of land (APN: 0128-151-17) located on the west side of Larch Avenue approximately 150 feet south of Rialto Avenue within the General Manufacturing (M-2) zoning district, subject to the Conditions of Approval contained herein.

2. The approval of PPD No. 2025-0001 is granted for a one (1) year period from the date of approval. Approval of PPD No. 2025-0001 will not become effective until the applicant has signed a Statement of Acceptance acknowledging awareness and acceptance of the required Conditions of Approval contained herein. Any request for an extension shall be reviewed by the Community Development Director and shall be based on the progress that has taken place toward the development of the project.

3. The development associated with PPD No. 2025-0001 shall conform to the site plan, floor plan, elevations, roof plan, and preliminary landscape plan attached hereto as Exhibit A, except as may be required to be modified based on the Conditions of Approval contained herein.

4. The development associated with PPD No. 2025-0001 shall comply with all Conditions of Approval contained within CDP No. 2025-0001.

5. The development associated with PPD No. 2025-0001 shall comply with all applicable sections of the Rialto Municipal Code and all other applicable State and local laws and ordinances.

6. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.

7. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, 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 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 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. 2025-0001.

8. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

9. The applicant shall install decorative pavement within the driveway connected to Larch Avenue. The decorative pavement shall extend across the entire width of the driveway and shall have a minimum depth of fifteen (15) feet as measured from the property lines along Larch Avenue. Decorative 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.

10. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall route all drainage downspouts through the interior of the building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.

11. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall construct parapet returns, at least three (3) feet in depth from the recessed wall planes, at all height variations on all four (4) sides of the building. The parapet returns shall be demonstrated on the roof plans within the formal building plan check submittal prior to the issuance of building permits.

12. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall provide internal roof access only for the building. The internal roof access shall be identified within the formal building plan check submittal prior to the issuance of building permits.

13. Any new walls, including any retaining walls, shall be comprised of decorative masonry block or decorative concrete. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. Pilasters shall be incorporated within all new walls visible from the public right-of-way. The pilasters shall be spaced a maximum of seventy (70) 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 to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan and Precise Grading Plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.

14. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of twenty-four (24) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing shall be identified on the site plan, and an elevation detail for the fencing shall be included in the formal building plan check submittal prior to the issuance of building permits.

15. The applicant shall construct one (1) ADA accessible trash enclosure on the project site. The trash enclosures shall provide room for one (1) commercial waste container and

one (1) commercial recycling container. The exterior of each trash enclosure shall match the material and base color of the buildings. Additionally, each trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. The location of the trash enclosure shall be identified on the site plan within the formal building plan check prior to the issuance of building permits. An elevation detail for the trash enclosures shall be provided within formal building plan check submittal prior to the issuance of building permits.

16. All light standards installed on site, shall have a maximum height of twenty-eight (28) feet, as measured from the finished surface, including the base. Lighting shall be shielded and/or directed toward the site so as not to produce direct glare or "stray light" onto adjacent properties. All light standards shall be identified on the site plan and a note indicating the height restriction shall be included within the formal building plan check submittal prior to the issuance of building permits.

17. The applicant shall submit a formal Landscape Plan to the Planning Division prior to the issuance of building permits. The submittal shall include three (3) sets of planting and irrigation plans, a completed Landscape Plan Review application, and the applicable review fee.

18. The applicant shall plant one (1) tree every three (3) vehicle parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

19. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setback along Larch Avenue. All trees within the landscape setback shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained by the property owner. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

20. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Larch Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parking shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Larch Avenue shall be the Albizia Julibrissin “Mimosa/Silk Tree” and/or the Liriodnedron Tulipifera “Tulip Tree”. The street trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

21. The applicant shall plant shrubs and/or construct solid decorative walls that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes from public view. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial 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. Solid decorative walls means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. The shrubs and/or solid walls shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

22. 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 deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

23. All planting and irrigation shall be installed on-site in accordance with the approved landscape plans and permit prior to the issuance of a Certificate of Occupancy. The installation of the planting and irrigation shall be certified in writing by the landscape architect responsible for preparing the landscape plans prior to the issuance of a Certificate of Occupancy.

24. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy, unless specified otherwise herein.

25. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.

26. The applicant shall comply with all conditions of approval for PPD No. 2025-0001 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy.

27. All improvements and/or dry utility improvement construction within the public right-of-way require a City of Rialto Encroachment Permit.

28. All abandoned utilities shall be completely removed. Utilities may not be abandoned in place.

29. The applicant shall submit civil engineering design plans, reports and/or documents, prepared by a registered/licensed civil engineer, for review and approval by the City Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer. The first submittal shall consist of, but is not necessarily limited to, the following:

    a. PRECISE GRADE W/ EROSION CONTROL PLAN (prior to grading permit issuance)

    b. PUBLIC IMPROVEMENT PLANS – Plans may include: Street, Signing & Striping, Landscape & Irrigation, etc. (prior to Map approval or off-site construction permit issuance, whichever occurs first)

    c. FINAL DRAINAGE STUDY (prior to grading plan approval)

    d. FINAL WQMP (prior to grading plan approval)

    e. LEGAL DOCUMENTS (e.g. EASEMENT(S), DEDICATION(S), LOT LINE ADJUSTMENT, VACATION, etc.) (prior to Building Permit Issuance or Occupancy Release) – These items are not required to be submitted if they are included on the Parcel Map.

    f. AS-BUILT/RECORD DRAWINGS for all plans (prior to occupancy release)

30. The applicant is responsible for requesting address assignment from the Planning Division for any new building, irrigation water meter and electrical pedestal. Addresses for irrigation meters must be based upon approved civil plans. Addresses for electrical pedestals must be based upon approved SCE plans. The main building address shall be included on Precise Grading Plans and Building Plan set along with the PPD number. The electrical meter pedestal addresses (single or dual) shall be included in the public improvement plans.

31. Upon approval of any improvement plan by the City Engineer, the applicant shall provide the improvement plan to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.

32. The applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete, as may be determined by the City Engineer. Paving streets in one lift prior to completion of on-site construction will not be allowed

unless prior authorization has been obtained from the City Engineer. Completion of asphalt concrete paving for streets prior to completion of on-site construction activities, if authorized by the City Engineer, will require additional paving requirements prior to acceptance of the street improvements, including, but not limited to: removal and replacement of damaged asphalt concrete pavement, overlay, slurry seal, or other repairs, as required by the City Engineer.

33. The applicant shall repair all street cuts for utilities in accordance with City Standard SC-231 within 72 hours of completion of the utility work; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accordance with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.

34. The applicant shall backfill and/or repair all utility trenches or other excavations within existing asphalt concrete pavement of off-site streets resulting from the proposed development, in accordance with City of Rialto Standard Drawings. The applicant shall be responsible for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets including pavement repairs in addition to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. West Valley Water District, Southern California Edison, Southern California Gas Company, Spectrum, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete overlay of Locust Avenue and Lowell Street, 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.

35. A separate Off-Site Construction Permit is required for each type of improvement within the public right-of-way, including street, wet utility (RWS only), landscape and irrigation, and traffic signal work. To expedite and coordinate all improvements in the public right-of-way, the applicant shall submit a multi-phase master traffic control plan that includes all phases of construction (e.g., sewer, water, overhead, underground, etc.) prior to permit issuance. For simplicity, the Off-Site Construction Permits will replace individual Encroachment Permits typically obtained by the developer's contractor .In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing and new electrical distribution lines of sixteen thousand volts or less and overhead service drop conductors, and all telephone, television cable service, and similar service wires or lines, which are on-site, abutting, and/or transecting, shall be installed underground. Utility undergrounding shall extend to the nearest off-site power pole. This may require undergrounding beyond the project limits to prevent any existing poles to remain or new poles to be placed for guy wire purposes along the project frontage. New power poles shall not be installed unless otherwise approved by the City Engineer. A letter from the owners of the affected utilities shall be submitted to the City Engineer prior to approval

of the Grading Plan, informing the City that they have been notified of the City's utility undergrounding requirement and their intent to commence design of utility undergrounding plans. When available, the utility undergrounding plan shall be submitted to the City Engineer identifying all above ground facilities in the area of the project to be undergrounded.

36. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets, any and all street and/or trench cuts in newly paved streets will be subject to moratorium street repair standards as reference in Section 11.04.145 of the Rialto Municipal Code. Contact the Engineering Division for a list of streets subject to the moratorium.

37. The minimum pavement section for all on-site pavements shall be three (3) inches asphalt concrete pavement over four (4) inches crushed aggregate base with a minimum subgrade of twenty-four (24) inches at 95% relative compaction, or equal. If an alternative pavement section is proposed, the proposed pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval.

38. The applicant shall provide construction signage, lighting and barricading shall be provided during all phases of construction as required by City Standards or as directed by the City Engineer. As a minimum, all construction signing, lighting and barricading shall be in accordance with Part 6 "Temporary Traffic Control" of the 2014 California Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time of construction.

39. The public street improvements outlined in these Conditions of Approval are intended to convey to the developer an accurate scope of required improvements, however, the City Engineer reserves the right to require reasonable additional improvements as may be determined in the course of the review and approval of street improvement plans required by these conditions.

40. Development of the site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, issued by the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2024-0001. Pursuant to the NPDES Permit, the developer shall ensure development of the site incorporates post-construction Best Management Practices (BMPs) in accordance with the Model Water Quality Management Plan (WQMP) approved for use for the Santa Ana River Watershed. The developer is advised that applicable Site Design BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval.

41. Prior to grading plan approval, the applicant shall submit a final hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. For all

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 retain on-site shall be determined by comparing the existing pre-developed condition and proposed developed condition, using the 100-year frequency storm.

42. Prior to grading plan approval, direct release of on-site nuisance water or stormwater runoff shall not be permitted to the adjacent public streets. Provisions for the interception of nuisance water from entering adjacent public streets from the project site shall be provided through the use of a minor storm drain system that collects and conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains.

43. Prior to grading plan approval, the applicant shall submit a Geotechnical/Soils Report, prepared by a California registered Geotechnical Engineer, for and incorporated as an integral part of the grading plan for the proposed development. The geotechnical report shall include a section on infiltration testing. A digital copy (PDF) of the Geotechnical/Soils Report shall be submitted to the Engineering Services Department with the first submittal of the Precise Grading Plan.

44. Prior to grading plan approval, the applicant shall submit a Final Water Quality Management Plan identifying site-specific Best Management Practices (BMPs) in accordance with the Model Water Quality Management Plan (WQMP) approved for use for the Santa Ana River Watershed. The site specific WQMP shall be submitted to the City Engineer for review and approval with the precise grading plan. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance document and FWQMP.

45. Prior to issuance of grading permit or on-site construction permit, the applicant shall submit a Precise Grading 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.

46. Prior to commencing with any grading, the applicant shall implement the required erosion and dust control measures shall be in place. In addition, the following shall be included if not already identified:

    a. 6 foot high tan colored perimeter screened fencing

    b. Contractor information signage including contact information along the street frontages of Larch Avenue.

c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664"

47. Prior to issuance of an encroachment permit or off-site construction permit, all public improvement plans must be submitted and approved by the City Engineer.

48. Prior to issuance of building permit, the Precise Grading plans shall be approved by the City Engineer.

49. Prior to issuance of building permit or off-site construction permit, submit street improvement plans prepared by a registered California civil engineer to the Engineering Division for review.

50. Prior to issuance of building permit or off-site construction permit, 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 required street improvements to the satisfaction of the City Engineer.

51. The applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance, prior to the issuance of any building permit related to the Project.

52. Prior to the issuance of a building permit, the applicant shall 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.

53. Prior to issuance of building permit, the applicant may be required to submit a Public Improvement Agreement (PIA) and the required security to the Engineering Division for review and acceptance, as determined by the City Engineer.

54. Prior to the issuance of a certificate of occupancy, all public improvements shall be constructed to City standards subject to the satisfaction of the City Engineer.

55. The applicant shall reconstruct any broken, chipped, or unsatisfactory sidewalks, curbs, gutters, pavement, and landscaping along the entire project frontage, in accordance with the General Plan and the City of Rialto Standard Drawings, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy. The removal and reconstruction of improvements shall be identified on the street improvement plans, prior to issuance of off-site construction permits.

56. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontage of Larch Avenue, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.

57. The applicant shall connect the project to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services, prior to the issuance of a Certificate of Occupancy.

58. The applicant is advised that domestic water service is provided by Rialto Water Services. The applicant shall be responsible for coordinating with Rialto Water Services and complying with all requirements for establishing domestic water service to the property.

59. The applicant shall provide certification from Rialto Water Services that demonstrates that all water and/or wastewater service accounts for the project are documented, prior to the issuance of a Certificate of Occupancy from the Engineering Division.

60. Prior to the issuance of a certificate of occupancy, the applicant shall submit a precise/final grade certification to the Engineering Services Department.

61. Prior to issuance of a certificate of occupancy or final City approvals, the applicant shall demonstrate and submit a WQMP BMP certification that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.

62. Prior to issuance of a certificate of occupancy, 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.

63. The applicant shall construct one (1) new commercial driveway approach on Larch Avenue, in accordance with City of Rialto Standard Drawing No. SC-213 or SC-214, or as otherwise approved by the City Engineer, prior to the issuance of a Certificate of Occupancy. The driveway approach shall be constructed so the top of "X" is 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 exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer. If necessary, additional right of way shall be dedicated on-site to construct a path of travel meeting ADA guidelines.

64. The applicant shall construct a 5.5-foot-wide Americans with Disabilities Act (ADA) compliant sidewalk adjacent to the curb along the entire project frontage of Larch Avenue, in accordance with City of Rialto Standard Drawings, prior to issuance of a Certificate of Occupancy.

65. All sewer mains constructed by the applicant, as necessary, are to become part of the public sewer system and shall be pressure tested and digitally video recorded by the City's wastewater system operator (Veolia) prior to acceptance of the sewer system for maintenance by the City. The applicant shall be responsible for all costs associated with testing and inspection services. Any defects of the sewer main shall be removed, replaced, or repaired to the satisfaction of the City Engineer prior to acceptance.

66. The original improvement plans prepared for the proposed development and approved by the City Engineer (if required) shall be documented with record drawing "as-built" information and returned to the Engineering Division prior to issuance of a final certificate of occupancy. Any modifications or changes to approved improvement plans shall be submitted to the City Engineer for approval prior to construction.

67. The applicant shall replace all damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and streetlights, associated with the proposed development shall be replaced as required by the City Engineer prior to issuance of a Certificate of Occupancy.

68. Prior to occupancy approval – Larch Avenue is designated a Collector with 60-foot right-of-way and 40-foot curb to curb dimensions. The developer shall submit street improvement plans and construct the improvements that include, but are not necessarily limited to, the following:

    a. Remove existing pavement and construct new pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, for the entire street half-width plus westbound lane along the project frontage 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 the existing pavement core samples and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition (i.e. taking core samples) and as approved by the City Engineer, a street 2-inch grind and overlay, using PG 64-10 ARHM CC G, may be performed to preserve existing pavement improvements.

69. The applicant shall install City Engineer approved deep root barriers, in accordance with the Public Works Landscape and Irrigation Guidelines, for all trees installed within ten (10) feet of the public sidewalk and/or curb.

70. The applicant shall construct 4-inch conduit within the parkway area along the entire project frontage of Larch Avenue for future use, prior to the issuance of a Certificate of Occupancy.

71. The applicant shall remove any graffiti within 24 hours, before, during, and post construction.

72. 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.

73. 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.).

74. The applicant shall design the structures in accordance with the 2025 California Building Code, 2025 California Mechanical Code, 2025 California Plumbing Code, and the 2025 California Electrical Code, 2025 Residential Code and the 2025 California Green Buildings Standards adopted by the State of California.

75. The applicant shall design the structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.

76. The applicant shall obtain an Electrical Permit from the Building Division for any temporary electrical power required during construction. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by the Building Division: (A) Installation of a construction trailer, or, (B) Security fencing around the area where the electrical power will be located.

77. The applicant shall install any required temporary construction trailer on private property. No trailers are allowed to be located within the public right-of-way. The trailer shall be removed prior to the issuance of a Certificate of Occupancy.

78. The applicant shall design and construct accessible paths of travel from the building's accessible entrances to the public right-of-way, accessible parking, and the trash enclosure. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, 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.

79. Prior to issuance of a Building Permit all of the following must be in place on the Site: a portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.

80. The applicant shall provide temporary toilet facilities for the construction workers. The toilet facilities shall always be maintained in a sanitary condition. The construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

81. 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.

82. Prior to issuance of Building Permits, site grading final and pad certifications shall be submitted to the Building Division, which include elevation, orientation, and compaction. The certifications are required to be signed by the engineer of record.

83. 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.

84. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the California Building Code, Chapter 11.

85. 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.

86. The applicant shall ensure that a minimum of 65% of all construction and demo debris shall be recycled using an approved City of Rialto recycling facility during construction. Copies of receipts for recycling shall be provided to the City Inspector and a copy shall be placed in the office of the construction site.

87. 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.

88. The applicant shall comply with all applicable requirements of the California Fire Code and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.

89. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provisions in accordance with CFC Appendix D Table D103.4 or as determined by the fire code official. The required turning radius of fire apparatus access roadways shall be an inside radius of 28 feet and an outside radius of 56 feet.

90. Indicate on the locations of existing and/or proposed fire hydrants within 300 feet of the proposed project on the site plan within the formal building plan check submittal set. Additional fire hydrants may be required.

91. The required fire flow is 1,500 GPM at 20 PSI for two hours. This is the minimum fire flow permitted for commercial and industrial buildings per the California Fire Code Appendix B with a 50% reduction for required automatic fire sprinklers.

92. The project is required to have an automatic fire sprinkler system per the 2022 California Fire Code Local Amendments for all buildings 5,000 square feet or larger.

93. The project shall comply with the requirements for exiting in the 2022 California Building Code Chapter 10, which requires exits and ingress/egress pathways from the side or rear of the building. This may require design concept changes, reduction in building footprint, and concrete pathways.

94. Provide a Building Code Analysis on the site plan within the formal building plan check submittal set and include the following code information for each building proposed area or feature. Provide a description of use(s), occupancy types, occupancy load and occupant load factor, any occupancy separation(s), number of stories, type of construction, egress analysis, number of exits, separation of exits, accessible egress to public way or approved areas. Provide a detailed description of the manufacturing that will be conducted within the building. Special requirements may apply to building construction, building setbacks, exiting, ventilation, etc. once this is determined.

95. 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 light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

96. The applicant shall illuminate all alleyways, driveways, and uncovered parking areas with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

97. The applicant shall illuminate all loading dock areas, truck well areas, and delivery areas with a minimum of 2.0 foot-candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

98. The applicant shall design/construct all lighting fixtures and luminaries, including supports, poles and brackets, in such a manner as to resist vandalism and/or destruction by hand.

99. The applicant shall provide an illuminated channel letter address prominently placed on the building to be visible to the front of the location and if applicable, visible from the main street to which they are located (e.g. commercial building facing the interior of the property would require two address signs if located adjacent to a roadway), prior to the issuance of a Certificate of Occupancy.

100. At the discretion of the Rialto Police Department, the applicant shall install exterior security cameras at the location that cover the entire Site, prior to the issuance of a Certificate of Occupancy. The security cameras shall be accessible to the Rialto Police Department via FusionONE web application.

101. The applicant shall install Knox boxes immediately adjacent to the main entrance of the building and at least one (1) rear entrance on the building to facilitate the entry of safety personnel. The Knox boxes shall be installed in such a manner as to be alarmed, resist vandalism, removal, or destruction by hand, and be fully recessed into the building. The Knox boxes shall be equipped with the appropriate keys, for each required location, 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.

102. 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.

103. 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 continuous audible notification until reset by responsible personnel (e.g. alarmed exit device / crash bar).

104. The applicant or General Contractor shall identify each contractor and subcontractor hired to work at the job site on a Contractor Sublist form and return it to the Business License Division with a Business License application and the Business License tax fee based on the Contractors tax rate for each contractor.

105. Prior to issuance of a Certificate of Occupancy, the Lessor of the property shall pay a business license tax based on the Rental Income Property tax rate.

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

PASSED, APPROVED AND ADOPTED this 18th day of February, 2026.

_____

MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2026.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2026.

_____

HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

Exhibit “A”

Project Plans

File #: PC-26-0090, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of February 18, 2026

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Christina Taylor, Director of Community Development

REVIEWED BY: Daniel Casey, Community Development Manager

FROM: Sandra Robles, Senior Planner

Conditional Development Permit No. 25-0001: A request to allow the operation of a massage parlor within an existing 900 square-foot commercial tenant space located at 2012 North Riverside Avenue, Suite F (APN: 0264-371-01-P-007) within the Neighborhood Commercial (C-1) zone. The project is categorically exempt pursuant to CEQA Section 15301 (Existing Facilities).

APPLICANT:

Tile Pan of Kung Fu Panda, LLC (DBA King Spa), 2012 North Riverside Avenue, Suite F
Rialto, CA 92337

LOCATION:

The project site is an existing 900 square-foot commercial tenant space within the Rancho Verde Plaza shopping center located at 2012 North Riverside Avenue, Suite F (APN: 0264-371-01-P-007). The site is zoned Neighborhood Commercial (C-1) with a General Plan designation of Neighborhood Commercial (refer to attached Location Map - **Exhibit A**).

BACKGROUND:

Surrounding Land Use and Zoning

Location	***Existing Land Use***	***Zoning***
Site	Vacant	Neighborhood Commercial (C-1)
North	Single-Family Residences	Single-Family Residential (R-1A)
South	State Route 210	N/A
East	Commercial Businesses	Neighborhood Commercial (C-1)
West	Unincorporated County Land	San Bernardino County Jurisdiction

General Plan Designations

Location	***General Plan Designation***
Site	Community Commercial
North	Residential 6
South	Freeway/Transportation Corridor
East	Community Commercial
West	County Jurisdiction

Site Characteristics
The site is located within the Rancho Verde Plaza, a 9.31-acre commercial shopping center built in 1989 (refer to attached Site Plan - **Exhibit B**). The commercial shopping center contains approximately 446 shared parking spaces and includes restaurants, retail shops, and service establishments.

Surrounding Area
The properties to the north of the project site are zoned Single-Family Residential (R-1A); the property to the south is State Route 210; the properties to the west are within unincorporated San Bernardino County; and the properties to the east are zoned Neighborhood Commercial (C-1).

ANALYSIS/DISCUSSION:

Project Proposal
King Spa proposes to offer a massage parlor business offering professional massages, head therapy (scalp care), and facials within an existing commercial tenant space (refer to attached Floor Plan and Images - **Exhibit C**). The proposed hours of operation are from 10:00 a.m. until 9:00 p.m., daily. The applicant, Tile Pan of Kung Fu Panda LLC, has established massage parlors in the state of Texas- this will be Mr. Pan's first massage parlor establishment in California (refer to Business Plan - **Exhibit D**). The applicant will offer facial treatments, such as non-invasive 3D UV facials; head therapy using an advanced head spa cleansing device; and massage therapy, including prenatal, sports, and pain-relief massages tailored to customer needs.

Entitlement Requirements
Pursuant to Section 18.66.030(U) of the Rialto Municipal Code, the establishment of a massage parlor, such as this project, within the C-1 zone requires a Conditional Development Permit. The applicant complied with this requirement and filed a Conditional Development Permit (CDP No. 25-0001) application on July 7, 2025.

Land Use Compatibility
The proposed massage parlor is consistent with the C-1 zoning designation and compatible with surrounding land uses. The subject property, along with properties to the east, accommodates a variety of retail uses intended to serve nearby residential areas. Massage parlors are generally compatible with other retail uses and personal services typically found in commercial centers, including the types of businesses expected within this shopping center.

To the north, properties are zoned Single-Family Residential (R-1A); to the south lies State Route 210; properties to the west are within unincorporated San Bernardino County; and to the east,

properties are zoned Neighborhood Commercial (C-1). The project site consists of an existing 900 square-foot vacant tenant space within Rancho Verde Plaza, a 9.31-acre shopping center located at the northwest corner of Riverside Avenue and State Route 210. The center has shared parking with approximately 446 spaces and neighboring uses that include a restaurant and an insurance office. The subject space was previously occupied by a medical spa offering services such as microneedling and body sculpting.

The primary purpose of the C-1 zone is to accommodate shopping centers designed to meet neighborhood retail and service needs. Other personal service uses, including barber shops and beauty parlors, are permitted by-right within the zone. Under RMC Section 18.28.020(E), additional uses may be permitted through a Conditional Development Permit (CDP), per RMC Chapter 18.66; a massage parlor is specifically identified as a use allowed with a CDP. Given the existing retail environment, the adequacy of the site, the proposed massage parlor is compatible with surrounding land uses and consistent with the intent of the C-1 zoning designation.

Planning Commission Meetings
The project was initially scheduled for presentation at the November 5, 2025, Planning Commission meeting; however, the applicant requested that the item be pulled and continued to the December 3, 2025. At the December 3, 2025, Planning Commission meeting, the Rialto Police Department requested that the item be pulled to allow for a more comprehensive review of the application. The project was subsequently continued to an undetermined date and has been renoticed for the February 18, 2026, Planning Commission meeting.

Rialto Police Department Review
The Rialto Police Department has reviewed the project and issued a Letter of Compliance on January 20, 2026. The letter is incorporated into Section 5, Condition 3, of the Conditions of Approval within the Draft Resolution for Conditional Development Permit No. 25-0001.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals of the Economic Development Element of the Rialto General Plan:

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

ENVIRONMENTAL IMPACT:

The proposed King Spa site was a previously occupied commercial space within an existing commercial center. The project is Exempt in accordance with the categorical exemption requirements of the California Environmental Act (CEQA) Section 15301 Exiting Facilities the project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topological features, involving negligible or no expansion of existing or former use.

PUBLIC NOTICE:

The City mailed public hearing notices for the proposed project to all property owners within 660 feet

of the project site, posted the public hearing notice at City Hall, and published the public hearing notice in the *San Bernardino Sun* newspaper as required by State law.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

1. Adopt the attached Resolution (**Exhibit E**) to approve Conditional Development Permit No. 25-0001, based upon the findings and subject to the Conditions of Approval contained therein.

EXHIBIT A:
Location Map

Project Location Map

N

EXHIBIT B:
Site Plan

RANCHO VERDE PLAZA

UNIT	NAME	SQ. FT.
2000	Del Taco	2,380
2002A	Leslie's Poolmart, Inc.	3,020
2002B	Leslie's Poolmart, Inc.	0
2002C	4 G wireless, Inc.	1,894
2004	Starbucks Coffee Company	1,950
2008	Ralphs Grocery Store #737	56,380
2010A&B	Fernando Villarreal Karnich	3,500
2012A	Dry Cleaners	1,575
2012B	VACANT	1,200
2012C	VACANT	1,200
2012D	VACANT	900
2012E	Taqueria Uruapon Delicias	1,200
2012F	Walter C Corpuz	900
2012G	GNC Store #6249	900
2012H	Desire Hair Salon	900
2012J	Mex-Beep	900
2012K	Curves For Women	1,320
2012L	Ponda Paradise	1,585
2016A	VACANT	1,500
2016B	VACANT	2,160
2016C	Jose Romo and Ralph Garci	2,840
2018	Sylvan Learning Centers	4,000
2018A	VACANT	4,000
2020A	Rite Aid	17,880
2022	Carl's Jr. #582	2,899
2026A	H R Block Office #3750	1,200
2026B	Smoke Shop	900
2026C	Pack N Mail	900
2026D	CHAMPA Enterprises Inc.	1,200
2026E	Expo Nails	825
2026F	Radiant Hair Palace	825
2026G	VACANT	2,400
2026H	VACANT	1,200
2026J	VACANT	1,200
2026K&L	Arte Dance Company	2,700
35	TOTAL	109,903

PARKING SUMMARY

PARKING STALLS	431
H.C. STALLS	15
TOTAL	446

VICINITY MAP

KTGY Group, Inc.
17922 Fitch
Irvine, California 92614
ktgy.com
949 851 2133

KTGY Project No: 20110159

Project Contact: Craig Chinn
Email: cchinn@ktgy.com
Principal: Craig Chinn
Project Designer: Craig Chinn

Developer

Apex Realty
5950 Wilshire Blvd., Suite 3321
Los Angeles, CA 90036
PHONE NO. 323-935-9900
FAX NO.

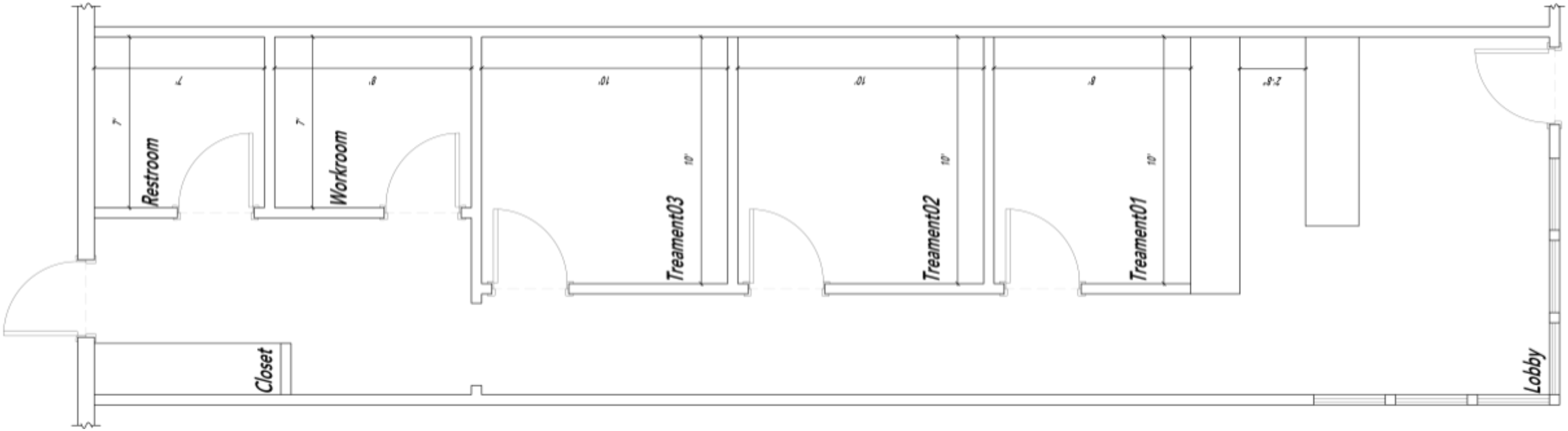
RANCHO VERDE PLAZA
2000 RIVERSIDE BLVD
RIALTO, CA

No.	Date	Description

NOT FOR CONSTRUCTION

SITE PLAN

EXHIBIT C: Floor Plan & Images

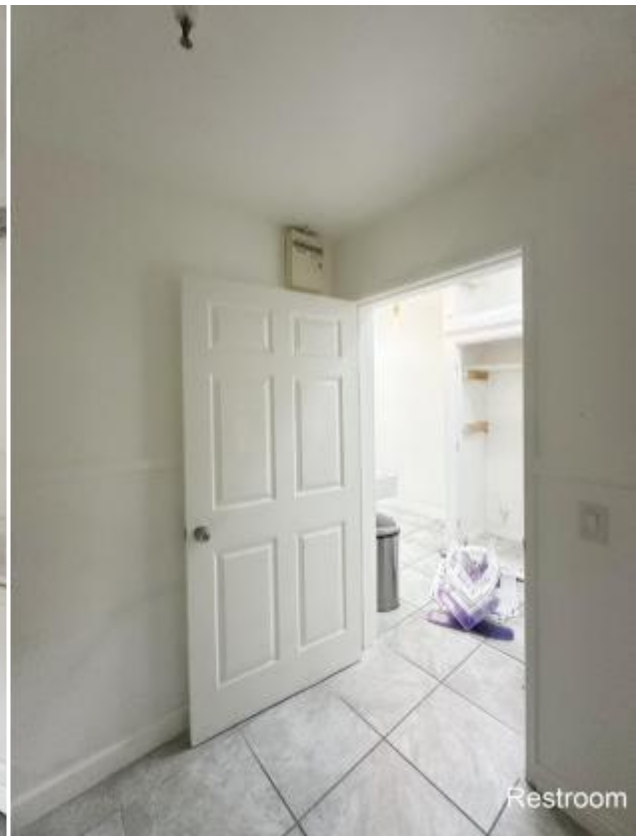


KING SPA Floor Plan

2012 N Riverside Ave Suite F Rialto, CA 92377

Lobby

Hall/ restroom



Treament 01/02

Treament 03/ workroom

EXHIBIT D: Business Plan

New Location Business Operation Plan

Our business will provide a combination of services in **facial care**, **head therapy**, and **licensed massage therapy**. All treatments will be administered by qualified staff using safe, approved equipment in compliance with local health and zoning regulations.

Services to Be Offered

1.Facial Treatment

We will use **certified, non-invasive 3D UV facial machines**, combined with various types of facial masks and serums to deeply nourish the skin. These treatments are designed to enhance absorption of nutrients and promote skin health and brightness.

1.Head Therapy (Scalp Care)

Using an advanced **head spa cleansing device**, we will gently stimulate the scalp with slow water flow, promoting cellular relaxation and nervous system balance. This treatment is proven to help relieve stress and improve sleep quality.

1.Massage Therapy

All massage services will be conducted by **licensed massage therapists**, offering full-body, prenatal, sports, and pain-relief massages tailored to customer needs.

Future Development Plans

- We will **explore the use of more equipment** and automation to improve service efficiency and reduce labor costs where appropriate.
- We are committed to **training and empowering massage therapists** who are enthusiastic, caring, and professionally capable.
- As the business stabilizes, we intend to **expand the King Spa brand** to additional locations across California, starting from Rialto.

Staff Development & Culture

King Spa maintains a strong emphasis on employee growth. We will continue to provide:

- **Language training**
- **Skill enhancement**
- **Customer care and compassion development**

Respect for employees and kindness toward others remain core pillars of our business culture. We aim to build a positive and professional environment for both customers and team members.

King Spa Business Plan

2012 N Riverside Ave Suite F, Rialto, CA 92377
Type: Massage & Wellness Services | Est. 2025 | Legal Structure: Kungfu Panda Massage LLC

Executive Summary

King Spa is a licensed massage and wellness center opening in Rialto, CA, offering therapeutic services including deep tissue, sports, prenatal, and post-surgical massages, as well as couples/group sessions. Rialto currently lacks registered massage or physical therapy providers, creating a clear market gap. Our mission is to deliver professional, compliant care with a focus on community trust.

Goals:

- Become Rialto's premier wellness destination.
- Fill the demand for legal, therapeutic massage services.
- Achieve 300–450 monthly clients within the first year.

Company Profile

- Founder: MBLEX-certified with 500+ hours of training.
- Structure: California-registered LLC; all therapists hold CAMTC licenses.
- Ethos: "Client health first" – prioritizing evidence-based, sustainable care.

Market Analysis

Opportunity:

- No licensed massage clinics in Rialto; only 2 beauty salons offer limited services.
- Growing demand from office workers, athletes, seniors, and postpartum clients.

Target Clients:

- Professionals & laborers (stress/pain relief).
- Athletes & fitness enthusiasts.
- Prenatal/postpartum women.
- Chronic pain/Post-op patients.
- Couples/groups.
- Services & Pricing

Services & Pricing		
Service	**Duration**	**Price**
Deep Tissue Massage	60 mins	$60
Swedish Massage	60 mins	$60
Prenatal Massage	60 mins	$60
Post-Surgical Relief	60 mins	$60
Foot Reflexologe	60 mins	$60
Facial treatment	60 mins	$60
Head therapy	60 mins	$60
Couples/Group Massage	60 mins	$60/person
Muscle Pain Treatment	60 mins	$80

Operations Plan

- Hours: 10:00 AM – 9:00 PM daily.
- Staff: 2 licensed therapists (initial phase).
- Booking: Phone/online walk-ins.
- Hygiene: Single-use linens; strict sanitation protocols.
- Quality Control: Regular training, health checks , and client feedback systems.

Marketing Strategy

Launch Promotions:

20% off first-month services; membership discounts.

Digital Presence:

Optimized Google/Yelp profiles; Instagram/Facebook content (wellness tips + services).

Community Partnerships:

Cross-promotions with local businesses.

Financial Projections

Startup Costs:

First Rent / Deposit	$12,000
Equipment/Renovation	$30,000
Licenses/ Insurance	$5,000
Marketing	$8,000
Operating Reserve	$15,000
Total Initial Investment	$70,000

Monthly Forecast (Year 1):

Avg. Price	$65
Daily Clients Monthly Cliens	12 /day 360/month
Revenue	$23,400
Fixed Costs	$8,000
Net Profit	~$8,000
Break-even target: 6 months.	

Applicant Declaration

I, Tile Pan, as the applicant and operator of King Spa, hereby make the following declarations:

1. All submitted information is true, accurate, and complete, with no false or misleading statements.

2. All business activities will strictly comply with California state law and City of **Rialto** regulations, including but not limited to:

• CAMTC licensing requirements;

• Fire, safety, and health department regulations;

• City rules on business hours, permitted services, and use of premises.

3. I fully reject any illegal, unethical, or inappropriate conduct.

4. I will cooperate with city inspections, hearings, and compliance reviews.

5. I accept full legal responsibility for any violations, including potential license revocation or other penalties.

Sincerely,

Signature: Tile Pan (Tile Pan)
Date: 05 / 20 / 2025

Company Overview – Kungfu Panda Massage LLC

EIN: 87-1086884

• Founded in June 2021 in Mesquite, Texas, **Kungfu Panda Massage LLC** began as a small local studio and has steadily grown into a reputable provider of professional massage services. Our business is built on integrity, quality, and a strong commitment to the physical and mental well-being of our clients.

• We specialize in high-quality therapeutic massage tailored to community needs, including stress relief, muscle recovery, and overall wellness . Our team places a strong emphasis on therapist training , consistent service standards, and exceptional customer care—ensuring every client receives a reliable and relaxing experience.

• Beyond daily operations, we have developed a flexible partner model that offers training and operational support to massage professionals . This approach encourages collaboration, shared growth, and long-term business sustainability.

• **Kungfu Panda Massage LLC** is dedicated to becoming the trusted wellness choice for every community we serve .

Founder Introduction – Tile Pan

my name is Tile Pan, and I' m the founder of **Kungfu Panda Massage LLC** as well as a licensed massage therapist.

In April 2019, I completed over 500 hours of professional massage training at Greater DFW International Massage Academy in Texas. My coursework covered anatomy, physiology, kinesiology, pathology, pharmacology, ethics, massage techniques, client communication, and practical case assessments.

I passed the MBLEX (Massage & Bodywork Licensing Examination) in August 2019 and subsequently received massage licenses in Texas, Florida, and South Dakota.

In June 2021, I opened my first massage business — Relax & Therapy Massage — in Mesquite, Texas. Since then, I have focused on providing professional, safe, and results-driven services for the local community. Our offerings include deep tissue, Swedish, sports, pregnancy, lymphatic drainage, foot reflexology, post-surgery relief, and couples massage.

Through years of practice, Idiscovered that many clients view massage only as relaxation, while overlooking its therapeutic value. This inspired us to develop a specialized Muscle Pain Relief service using myofascial techniques, which has been especially effective for chronic pain and occupational fatigue. This service earned us recognition from the local school district — we are proud to be an official provider for Mesquite High School, serving over 100 teachers with customized group massage programs.

As we grow, we continue to expand our wellness offerings. We' ve introduced Facial Treatments using certified 3D facial machines and high-quality serums, and Head Therapy using scalp spa equipment that promotes stress relief and sleep quality. In the future, we plan to incorporate hyperbaric oxygen therapy to further support recovery and well-being.

I am committed to running a legal, ethical, and client-focused business. My goal is to bring long-term wellness benefits to the communities we serve. Thank you for your time and consideration.

RESOLUTION NO. 2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 25-0001 TO ALLOW THE OPERATION OF A MASSAGE PARLOR WITHIN AN EXISTING 900 SQUARE-FOOT COMMERCIAL TENANT SPACE LOCATED AT 2012 NORTH RIVERSIDE AVENUE, SUITE F (APN: 0264-371-01-P-007), WITHIN IN THE NEIGHBORHOOD COMMERCIAL (C-1) ZONE.

WHEREAS, the applicant, Tile Pan of Kung Fu Panda LLC (DBA King Spa), proposes to operate a massage parlor ("Project") within an existing 900 square-foot tenant space located at 2012 N. Riverside Avenue, Suite F (APN: 0264-371-01-P-007), in the existing shopping center known as Rancho Verde Plaza at the northwest corner of Riverside Avenue and State Route 210 within the Neighborhood Commercial (C-1) zone ("Site"); and

WHEREAS, pursuant to Section 18.66.030(U) of the Rialto Municipal Code (RMC), the establishment of a massage parlor, such as this project, within the C-1 zone requires a Conditional Development Permit (CDP), and the applicant has applied for a Conditional Development Permit ("CDP No. 25-0001"); and

WHEREAS, on February 18, 2026, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 25-0001, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 25-0001; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 25-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the

Planning Commission hereby determines that CDP No. 25-0001 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project, as conditioned, will provide a benefit to the community and neighborhood by providing residents and visitors with a safe and carefully monitored option for local massage services.

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

This finding is supported by the following facts:

The proposed massage parlor is consistent with the C-1 zone and the surrounding land uses. The subject property and properties to the east accommodate various retail uses intended to serve the immediate residential uses. Massage parlors are generally compatible with other retail uses and services typically found in commercial centers, including the types of businesses that are likely to exist within the center. To ensure the health, safety, and general welfare of persons residing or working in the vicinity, the proposed use has been conditioned to include security cameras and a security plan, which is to be approved by the Rialto Police Department prior to the issuance of a Business License.

The Project, as conditioned, will result in massage services that are properly monitored.

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

This finding is supported by the following facts:

The properties to the north of the project site are zoned Single-Family Residential (R-1A); the property to the south is State Route 210; the properties to the west are within unincorporated San Bernardino County; the properties to the east are zoned Neighborhood Commercial (C-1). The site is an existing 900 square-foot vacant tenant space within the Rancho Verde Plaza. The shopping center is approximately 9.31 acres and is located in the northwest corner of Riverside Avenue and State Route 210. There is shared a parking lot with approximately 446 parking spaces and with immediate neighboring uses that include a restaurant and an insurance office. The primary purpose

of the C-1 zone is to allow for shopping centers designed to meet neighborhood shopping needs. Other similar services, such as a barber shop and a beauty parlor are permitted by-right within the zone. Under RMC, Section 18.28.020(E), other uses are permitted which are subject to a Conditional Development Permit (CDP) per the RMC, Chapter 18.66—a massage parlor is listed as a permitted use with a CDP, as such, the site for the proposed use is adequate and the proposed use is compatible with existing land uses.

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

This finding is supported by the following facts:

The Project will have adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site. The Rancho Verde Plaza was developed with all necessary utilizes and services in 1989.

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

This finding is supported by the following facts:

The proposed massage parlor will be established within an existing vacant tenant space and will be maintained in a manner consistent with the C-1 zoning designation. The operation of a massage parlor is a permitted and compatible use within the C-1 zone with the approval of a Conditional Development Permit. Provided that all Conditions of Approval associated with Conditional Development Permit No. 25-0001 are fully satisfied, the project is not expected to result in adverse impacts to surrounding land uses.

Additionally, the proposed use is consistent with Goal 3-1 of the General Plan by contributing to the strengthening of an economic base and employment opportunities.

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

This finding is supported by the following facts:

The Conditions of Approval contained herein will minimize the Project's impacts. The granting of CDP No. 25-0001, allowing the operation of a massage parlor, will potentially maintain a long-term tenant and prevent vacancy within the commercial center. Furthermore, the use will provide residents and visitors an option for services, such as facials and massages. CDP No. 25-0001 has been conditioned to include security

measures and monitoring. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood.

SECTION 3. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 25-0001, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, King Spa is hereby granted CDP No. 25-0001 to allow the operation of an massage parlor within an existing 900 square-foot vacant tenant space located at 2012 N. Riverside Avenue, Suite F (APN: 0264-371-01-P-007) in the existing shopping center at the northwest corner of Riverside Avenue and State Route 210 within the Neighborhood Commercial (C-1) zone, subject to the requirements and conditions of approval as provided in Section 5.

SECTION 4. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 25-0001, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. The project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alterations of existing public or private structures, facilities, mechanical equipment, or topological features, involving negligible or no expansion of existing or former use. No further environmental review is required for Conditional Development Permit No. 25-0001. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 5. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 25-0001, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, approval of CDP No. 25-0001 is granted to King Spa, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted to allow the operation of a massage parlor within an existing 900 square-foot vacant tenant space in the commercial center known as Rancho Verde Plaza and located at 2012 N. Riverside Avenue, Suite F. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the Project shall be subject to revocation.

2. The Rialto Police Department and City inspectors/employees shall have access to the site to assure compliance with these conditions and other codes.

3. All conditions set forth in the Rialto Police Department Letter of Compliance (Exhibit A) shall be incorporated into Conditional Development Permit No. 25-0001 and enforced as Conditions of Approval. Accordingly, the applicant, owner, and/or operator shall comply with such Rialto Police Department Letter of Compliance.

4. The hours of operation shall be limited to hours between 10:00 a.m. and 9:00 p.m., daily.

5. Prior to issuance of business license, all employees shall obtain all required licenses and permits as required by applicable law, including, but not limited to, such licenses and permits as may be required by State law and the Rialto Municipal Code. After issuance of business license, all employees, including those hired after issuance of business license, shall obtain and maintain, as applicable, all required licenses and permits as required by applicable law, including, but not limited to, such licenses and permits as may be required by State and City of Rialto business license in accordance with the Rialto Municipal Code.

6. Prior to issuance of business license, the applicant, owner, and/or operator shall obtain all required licenses and permits as required by applicable law, including, but not limited to, such licenses and permits as may be required by State law and the Rialto Municipal Code. Thereafter, applicant, owner, and/or operator shall obtain and maintain, as applicable, all required licenses and permits as required by applicable law, including, but not limited to, such licenses and permits as may be required by State law and the Rialto Municipal Code.

7. A copy of the conditions of this grant shall be retained on the premises at all times and produced upon request by the Police Department or any City inspector/employee.

8. No employee shall engage in any illegal activity.

9. Prior to the utilization of this grant, the applicant shall prepare a security plan which shall be submitted to the Rialto Police Department for review and approval. A copy of the security plan shall be approved by the Police Department and shall be included in the approved plans, prior to issuance of a Business License.

10. Prior to the utilization of this grant, a camera surveillance system shall be installed to monitor the interior hallways, entrance, exits and exterior areas, in front and around the premises. All exterior cameras shall be accessible and connected to the Rialto Police Department enforcement system through the FUSUS CORE. Recorded tapes/images shall be maintained and retained for a minimum period of 30 days. The tapes/images shall be furnished to the Rialto Police Department upon request.

11. Only the front entrance shall be used for patron access. All other exterior doors shall be equipped on the inside with an automatic locking device and shall be kept closed at all times other than to permit temporary access for delivery of supplies and trash removal. Locks shall not be installed on massage suites, with the exception of the office suite.

12. The hallway shall remain accessible at all times and shall not be obstructed by a door or any other barrier. Any existing door providing access to the hallway and leading to the suites shall be removed.

13. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernable the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site and no floodlighting shall be located as to be seen directly by persons on adjacent properties.

14. Loitering is prohibited on or around the premises or area under the control of the applicant. The applicant shall be responsible for ensuring persons are dissuaded from loitering on or immediately around the subject premises.

15. The sale or service of alcoholic beverages is prohibited.

16. The exterior windows and glass doors shall be maintained free of signs and other materials in order to permit surveillance into the store by Police and private security.

17. The applicant shall defend, indemnify, and hold harmless the City of Rialto, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul any approval of the City, its advisory agencies, appeal boards, or legislative body concerning CDP No. 25-0001. The City will promptly notify the applicant of any such claim, action, or proceeding against the City, and the parties will cooperate fully in the defense.

18. Outdoor displays or storage of any kind is prohibited.

19. All items for sale shall be displayed in a case, on a shelf, or on a rack in an orderly fashion.

20. The applicant shall obtain a building permit for any signage prior to the issuance of a Certificate of Occupancy (C of O).

21. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto Municipal Code.

22. The applicant shall obtain a building permit with the Building Division for proposed tenant improvements.

23. A City business license shall be required prior to issuance of a Certificate of Occupancy or final permits. In addition, the applicant, owner, and/or operator shall comply with, and shall ensure all employees comply with all applicable law, including, but not limited to, any licensing and permitting requirements required by State law and the Rialto Municipal Code.

24. Six (6) months after the date of approval, the Planning Commission may review the approved massage parlor to determine if the operator has complied with all conditions of approval of the Conditional Development Permit. Thereafter, the Planning Commission may review the approved massage parlor on an annual basis, or as deemed necessary.

25. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies prior to the issuance of a Certificate of Occupancy.

26. The use granted under Conditional Development Permit No. 25-0001 is not transferable to a new operator. Any new operator shall apply for a Conditional Development Permit with the Planning Division.

27. If the applicant fails to comply with any of the Conditions of Approval placed upon Conditional Development Permit No. 25-0001, 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. 25-0001 shall 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 have been suspended for six (6) months or more;

    b) Any of the express conditions or terms of such permit are violated;

    c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to noise, 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 Neighborhood Commercial (C-1) zone and the City's General Plan.

SECTION 6. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 18th day of February, 2026.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

EXHIBIT A

RIALTO POLICE DEPARTMENT

MARK P. KLING
Chief of Police

128 NORTH WILLOW AVENUE
RIALTO, CA 92376-5804

(909) 820-2578
EMERGENCY 9-1-1

The Rialto Police Department requests the massage establishment referenced below complies with all of the following conditions:

1. **Signage** - Signage must be clearly visible from the exterior front of the business and shall include:
   - Hours of operation
   - Fees for services
   - Notice of "No Sexual Services" (6-inch block lettering)
2. **Accessibility** – The front exterior door shall remain unlocked during operational hours.
   - Front windows/doors shall not be obscured in any way to prevent view of lobby
   - Security/locking door between the lobby and interior hallway is prohibited
   - Locks on rooms where services are performed are prohibited
3. **Inspections** – Employees will comply with inspections by City staff consisting of, but not limited to:
   - Employee Identification, employee CAMTC licensing
   - Conspicuously posted business license
   - Compliance with applicable codes and conditions
   - Evidence of sexual or criminal activity
4. **Security** – The business must comply with the following security measures at all times:
   - Adequate exterior lighting at front and rear doors, sufficient to illuminate the entire curtilage
   - Adequate lighting of lobby at all times, sufficient to view the interior from outside
   - Functional camera system covering the following areas:
     - Entire front and rear exterior curtilage, sufficient to capture clear faces of patrons
     - Interior lobby and hallways, sufficient to capture clear faces of all persons
   - The business must purchase a Fusus core and allow 24/7 sharing of exterior cameras only with the Police Department via the Fusus registry
5. **Additional Conditions/Prohibitions**
   - The owner or manager must be on-site during business hours
   - No sexual activity or evidence of sexual activity
   - No criminal activity of any kind
   - No sexually suggestive advertising, material, or clothing worn by employees
   - Employees must possess valid CAMTC licenses and CAMTC card on their person
   - Must maintain 2 years of records of services provided to customers
   - No residential use of the premises
   - No alcoholic beverages permitted inside or outside of the business
   - No loitering to the exterior of the establishment
   - Lavatory must remain clean and in working order
   - No unsterilized equipment
   - No soiled linens in rooms where services are provided

Applicant:
King Spa (Kung Fu Panda LLC)
2012 N. Riverside Avenue, Suite F

Captain M. Adams 01/20/2026

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2026.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2026.

_____

HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT