



## MEMORANDUM

**DATE:** November 4, 2025

**TO:** Daniel Rosas  
Senior Planner, City of Rialto

**FROM:** Dionisios Glentis, Senior Environmental Planner

**SUBJECT:** Class 32 Categorical Exemption for the Rialto Industrial Project (MCN 2023-0047) LSA Project No. 20241529

Pursuant to Section 15367 of the State of California *Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines)*, the City of Rialto (City) is the Lead Agency under the California Environmental Quality Act (CEQA) for consideration of the Rialto Industrial Project (project or proposed project).

Pursuant to *CEQA Guidelines* Section 15332(a-e) (Class 32: In-Fill Development Projects), the City finds the proposed project categorically exempt from CEQA. The project includes development of a site less than five acres in size in accordance with the City's General Plan land use and zoning designations; is substantially surrounded by urban uses; is not on a site containing habitat for endangered, rare, or threatened species; would not result in significant effects to traffic, noise, air quality, or water quality; and would be adequately served by all required utilities and public services.

Pursuant to *CEQA Guidelines* Section 15300.2, the proposed project does not trigger any exceptions to the Class 32 (Section 15332) Categorical Exemption. The project is not located along a State scenic highway or on a hazardous waste site as defined in Section 65962.5 of the Government Code; would not result in any significant effect to the environment as a result of unusual circumstances or cumulatively considerable effects; and would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *CEQA Guidelines*.

The following provides an overview of the proposed project and existing site conditions and an analysis which demonstrates the proposed project's compliance with the conditions set forth in *CEQA Guidelines* Section 15332 and *CEQA Guidelines* Section 15300.2.

### 1.0 PROJECT DESCRIPTION AND EXISTING SETTING

The project includes development of a 23,112-square-foot, 34-foot tall warehouse building with two dock doors and inclusive of 2,250 square feet of office space on an approximately 1.41-acre site (project site). The project site is located within the Industrial Park (I-P) zone of the Gateway Specific Plan in the southern portion of Rialto in San Bernardino County.<sup>1</sup> The land use designation of the project site is Business Park (BP).<sup>2</sup> The project site is comprised of one parcel (Assessor's Parcel

<sup>1</sup> City of Rialto. 1990. *City of Rialto Gateway Specific Plan, Land Use Map*. January 1990. Website: <https://www.yourrialto.com/DocumentCenter/View/567/Gateway-Land-Use-Map-PDF> (accessed March 7, 2024).

<sup>2</sup> City of Rialto. 2010. *Rialto General Plan, Exhibit 2.2 – Land Use Policy Plan*. December 2010. Website: <https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan> (accessed March 7, 2024).

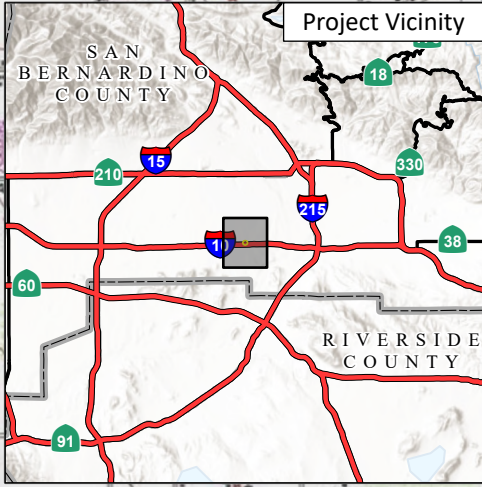
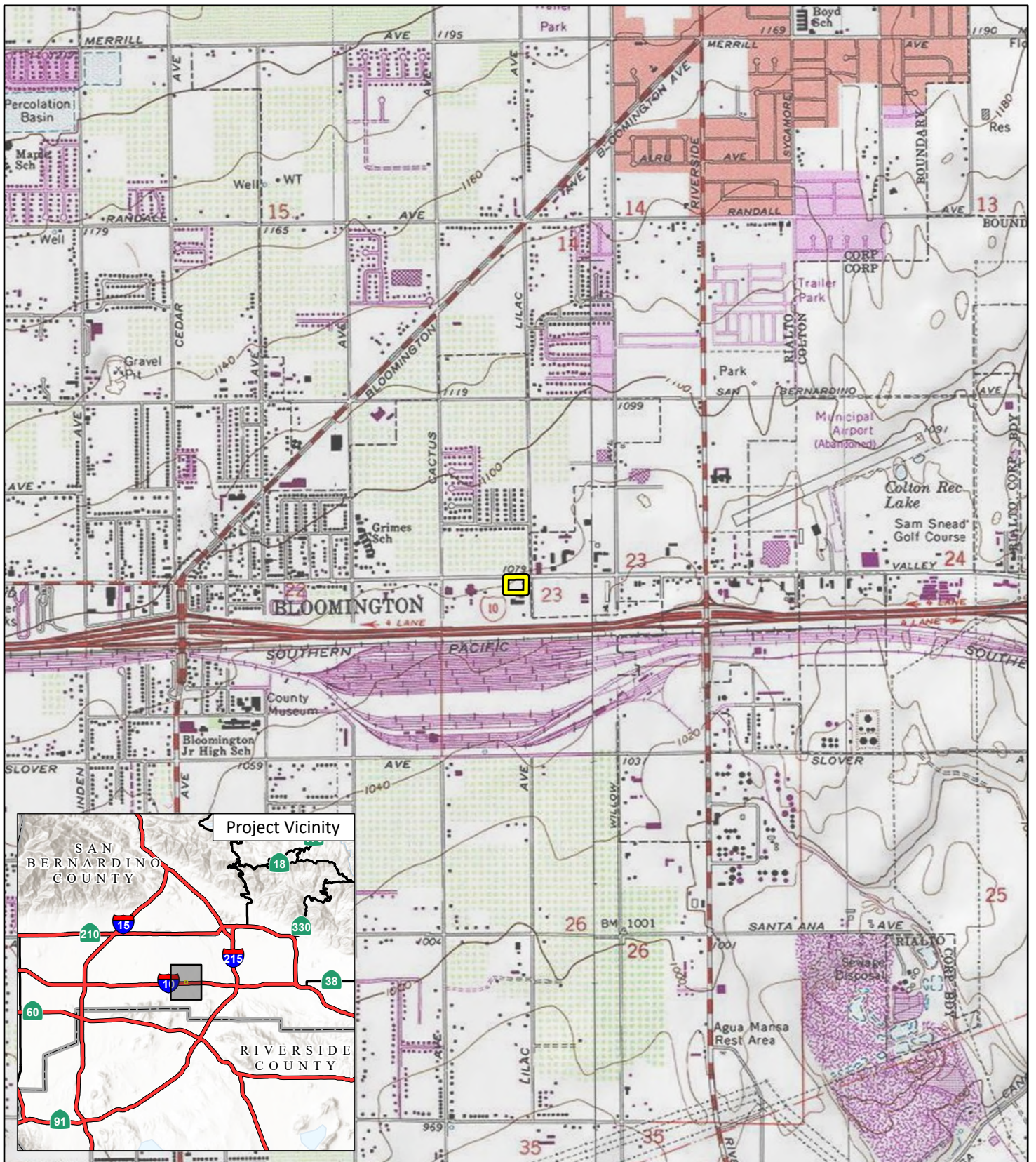
Number [APN] 0254-091-13) and is located at the intersection of Valley Boulevard and Lilac Avenue between South Cactus Avenue to the west and South Willow Avenue to the east. The site is surrounded by Valley Boulevard, Joe Baca Middle School, and commercial and industrial uses to the north; Lilac Avenue, a hotel, and industrial uses to the east, industrial and commercial uses and Interstate 10 to the south, and industrial and commercial uses to the west. Figure 1: Project Location and Vicinity and Figure 2: Existing Setting depict the location of the project site on a regional and local scale.

The project site is undeveloped and is primarily covered in non-native vegetation and has a compacted unvegetated area in the northwest corner that has been used for vehicle parking. There are no existing improvements on site. Figures 3a through 3c include photographs of the project site and surrounding land uses.

Project entitlements (Master Case Number 2023-0047) include a Conditional Development Permit (No. 2023-0024), Precise Plan of Design (No. 2023-0032), and Environmental Assessment Review (No. 2023-0041) for site and architectural review for operation of a 23,112-square-foot concrete tilt-up warehouse building with associated paving, landscaping, screening, and lighting. The warehouse would generally be rectangular-shaped with approximately 2,250 square feet of office space in the northwest interior portion of the building, two dock doors at the southwestern corner of the building, employee surface parking proposed along the western portion of the site fronting Valley Boulevard, and a truck yard located southwest of the proposed building (refer to Figure 4: Proposed Conceptual Site Plan).

A 34-foot-wide driveway would be constructed off Lilac Avenue that would serve as the entry and exit point for trucks. The 34-foot-wide driveway would connect to a 26-foot-wide fire lane traversing the site from east to west leading to the truck docking area and truck yard southwest of the proposed warehouse. A secondary 26-foot-wide right-in/right-out driveway with traffic-guiding pork chop (a type of raised, triangular traffic island) would be constructed for passenger vehicle access off Valley Boulevard at the northwestern corner of the project site. This would connect to a 26-foot-wide internal drive aisle traversing the site from north to south that would provide access to a 23-vehicle space employee parking lot located west of the proposed warehouse. The employee parking lot would be separated from the truck yard by a 6-foot-tall black painted vehicular rolling gate with privacy screening mesh. The truck docking area and loading/unloading activities would be screened from adjacent properties and the public right-of-way by the proposed warehouse, concrete and decorative screen walls, gates, and perimeter trees designed to screen the docks in accordance with Section No. 18.112.050E (Screening Standards) of the City's Zoning and Development Code. Portions of the western and southern project perimeter would include 8-foot-tall wrought iron fencing as detailed in Figure 4.

No trees exist on the project site; however, all existing vegetation would be removed and replaced in accordance with City Municipal Code Section No. 18.61.270 (Landscaping and buffering – Commercial and industrial) and Chapter 18.61 (Design Guidelines) (refer to Figure 5: Proposed Conceptual Landscape Plan). The project includes planting of 33 trees to be incorporated through a combination



 Project Location

FIGURE 1

LSA



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FEET

Rialto Industrial Project  
Project Location



FIGURE 2

LSA

- Project Site
- Photo Location



0 75 150  
FEET

SOURCE: Nearthmap (May 8, 2025)

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Rialto Industrial Project  
Existing Setting



**Photo 1:** Project Site Overview. Facing Northeast.



**Photo 2:** Offsite Land Uses (Hotel). Facing East.



**Photo 3:** Offsite Land Uses (School). Facing North.



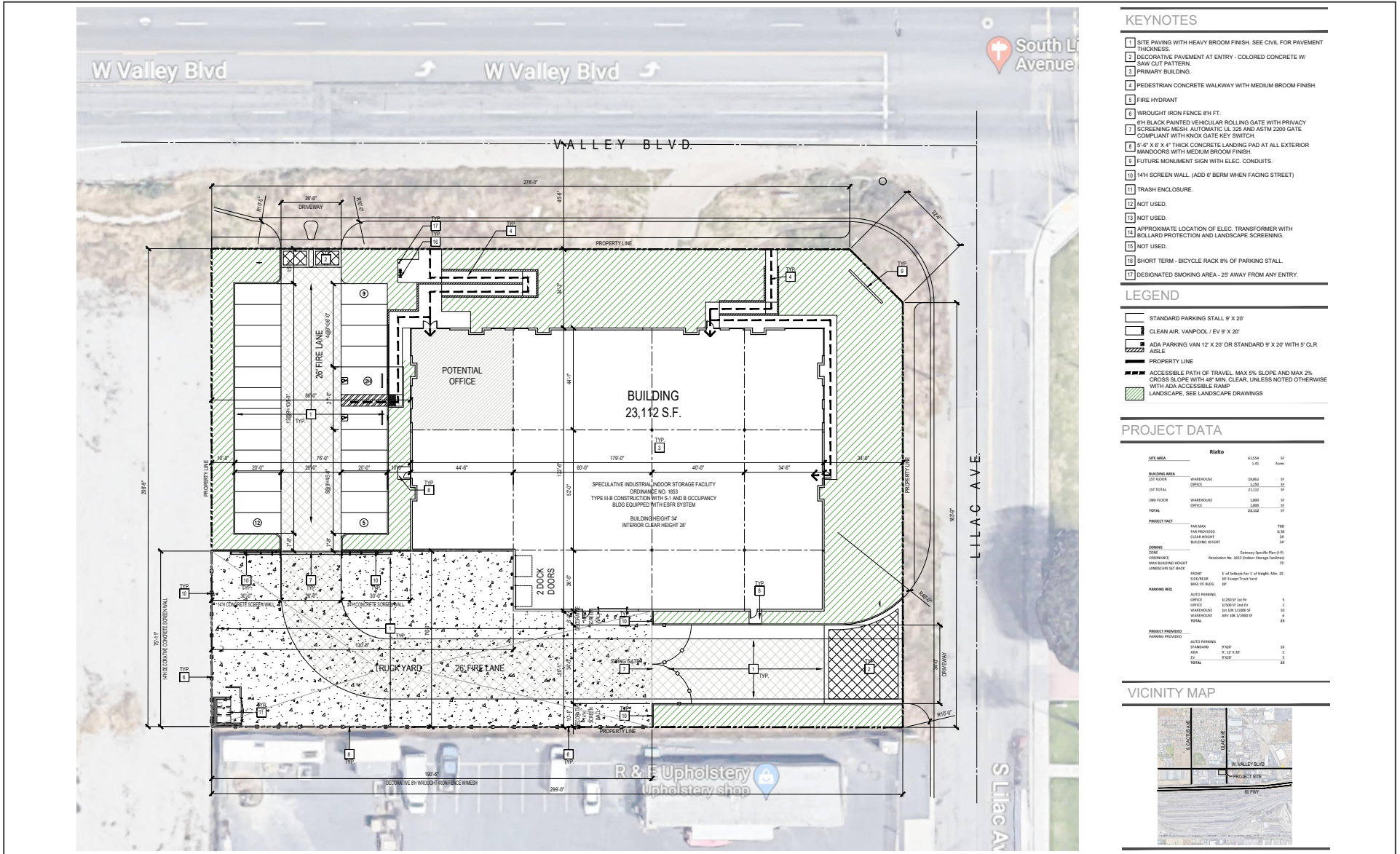
**Photo 4:** Project Site from Lilac Avenue. Facing West.



**Photo 5:** Offsite Land Uses (Commercial). Facing West.



**Photo 6:** Offsite Land Uses (Light Industrial). Facing South.



LSA



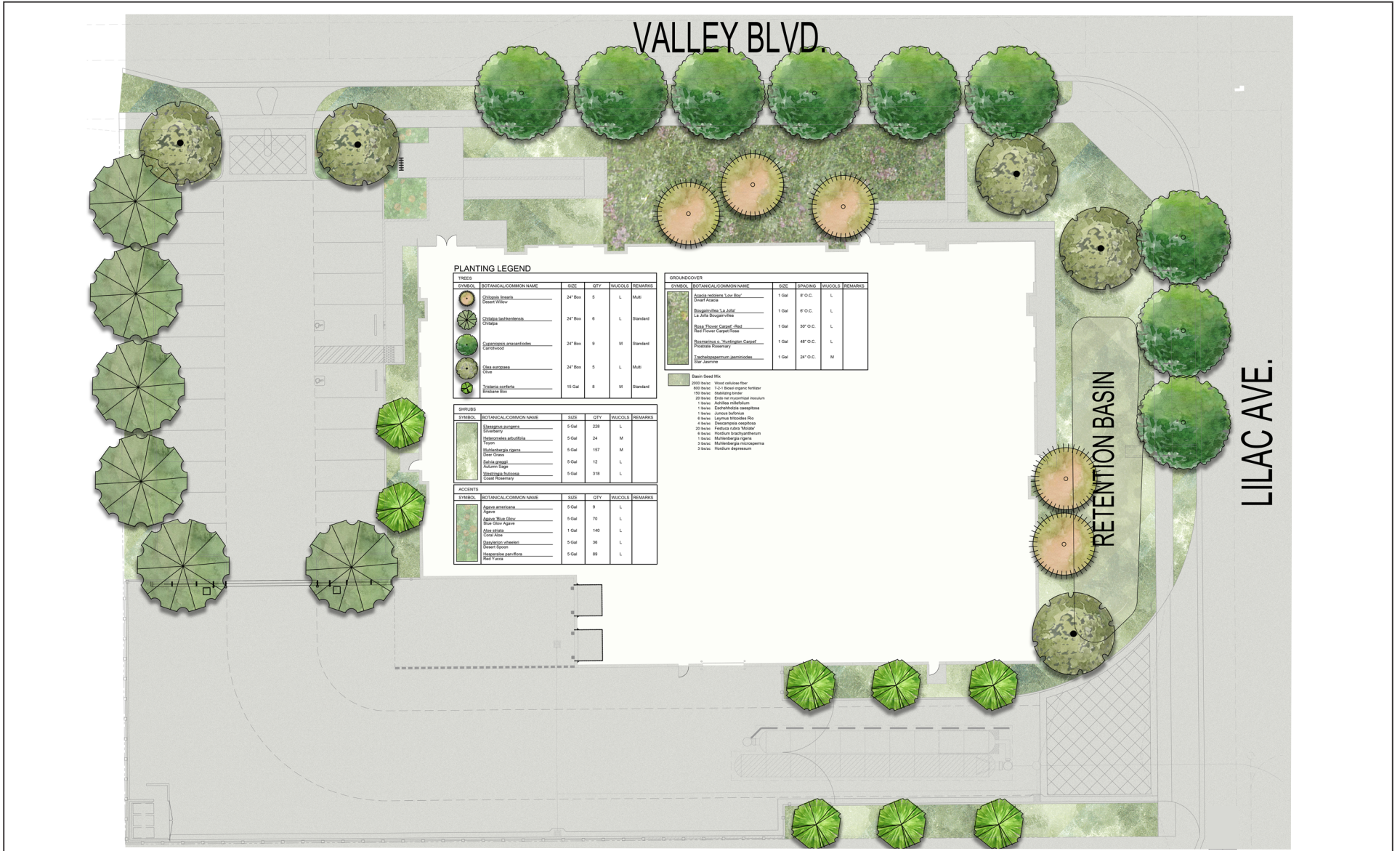
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SOURCE: Steve K Hong Architect

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FIGURE 4

Rialto Industrial Project  
Proposed Conceptual Site Plan



**LSA**



FEET  
SOURCE: Hunter Landscape

FIGURE 5

of accent plantings, groundcovers, shrubs, and trees along the site perimeter and throughout the parking areas and along the internal drive aisle. A minimum 34-foot-wide landscape setback would be located along the project site frontage with Valley Boulevard and Lilac Avenue, and a minimum 10-foot-wide landscaped setback would be located along portions of the western and southern project perimeter that are not enclosed by the 8-foot-tall wrought iron fence. Proposed landscaping would be drought-tolerant and complement existing natural and manmade features, including the dominant landscaping of surrounding areas.

The project site consists of a single Drainage Management Area (DMA) to manage storm water runoff from the 1.41-acre site. The DMA would consist of the proposed warehouse rooftop and all paved ground surfaces, including the parking lot, drive aisles, and loading areas. Proposed permeable surfaces such as landscaped areas would infiltrate stormwater naturally and therefore are considered self-mitigating. Runoff would be conveyed via ribbon gutters, grates, and pipes into the proposed infiltration/retention basin located east of the proposed warehouse that would drain to an underground infiltration chamber system south of the proposed warehouse below the proposed truck drive aisle. The infiltration/retention basin and infiltration chamber would be designed pursuant to the City's National Pollutant Discharge Elimination System (NPDES) MS4 Permit.<sup>3</sup> Overflow from the infiltration chamber would drain into the street gutter in Lilac Avenue at the southeast corner of the driveway.<sup>4</sup>

The project would result in the installation of curb, gutter, concrete sidewalk, landscaping, and trees along the site frontage on Valley Boulevard to the north and Lilac Avenue to the east (refer to Figure 4). The project includes interconnection to utilities such as water, electrical, sewer, and telecommunications within the Lilac Avenue right-of-way for service to the project site. The proposed project includes widening of Valley Boulevard by up to 12 feet and Lilac Avenue by up to 5 feet in order to establish 48 feet of roadway from center line to curb face along Valley Boulevard and 20 feet of roadway from center line to curb face along Lilac Avenue. In addition, the project includes 15 feet of dedicated right-of-way along the northern site boundary in order to provide 12 feet of landscaped parkway and sidewalk along Valley Boulevard to achieve 60 feet of ultimate half-width pursuant to the City's General Plan Circulation Chapter standard for a Major Arterial Street. The project also includes 2 feet of dedicated right-of-way along the eastern site boundary in order to provide 12 feet of landscaped parkway and sidewalk along Lilac Avenue to achieve 32 feet of ultimate half-width pursuant to the City's General Plan Circulation Chapter standard for a Collector Street. Off-site roadway striping would include extending the southbound left-turn pocket at the Valley Boulevard/Lilac Avenue intersection to allow for potential queuing space of at least two trucks and striping the third lane along Valley Boulevard from the project frontage eastbound to Alice Avenue in accordance with the City's General Plan Circulation Chapter standard for a Major Arterial Street.

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<sup>3</sup> Pursuant to the San Bernardino County Municipal Separate Storm Sewer System (MS4) Permit, Order No. R8-2010-0036, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS618036, the hydrologic performance standard for the proposed infiltration basin and infiltration chamber is to retain 100 percent of the runoff volume expected from a 24 hour, 85th percentile storm event.

<sup>4</sup> Allard Engineering. 2023. *APN 0254-091-13 Preliminary Drainage Report*. June 8, 2023.

## 2.0 EVALUATION OF CLASS 32 (IN-FILL) EXEMPTION CRITERIA

Section 21084 of the Public Resources Code requires the *CEQA Guidelines* to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from environmental review pursuant to CEQA. In response to that mandate, the Secretary for Natural Resources identified various classes of projects in the *CEQA Guidelines* that do not have a significant effect on the environment to be categorically exempt. Class 32 (Section 15332 of the *CEQA Guidelines*) consists of projects characterized as in-fill development meeting the conditions described in this section. The analysis below concludes, based on substantial evidence, that the project qualifies for a categorical exemption under *CEQA Guidelines* Section 15332 and, as a result, would not have a significant effect on the environment. In addition, the analysis shows that none of the exceptions identified in *CEQA Guidelines* Section 15300.2 apply; therefore, the proposed project is categorically exempt from CEQA review.

*(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The General Plan *Managing Our Land Supply* Chapter designates the site as Business Park (BP), which allows a mix of commercial, office, research and development, laboratories, and light industrial uses developed in a complementary manner and displaying high-quality architecture and site design.<sup>5</sup> Furthermore, the City's *Zoning District Map* identifies that the site is located within the Industrial Park (I-P) zone of the Gateway Specific Plan (GSP),<sup>6</sup> which is intended to provide opportunities for wholesale sales and businesses or trade services consistent with the goals, policies, and objectives of the Gateway Specific Plan; and to provide for a certain range of light industrial activities which will be developed and conducted in a manner that enhances the image of the area.<sup>7</sup>

Permitted uses within the I-P zone include:<sup>8</sup>

- Contractor and general trade office and storage, excluding contractors' storage yards, where all storage (except vehicles) is contained within an enclosed building (excepting parcels within 300 feet of public education facilities).
- Minor assembly, fabrication, adjustment or repair of previously manufactured items where no more than five persons are employed in such operation.
- Printing and publishing.
- Warehousing and storage within an enclosed building.

<sup>5</sup> City of Rialto. 2010. *Rialto General Plan. Chapter 2: Managing Our Land Supply*. Page 2-9. December 2010. Website: <https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan> (accessed March 8, 2024).

<sup>6</sup> City of Rialto. 1990. *City of Rialto Gateway Specific Plan, Land Use Map*. January 1990. Website: <https://www.yourrialto.com/DocumentCenter/View/567/Gateway-Land-Use-Map-PDF> (accessed March 8, 2024).

<sup>7</sup> City of Rialto. 1990. *Gateway Specific Plan*. January 1990. Website: <https://www.yourrialto.com/DocumentCenter/View/1889/Gateway-Specific-Plan> (accessed March 11, 2024).

<sup>8</sup> *Ibid.* Page 4-30.

- Wholesale sales and distribution facilities, where all products or merchandise is maintained in an enclosed building.

Since the project includes an industrial warehouse<sup>9</sup> to be used for light warehousing or storage, the project would be consistent with the Industrial Park land use designation and the I-P zone of the GSP, which allows for warehouse and storage uses. The project also would include landscape and streetscape enhancement on an infill site that is generally surrounded by existing industrial and commercial uses. Figure 2 depicts the location of the project site on a local scale, and Figures 3a through 3c include photographs of the project site and surrounding land uses.

Chapter 18.112 - Indoor Storage Uses of the City's Municipal Code establishes regulations for facilities that involve the indoor storage of goods, products, commodities, materials, supplies, and similar items for the primary purpose of supply chain distribution and fulfillment and includes development standards that are applicable to all indoor storage facilities, including storage warehouses and fulfillment centers. Additionally, the GSP includes Development Guidelines that provide basic criteria for new development within the GSP area to ensure that projects aim to achieve overall guiding principles of the GSP that include:<sup>10</sup>

- Upgrade the quality of buildings and the environment in the Gateway.
- Buildings must be functional and of a high design quality which will endure through time.
- New buildings must respect their neighbors and not conflict with them.
- All aspects of the site improvement (buildings, landscape/hardscape, signage, etc.) must work in concert to produce a superior development.

Table A lists the applicable development standards from Chapter 18.112 - Indoor Storage Uses of the City's Municipal Code required for all indoor storage facilities and summarizes the proposed project's consistency with these standards.

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<sup>9</sup> "Warehouse" means and includes any enclosed place used strictly for the storage of materials, supplies and similar items for any period of time, and used in conjunction with a business whose principal business address is at a different location within the city limits (Section 5.04.020 (Definitions) of the City Zoning and Development Code).

<sup>10</sup> City of Rialto. 1990. *Gateway Specific Plan*. Op. cit. Page 5-1.

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
<b>Chapter 18.112.050(C) Site and Architectural Design Standards</b>	
<p>All buildings and structures shall be setback from a property line along a street frontage or adjacent to any residentially zoned or used land, public and private schools, and public parks and open space intended for public park and recreational use, by a minimum of one foot for every one foot of building height, but no less than twenty-five feet. Building height means the vertical distance from the finished grade to the highest point of the building along the side of the building facing a street, residentially zoned land, public and private schools, or public parks and open space intended for public park and recreational use.</p>	<p><b>Consistent.</b> The proposed 34-foot-tall warehouse would be set back 34 feet from the northern and eastern property lines, which are located along a street frontage.</p>
<p>All buildings and structures shall incorporate horizontal wall plane articulation approximately in the form of wall plane projections, recesses, and/or projected masses every one hundred linear feet on all sides. Horizontal wall plane articulation shall have a minimum depth of at least three feet, as measured from the exterior of the main wall plane, and a minimum width of twelve feet.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed with 360-degree articulation in accordance with the City’s development and design standards that would be verified through the City’s plan check process.</p>
<p>All buildings and structures shall incorporate vertical wall plane articulation in form of wall height variations of at least eighteen inches approximately every one hundred linear feet on all sides.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed with 360-degree articulation in accordance with the City’s development and design standards that would be verified through the City’s plan check process.</p>
<p>All buildings and structures shall incorporate enhanced architectural treatments on all sides. Enhanced architectural treatments include combinations of accent building materials, windows/spandrel glass, reveals, metal eyebrow accents, cornices, etc.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass.</p>
<p>The need for stairwells on elevations facing streets shall be avoided to improve the aesthetics of the building and minimize the height of buildings.</p>	<p><b>Consistent.</b> The proposed project does not include any stairwells on elevations facing streets.</p>
<p>Underground stormwater chambers shall be provided to avoid the need for aboveground stormwater basins. As an alternative, aboveground basins may be permitted if the depth of the basin does not require fencing and the basin can be planted with shrubs and groundcover so as to appear as part of the landscaped area on the site.</p>	<p><b>Consistent.</b> The proposed project includes both an aboveground infiltration/retention basin and an underground infiltration chamber. The infiltration/retention basin does not require fencing and would be planted with shrubs and groundcover.</p>

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
<p>Site improvements to control and direct truck and van traffic in the desired direction on adjacent streets shall be provided, including but not limited to medians, "pork chop" curb returns, and similar measures.</p>	<p><b>Consistent.</b> A 34-foot-wide driveway would be constructed off Lilac Avenue that would serve as the entry and exit point for trucks. The 34-foot-wide driveway would connect to a 26-foot-wide fire lane traversing the site from east to west leading to the truck docking area and truck yard southwest of the proposed warehouse. A secondary 26-foot-wide right-in right-out driveway with traffic-guiding pork chop would be constructed for passenger vehicle access off Valley Boulevard at the northwestern corner of the project site that would connect to a 26-foot-wide internal drive aisle traversing the site from north to south that would provide access to the employee parking lot located west of the proposed warehouse. The employee parking lot would be separated from the truck yard by a 6-foot-tall black painted vehicular rolling gate with privacy screening mesh.</p>
<p><b>Chapter 18.112.050(D) Parking and Access Standards</b></p>	
<p>Parking shall be provided for indoor storage facilities in accordance with Chapter 18.58 of the Rialto Municipal Code or the applicable specific plan.</p>	<p><b>Consistent.</b> As shown in Figure 4, the proposed project includes 23 auto parking spaces, including 2 ADA parking spaces, consistent with Chapter 18.58 of the Rialto Municipal Code and the Gateway Specific Plan.</p>
<p>All passenger vehicle parking lots, drive-aisles, and truck parking areas or truck courts shall be paved with asphalt or concrete, as required by the city engineer.</p>	<p><b>Consistent.</b> The proposed passenger vehicle parking lots, drive aisles, and truck parking areas would be paved with heavy broom finish, and driveway entries would include decorative colored concrete with a saw cut pattern.</p>
<p>All required passenger vehicle parking spaces shall be separated from any enclosed truck parking area or truck court and shall not require access through any enclosed truck parking area or truck court to reach the parking spaces.</p>	<p><b>Consistent.</b> As shown in Figure 4, the proposed project would include two entrances and exits. A 34-foot-wide driveway would be constructed off Lilac Avenue that would serve as the entry and exit point for trucks. The 34-foot-wide driveway would connect to a 26-foot-wide fire lane traversing the site from east to west leading to the truck docking area and truck yard southwest of the proposed warehouse. A secondary 26-foot-wide right-in right-out driveway would be constructed off Valley Boulevard at the northwestern corner of the project site that would connect to a 26-foot-wide internal drive aisle traversing the site from north to south that would provide access to the employee parking lot located west of the proposed warehouse. The passenger vehicle parking area and truck parking area would be separated by a 6-foot-tall black painted vehicular rolling gate with privacy screening mesh and a 14-foot-tall screen wall.</p>
<p>Signage for directional guidance to trucks entering and exiting the facility shall be provided on-site.</p>	<p><b>Consistent.</b> The proposed project would include signage for directional guidance to trucks entering and exiting the facility.</p>

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
Sufficient space, including additional overflow areas, shall be provided to accommodate all maneuvering, queuing, stacking, loading, unloading, and parking of vehicles on-site.	<b>Consistent.</b> The proposed project would provide sufficient space to accommodate all maneuvering, queuing, stacking, loading, unloading, and parking of trucks entering and exiting the project site from Lilac Avenue and the truck docks. The proposed project would include off-site roadway striping that would extend the southbound left-turn pocket at the intersection of Valley Boulevard and Lilac Avenue to allow for potential queuing space of at least two trucks. A 26-foot-wide right-in right-out driveway with traffic-guiding pork chop would be constructed for passenger vehicle access off Valley Boulevard at the northwestern corner of the project site that would connect to a 26-foot-wide internal drive aisle traversing the site from north to south which would provide access to the employee parking lot located west of the proposed warehouse.
On-site electric hook-ups shall be provided to eliminate idling of main and auxiliary engines during loading and unloading of cargo.	<b>Consistent.</b> The proposed project would include two conduits for future electric hook-ups.
<b>Chapter 18.112.050(E) Screening Standards</b>	
All stored items, including trucks and trailers within truck parking areas and courts, shall be completely screened from public view, including oblique views, by a combination of buildings and/or solid screen walls of either decorative concrete masonry block or decorative concrete tilt-up walls. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete tilt-up wall means concrete with a combination of paint and raised patterns, reveals, and/or trim lines.	<b>Consistent.</b> As shown in Figure 4, the proposed project includes concrete and decorative screen walls, gates, and perimeter trees designed to screen the proposed truck loading/unloading areas and docks.
Screen walls shall not be located within any required front yard or street side yard landscape setback area.	<b>Consistent.</b> The proposed screen walls are not located within any required landscape setback areas.
All stored items, including trucks and trailers within truck parking areas, shall not exceed eight feet in height unless a taller wall up to fourteen feet is provided to effectively screen along street frontages. The minimum height of screen walls shall be eight feet and the maximum height shall be fourteen feet.	<b>Consistent.</b> The proposed project includes 14-foot tall screen walls to screen the proposed truck loading/unloading areas.
Solid walls surrounding truck parking areas and truck courts that are below the grade of an adjacent street shall be backfilled to a grade level that matches the finished grade level of the adjacent street.	<b>Consistent.</b> Truck parking areas and truck courts are designed and would be constructed at a grade level that matches the finished grade level of the adjacent roadways.

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
Solid walls surrounding truck parking areas and truck courts that either at grade or are above the grade of an adjacent street shall incorporate a berm/slope along the entire length of the wall that ensures that no more than eight feet of the wall is visible from public view. The maximum slope shall not exceed a 4:1 ratio.	<b>Consistent.</b> The proposed project includes a 6-foot berm at the proposed screen walls that are facing the street.
Solid walls surrounding truck parking areas and truck courts along street frontages that are visible from public view shall incorporate landscape pockets every seventy linear feet to prevent monotony. The landscape pockets shall have a minimum depth of three feet and a minimum width of twelve feet and shall be located on the exterior side of the wall.	<b>Consistent.</b> Screen walls that are visible from public view include landscape pockets that are a minimum depth of 3 feet and minimum width of 12 feet.
Solid walls surrounding truck parking areas and truck courts shall incorporate pilasters every seventy linear feet and at all corners and ends of the wall.	<b>Consistent.</b> The screen walls surrounding the truck yard and employee parking area would incorporate pilasters at its corners and ends of the wall.
Anti-graffiti coating or equivalent measure to prevent graffiti shall be provided for all solid screen walls.	<b>Consistent.</b> The proposed screen walls would include anti-graffiti coating or equivalent to prevent graffiti.
<b>Chapter 18.112.050(F) Landscape Standards</b>	
All indoor storage facilities shall have a minimum fifteen-foot deep landscaped setback along all street frontages planted with a combination of trees, shrubs, and groundcover. Parking of motor vehicles is not permitted within the required landscape setback area.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes 34-foot-deep landscaped setbacks along street frontages (northern and eastern boundaries) planted with a combination of trees, shrubs, and groundcover. Parking of motor vehicles would not be permitted within the required landscape setback areas.
All indoor storage facilities shall have a minimum ten-foot deep landscaped setback along interior side and rear property lines planted with a combination of trees, shrubs, and groundcover, except within enclosed truck courts.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes 10-foot-deep landscaped setbacks along interior side and rear property lines (western and southern boundaries) planted with a combination of trees, shrubs, and groundcover, except within the enclosed truck court.
All indoor storage facilities shall have a minimum ten-foot deep landscape planter at the base of buildings and screening walls that are visible from and face street frontages. Planting within these planters shall consist of a combination of small to medium scale trees, shrubs, and groundcover vegetation to soften the edge of the building or screen wall.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes minimum 10-foot-deep landscaped planters with a combination of trees, shrubs, and groundcover vegetation at the base of the proposed warehouse and screen walls that are visible from and face street frontage.
Trees shall be planted every thirty linear feet within all landscape planters on-site. Two rows of trees shall be provided within all landscape setbacks adjacent to public streets. A minimum of fifty percent of the trees on-site shall consist of evergreen broadleaf tree species to ensure year-round coverage.	<b>Consistent.</b> As shown in Figure 5, trees would be planted every 30 linear feet and 2 rows of trees would be provided within all landscape setbacks adjacent to public streets. A minimum of 50 percent of the trees on site would consist of evergreen broadleaf tree species to ensure year-round coverage.
Shrubs and groundcover vegetation shall be planted an average of three feet on-center or less, or as recommended for the species. Shrubs and groundcover vegetation species shall be selected and plotted to ensure a layering of landscaping from shorter to taller.	<b>Consistent.</b> Shrubs and groundcover vegetation would be planted an average of three feet on-center or less, or as recommended for the species. Shrubs and groundcover vegetation species would be selected and plotted to ensure a layering of landscaping from shorter to taller.

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
<b>Chapter 18.112.050(G) Security Standards</b>	
All indoor storage facilities shall be secured and incorporate exterior security cameras that are connected to the city's enforcement system to the satisfaction of the police chief.	<b>Consistent.</b> The proposed project would incorporate exterior security cameras that are connected to the City's enforcement system to the satisfaction of the police chief.
All indoor storage facilities shall be illuminated entirely every night, from dusk until dawn, with a minimum of one foot candle across the site. Light fixtures shall be arranged or shield so as not to spill light onto neighboring properties.	<b>Consistent.</b> The proposed warehouse would be illuminated entirely every night, from dusk until dawn, with a minimum of one foot candle across the site, and light fixtures would be shielded so as to not spill light onto neighboring properties.
<b>Chapter 18.112.060 Performance Standards</b>	
New or modified indoor storage facilities shall route all vehicles associated with the use (trucks, vans, passenger vehicles, etc.) on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use intended for public park and recreational use areas to the greatest extent feasible.	<b>Consistent.</b> All vehicles associated with the proposed project (trucks, van, passenger vehicles, etc.) would be routed on roadways to avoid passing residential, educational, park, and open space intended for public park and recreational use areas to the greatest extent feasible.
The queuing of trucks on streets or elsewhere outside of facility shall be prohibited. All queuing, stacking, loading, unloading, and parking shall occur exclusively on-site. The property owner and operator shall be responsible for ensuring compliance with this performance standard.	<b>Consistent.</b> The queuing of trucks on streets or elsewhere outside of the facility would be prohibited. All queuing, stacking, loading, unloading, and parking would occur exclusively on site.
The operator of the indoor storage facility shall be responsible for implementing and monitoring an operations and truck route plan during all operations, including, but not limited to posting the plan and educating truck drivers on the approved routes.	<b>Consistent.</b> A truck route plan would be implemented and monitored by the operator of the proposed project during all operations. Trucks would be required to access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east.
Indoor storage facilities shall not store any products, goods, commodities, materials, supplies, or containers outside of any building on-site, except for trucks and trailers associated with the indoor storage facility, without prior approval of a separate conditional development permit in accordance with Chapter 18.104 of the Rialto Municipal Code.	<b>Consistent.</b> The proposed project would not include the storage of any products, goods, commodities, materials, supplies, or containers outside of any building on site, except for trucks and trailers associated with the indoor storage facility, without prior approval of a separate conditional development permit in accordance with Chapter 18.104 of the Rialto Municipal Code.
Truck drivers shall not sleep or reside within any truck cab on-site overnight or for any other extended duration of time.	<b>Consistent.</b> Truck drivers would not be allowed to sleep or reside within any truck cab on-site overnight or for any other extended duration of time.
Operators shall address any parking, traffic, noise, or safety issues within forty-eight hours of being notified by the city that an issue exists.	<b>Consistent.</b> Should the City notify the operator of any parking, traffic, noise, or safety issue, it would be addressed within 48 hours of being notified.

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
<p>Prior to the issuance of a business compliance certificate, any new tenant or operator of an indoor storage facility shall: 1) submit an operational plan and trip generation analysis prepared by a licensed traffic engineer for review and approval demonstrating the proposed operations and projected traffic associated with the new tenant or operator is the same or less than the projected traffic assumed in the approved entitlements for the facility; and 2) sign a statement acknowledging acceptance of all operational conditions of approval associated with the approved entitlements for the facility. If the proposed operations and trip generation represent a significant change in operational characteristics or more than ten percent increase in trip generation beyond what was entitled, a modification to the conditional development permit shall be required prior to the start of operations.</p>	<p><b>Consistent.</b> Any new tenant or operator would submit an operational plan and trip generation analysis prepared by a licensed traffic engineer demonstrating the proposed operations and projected traffic associated with the new tenant or operator is the same or less than the projected traffic assumed in the approved entitlements for the facility and would sign a statement acknowledging acceptance of all operational conditions of approval associated with the approved entitlements for the facility.</p>
<p>The property owner and/or operator shall be responsible for implementing the approved property maintenance program and maintaining the property in good physical condition.</p>	<p><b>Consistent.</b> The property owner and/or operator would be responsible for implementing the approved property maintenance program and maintaining the property in good physical condition.</p>
<b>Chapter 18.59 Transportation Control Measures</b>	
<p>Bicycle parking facilities to include bicycle racks and/or secured bicycle lockers shall be provided at a rate of one bicycle space per thirty parking spaces with a minimum requirement of three bicycle spaces.</p>	<p><b>Not Applicable.</b> The proposed project would provide 23 parking spaces. However, one short-term bicycle rack along the project frontage is proposed.</p>
<p>On-site pedestrian walkways and bicycle facilities shall be provided connecting each building in a development to public streets.</p>	<p><b>Consistent.</b> The proposed project includes a pedestrian concrete walkway to connect pedestrians to the proposed building from Valley Boulevard.</p>
<p>A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new nonresidential development meeting the city's adopted congestion management plan (CMP) thresholds of two hundred fifty or more peak hour trips.</p>	<p><b>Not Applicable.</b> The proposed project would generate ten peak hour trips and would not exceed the CMP threshold of 250 or more peak hour trips.</p>
<p>Passenger loading areas shall be provided in locations close to building entrances (but not interfering with vehicle circulation) for developments containing at least one hundred parking spaces (loading area is equivalent to a minimum of five parking spaces).</p>	<p><b>Not Applicable.</b> The proposed project would contain 23 parking spaces.</p>
<p>Preferred parking facilities at a rate of two parking spaces per one hundred spaces shall be provided near building entrances for vanpools in all new nonresidential development. Vertical clearances must be not less than nine feet.</p>	<p><b>Not Applicable.</b> The proposed project would contain 23 parking spaces.</p>

**Table A: Project Consistency with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and Chapter 18.59 Transportation Control Measures**

Section	Consistency Analysis
Provide transit improvements such as bus pullouts, bus pads and bus shelters for all new residential and nonresidential development along existing or planned transit routes. The need for and nature of such improvements to be defined by the city engineer in cooperation with Omnitrans.	<b>Not Applicable.</b> There are no existing or proposed Omnitrans routes located along Valley Boulevard or Lilac Avenue. Omnitrans fixed bus route 22 operates within a half mile of the project vicinity, with bus stops located on Riverside Avenue. The proposed project would not decrease the performance or safety of bus route 22. Therefore, the proposed project would not conflict with any public transit facilities or require transit improvements.
New residential development of five hundred or more units shall provide telecommuting facilities or contribute toward development of a telecommuting center.	<b>Not Applicable.</b> The proposed project would develop the project site with a warehouse building. Residential development is not proposed.
New office park developments of one thousand or more employees shall provide on-site video conferencing facilities.	<b>Not Applicable.</b> The proposed project includes potential office space. However, the proposed project would generate approximately 8 employees.
The minimum parking space requirements for new nonresidential development may be reduced in number up to a maximum of ten percent when linked to other actions that reduce trips to account for increased ridesharing and other modes of transportation.	<b>Not Applicable.</b> The project includes the minimum amount of parking for the proposed use.
The city will participate in the implementation of the adopted countywide bicycle plan to conform with Southern California Associated Governments (SCAG) Regional Mobility Element.	<b>Not Applicable.</b> This is an action for the City and not for a specific land development project.
Sidewalks shall be installed or widened when possible, as approved by the city engineer, to accommodate pedestrians.	<b>Consistent.</b> The project would result in the construction of new sidewalk along the entire project frontage to enhance sidewalk connectivity in the project vicinity.

Source: *City of Rialto, Rialto, California – Code of Ordinances, Chapter 18.59 – Transportation Control Measures (TCM), Chapter 18.112.050 – Development Standards, and Chapter 18.112.060 – Performance Standards.* Website: [https://library.municode.com/ca/rialto/codes/code\\_of\\_ordinances?nodeId=TIT18ZO\\_CH18.112INSTUS\\_](https://library.municode.com/ca/rialto/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.112INSTUS_) (accessed March 15, 2024).

Table B lists the applicable development guidelines prescribed to projects within the GSP area and summarizes the proposed project’s consistency with these standards.

**Table B: Project Consistency with the Gateway Specific Plan Development Guidelines**

Section	Consistency Analysis
<b>Section 5.3 – Site Planning</b>	
Retail facilities should be designed so as to create pleasant outdoor spaces and walkways for pedestrians.	<b>Not Applicable.</b> The proposed project does not include retail facilities.
Where possible buildings should be linked together and not be islands surrounded by parking.	<b>Not Applicable.</b> The proposed project includes a single building.
Where buildings are separated by parking, clearly defined pedestrian walkways should be provided.	<b>Not Applicable.</b> The proposed project includes a single building.
Buildings should be sited with consideration given to adjoining uses. This is particularly important where industrial uses abut existing residences.	<b>Consistent.</b> The proposed project does not abut existing residences. The project site is adjacent to a hotel and middle school; however, the employe parking area and truck loading areas would not be visible from these land uses due to screening by proposed building, trees, and gates, and screen walls. The project site is primarily surrounded by existing commercial and industrial uses.
Screening from street and adjacent parcel views shall be provided for parking areas, trash containers, storage areas, service yards, loading docks, ramps, utility boxes, valves, and other unsightly objects.	<b>Consistent.</b> As shown in Figure 4, the proposed project includes concrete and decorative screen walls, gates, and perimeter trees designed to screen parking areas, trash containers, and the truck loading/unloading areas.
Particular attention must be paid to the screening of parking areas from adjacent residences and residential areas. Landscaping and block walls may be required.	<b>Consistent.</b> The proposed project is not adjacent to or visible from any existing residential areas. However, the project site is adjacent to an existing hotel. The proposed parking area is screened from the adjacent hotel by the proposed building, concrete and decorative screen walls, gates, and perimeter trees.
<b>Section 5.4 – Landscape and Treatment of Outdoor Spaces</b>	
New and upgraded developments within the Gateway Specific Plan area having landscaping to maintain within the public right-of-way shall be annexed into the City’s Landscape Maintenance District Number 1.	<b>Consistent.</b> The proposed project would include landscaping within the public right-of-way which shall be annexed into the City’s Landscape Maintenance District Number 1.
Landscape elements included in these guidelines consist of all forms of planting and vegetation, ground forms, drainage patterns, and all visible construction except buildings and utilitarian structures.	<b>Not Applicable.</b> This guideline is for information purposes and does not include any specific requirements.
Landscape treatment shall be provided to enhance architectural features, strengthen vistas and important axes, and provide shade.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes planting of 33 trees to be incorporated through a combination of accent plantings, groundcovers, shrubs, and trees along the site perimeter and throughout the parking areas and along the internal drive aisle. A minimum 34-foot-wide landscape setback would be located along the project site frontage with Valley Boulevard and Lilac Avenue, and a minimum 10-foot-wide landscaped setback would be located along portions of the western and southern project perimeter that are not enclosed by the 8-foot-tall wrought iron fence. Proposed landscaping would be drought-tolerant and complement existing natural and manmade features, including the dominant landscaping of surrounding areas.

**Table B: Project Consistency with the Gateway Specific Plan Development Guidelines**

Section	Consistency Analysis
Unity of design shall be achieved by repetition of certain plant varieties and other materials and by correlation with adjacent developments.	<b>Consistent.</b> Proposed landscaping would be drought-tolerant and complement existing natural and manmade features, including the dominant landscaping of surrounding areas.
Plant material shall be selected for interest in its structure, texture, and color and for its ultimate growth. Plants should be tolerant to the local climate. Other plants that will be hardy, harmonious to the design, and of good appearance shall be used.	<b>Consistent.</b> Proposed landscaping would be drought-tolerant and complement existing natural and manmade features, including the dominant landscaping of surrounding areas.
In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.	<b>Consistent.</b> The proposed project includes the installation of curb, gutter, concrete sidewalk, landscaping, and trees along the site frontage on Valley Boulevard to the north and Lilac Avenue to the east.
Parking areas and traffic ways shall be enhanced with landscaped spaces containing trees or tree groupings.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes the planting of 33 trees to be incorporated through a combination of accent plantings, groundcovers, shrubs, and trees along the site perimeter and throughout the parking areas and along the internal drive aisle.
Where building sites limit parking, the placement of trees in parkways or paved areas is encouraged.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes the planting of 33 trees to be incorporated through a combination of accent plantings, groundcovers, shrubs, and trees along the site perimeter and throughout the parking areas and along the internal drive aisle.
Screening of service yards and other places that tend to be unsightly shall be accomplished by use of walls, fencing, planting, or combination of these. Screening shall be equally effective in winter and summer.	<b>Consistent.</b> As shown in Figure 4, the proposed project includes concrete and decorative screen walls, gates, and perimeter trees designed to screen the proposed truck loading/unloading areas and docks.
Where flood protection requires elevation of ground floor levels the transition from street level to floor level should be carefully handled with the use of steps and ramps combined within landscaping.	<b>Not Applicable.</b> The project site is located in an area of minimal flood hazard <sup>11</sup> and would not require the elevation of ground floor levels for flood protection.
Handicap access shall be provided.	<b>Consistent.</b> As shown in Figure 4, the project would include two ADA parking spots and an ADA accessible ramp to enter the proposed office space.
The use of rich and varied paving materials is encouraged. These may include stamped concrete, colored concrete and brick paving and tiles. The exclusive use of natural concrete and AC is discouraged. Concrete paving may, however, be used in combination with brick, tile or other materials.	<b>Consistent.</b> The proposed project would include colored decorative pavement at the site driveway entries and paving with heavy broom finish throughout the drive aisles and truck yard.
Paving materials that can be slippery in certain weather conditions should be avoided. Paving materials that create excessively uneven surfaces should also be avoided.	<b>Consistent.</b> The proposed project would not include slippery paving materials or paving materials that create excessively uneven surfaces. The proposed project includes colored decorative pavement at the site entries and paving with heavy broom finish throughout the drive aisles and truck yard.

<sup>11</sup> Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map (FIRM) Number 06071C8659H, effective August 28, 2008. Website: <https://msc.fema.gov/portal/search?AddressQuery=1741%20south%20lilac%20avenue%2C%20rialto%2C%20ca> (accessed March 12, 2024).

**Table B: Project Consistency with the Gateway Specific Plan Development Guidelines**

Section	Consistency Analysis
<p>In areas where general planting will not prosper, other materials such as fences, walls, and pavings of wood, brick, stone, gravel, and cobbles shall be used. Carefully selected plants shall be combined with such materials where possible.</p>	<p><b>Consistent.</b> As shown in Figure 4, the proposed project includes concrete and decorative screen walls, gates, and perimeter trees. Proposed landscaping would be drought-tolerant and complement existing natural and manmade features, including the dominant landscaping of surrounding areas.</p>
<p><b>Section 5.5 - Building Design</b></p>	
<p>Exterior materials shall be of durable quality. Stucco, bricks, tilt-up concrete panels, concrete block, tiles, and seasoned woods treated with preservatives are encouraged. Plastics, vinyl, untreated woods, and metal siding are not allowed.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels painted metal louvers, tempered glass, and tempered concrete backed spandrel glass.</p>
<p>False façade treatment (as used on store fronts only) should be avoided, (e.g., false stone work, plastic, aluminum, or fake wood paneling). Facades should be an integral part of the building’s basic design (and materials).</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, tempered glass, and tempered concrete backed spandrel glass. The proposed project does not include false façade treatment.</p>
<p>Colors shall be harmonious and shall use only compatible accents.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass. Exterior paint colors would include white and grey shades with black trim.</p>
<p>Use of a variety of subdued colors should be encouraged (for example, off whites, pastels, browns, ochres, and rusts).</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass. Exterior paint colors would include white and grey shades with black trim.</p>
<p>Muted colors are encouraged for large areas such as building walls, brighter colors can be used for details and highlighting.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass. Exterior paint colors would include white and grey shades with black trim.</p>
<p>Wood elements should be left natural, or stained (green, brown, tan, rust, etc.).</p>	<p><b>Not Applicable.</b> The proposed project does not include wood elements.</p>
<p>Color treatment of a building’s entire façade and all visible sides should be compatible.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass. Exterior paint colors would include white and grey shades with black trim.</p>
<p>The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from the design guidelines of this plan.</p>	<p><b>Consistent.</b> The proposed building would consist of a neutral color palette including whites and greys that would be compatible with adjacent buildings.</p>
<p>Wherever possible, minimize the number of colors appearing on the building exterior. Small commercial buildings should use no more than three colors.</p>	<p><b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass. Exterior paint colors would include white and grey shades with black trim.</p>

**Table B: Project Consistency with the Gateway Specific Plan Development Guidelines**

Section	Consistency Analysis
Architectural detailing should be painted to complement the façade and tie in with adjacent buildings.	<b>Consistent.</b> The proposed warehouse would be constructed of tilt-up concrete panels with painted metal louvers, blue tempered glass, and blue tempered concrete backed spandrel glass. Exterior paint colors would include white, greige, and grey shades with black trim. The proposed architectural detailing would complement the façade and tie in with adjacent buildings.
Accent colors for trim should be used sparingly and be limited in number for each building. Accent colors on adjacent buildings should be chosen to complement one another.	<b>Consistent.</b> The proposed warehouse would include black trim that would be used sparingly. Only one building is proposed.
Building walls should not be used as painted signs and especially as painted advertisements.	<b>Consistent.</b> The proposed project does not include building walls as painted signs or advertisements.
Exterior lighting, when used, shall enhance the building design and the adjoining landscape.	<b>Consistent.</b> The proposed exterior lighting would enhance the building design and the adjoining landscape.
Lighting standards and building fixtures shall be of a design and size compatible with the building and adjacent areas.	<b>Consistent.</b> The proposed lighting and building fixtures would be of a design and size compatible with the building and adjacent areas.
Lighting shall be restrained in design and excessive brightness avoided.	<b>Consistent.</b> The proposed lighting would be restrained in design and excessive brightness would be avoided.
<b>Section 5.6 - Signs</b>	
Every sign shall have good scale and proportion in its design and in its visual relationship to buildings and surroundings	<b>Consistent.</b> The proposed building sign would consist of a monument sign with electric conduits located at the northeastern corner of the proposed warehouse building. The proposed sign would have good scale and proportion in its design and in its visual relationship to buildings and surroundings.
Every sign shall be designed as an integral architectural element of the building and site to which it principally relates.	<b>Consistent.</b> The proposed building sign would consist of a monument sign with electric conduits located at the northeastern corner of the proposed warehouse building and would be designed as an integral architectural element of the proposed warehouse building.
The colors, materials, and lighting of every sign shall be restrained and harmonious with the building and site to which it principally relates.	<b>Consistent.</b> The colors, material, and lighting of the proposed building sign would be restrained and harmonious with the proposed warehouse building.
The number of graphic elements on a sign shall be held to the minimum needed to convey the sign’s major message and shall be composed in proportion to the area of the sign face.	<b>Consistent.</b> The proposed sign would include the minimum graphic elements needed to convey the sign’s major message and graphic elements would be composed in proportion to the area of the sign face.
Accessory signs shall be given the same careful consideration of approval as that given for main signs.	<b>Consistent.</b> Any accessory signs at the project site would be designed with careful consideration consistent with the main sign.
Each sign shall be compatible with signs on adjoining premises and shall not compete for attention.	<b>Consistent.</b> All proposed signs would be compatible with signs on adjoining premises and would not compete for attention.
Identification signs of a prototype design and corporation logos shall not conform to the criteria for all other signs.	<b>Consistent.</b> If identification signs of a prototype design and corporation logos are used, they would not conform to the criteria for all other signs.

**Table B: Project Consistency with the Gateway Specific Plan Development Guidelines**

Section	Consistency Analysis
There should be a coordinated system of directional, identifying and informational signs used throughout the Gateway.	<b>Not Applicable.</b> The proposed project does not include any directional, identifying, or information signs.
Directional signs to the Gateway and other designations in the City should be placed at strategic locations. In order to avoid sign proliferation, all destinations should be displayed on a single sign in a coordinated design.	<b>Not Applicable.</b> The proposed project does not include any directional signs.
Identification signs that indicate the Gateway should be placed at the entrances to the Gateway.	<b>Not Applicable.</b> The proposed project does not include any identification signs that indicate the Gateway plan area.
Special street signs should be used which are unique to the Gateway. These could combine the street name and the Gateway logo.	<b>Not Applicable.</b> The proposed project does not include any street signs.
<b>Section 5.7 – Streetscape</b>	
Lighting should be designed to create pools of light rather than a harsh overall ambient wash.	<b>Consistent.</b> The proposed street lights would be designed to create pools of light rather than a harsh overall ambient wash.
Special features such as Village entryways and selected landscape elements should be treated with accent lighting (spots or floods).	<b>Not Applicable.</b> The proposed project does not include special streetscape features such as village entryways as part of the proposed right-of-way improvements.
Street furniture can be used to reinforce the identity and unity of a street through a common design or repeated motifs continuously appearing in the streetscape. Street elements such as street identification signs, trash receptacles, and planters should be of compatible design, and of appropriate materials.	<b>Not Applicable.</b> The proposed project does not include street furniture as part of the proposed right-of-way improvements.
All utilities shall be underground.	<b>Consistent.</b> All utilities associated with the proposed project would be underground.
Signal controllers and power transformers should have a design compatible with the Gateway’s design character or be screened.	<b>Not Applicable.</b> The proposed project does not include any new signal controllers or power transformers as part of the proposed right-of-way improvements.
<b>Section 5.8 – Parking Area Design</b>	
Parking areas should have a minimum number of entrances and exits to minimize conflicts at entries and reduce possible congestion at street intersections.	<b>Consistent.</b> As shown in Figure 4, the proposed project would include two entrances and exits to reduce possible congestion at street intersections. A 34-foot-wide driveway would be constructed off Lilac Avenue that would serve as the entry and exit point for trucks. The 34-foot-wide driveway would connect to a 26-foot-wide fire lane traversing the site from east to west leading to the truck docking area and truck yard southwest of the proposed warehouse. A secondary 26-foot-wide right-in right-out driveway would be constructed off Valley Boulevard at the northwestern corner of the project site that would connect to a 26-foot-wide internal drive aisle traversing the site from north to south which would provide access to the employee parking lot located west of the proposed warehouse.

**Table B: Project Consistency with the Gateway Specific Plan Development Guidelines**

Section	Consistency Analysis
Access to parking areas should be made from side streets wherever possible.	<b>Consistent.</b> As shown in Figure 4, the proposed 34-foot-wide truck driveway would be constructed off a side street, Lilac Avenue, to prevent traffic and transportation impacts. A secondary 26-foot-wide right-in right-out driveway for employees would be constructed off Valley Boulevard.
Parking areas should be landscaped (decorative and shaded), receiving interior as well as perimeter treatment.	<b>Consistent.</b> As shown in Figure 5, the proposed project includes the planting of 33 trees to be incorporated through a combination of accent plantings, groundcovers, shrubs, and trees along the site perimeter and throughout the parking areas and along the internal drive aisle.
Parking areas should be separated from buildings by either a paved walkway or landscaped strip, preferably both. Situations where parking spaces directly abut the buildings should be avoided.	<b>Consistent.</b> As shown in Figure 5, the proposed employee parking area would be separated from the proposed warehouse building by a landscaped strip and a paved walkway.
Shared parking between adjacent businesses and/or developments shall be encouraged and required where practical.	<b>Not Applicable.</b> Shared parking between adjacent businesses and/or developments is not practical at the project site due to the proposed use of the site as an industrial warehouse.
Separate pedestrian walkways should be provided within parking areas, particularly when there is pedestrian movement between buildings through a parking areas.	<b>Consistent.</b> As shown in Figure 4, the proposed project includes a pedestrian walkway along the eastern edge of the proposed employee parking area.

Source: City of Rialto. *Gateway Specific Plan*. January 1990. Website: [https://www.yourrialto.com/DocumentCenter/View/1889/Gateway-Specific-Plan\\_](https://www.yourrialto.com/DocumentCenter/View/1889/Gateway-Specific-Plan_) (accessed March 11, 2024). Pp. 5-1 through 5-7.

Table C lists guidance from the Attorney General’s Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act document and summarizes the proposed project’s consistency with this guidance document. This document includes recommendations and best management practices for industrial projects near sensitive receptors.<sup>12</sup> Although not required, these recommendations are analyzed for consistency with the proposed project at request of the City to promote environmentally-just development in vicinity to sensitive receptors.

<sup>12</sup> “Sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
<b>Warehouse Siting and Design Considerations</b>	
<p>Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.</p>	<p><b>Inconsistent.</b> The project site is located within 1,000 feet from the property lines of a school and multiple single-family residences to the north. However, the proposed project was evaluated for the potential to result in carcinogenic and chronic health risks from construction and operation. As indicated in Table N, below, the maximum cancer risk for the residential maximum exposed individual (MEI) would be 0.14 in 1 million, less than SCAQMD’s threshold of 10 in 1 million. The maximum cancer risk for the worker MEI would be 0.26 in 1 million, and the school receptor risk would be 0.38 in 1 million, which would also not exceed SCAQMD’s threshold. The chronic and acute health risks also are shown in Table K and indicate the hazard index for each of these risks is well below SCAQMD’s threshold of 1.0. All health risk levels to nearby residents, workers, and schools from emissions of toxic air contaminants from the proposed project under worst-case scenarios that assume truck trips are concentrated in proximity to the nearest sensitive receptors would be below SCAQMD’s health risk thresholds.</p>
<p>Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.</p>	<p><b>Consistent.</b> As shown in Figure 4, the proposed project includes 23 auto parking spaces, including 2 ADA parking spaces, consistent with Chapter 18.58 of the Rialto Municipal Code and the Gateway Specific Plan. The proposed project would also include two dock doors and an approximately 130-foot-long and 76-foot-wide truck yard for truck parking.</p>
<p>Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility</p>	<p><b>Consistent.</b> As shown in Figure 4, the proposed dock doors and truck yard would be located at the southern end of the project site at the opposite side of the nearest sensitive receptors, which are located to the north. Additionally, the proposed project includes concrete and decorative screen walls, gates, and perimeter trees designed to screen the proposed truck loading/unloading areas and docks.</p>
<p>Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.</p>	<p><b>Consistent.</b> As shown in Figure 4, the proposed truck entry and exit point would be located at the southern end of the project site at the opposite side of the nearest sensitive receptors, which are located to the north.</p>
<p>Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.</p>	<p><b>Consistent.</b> As shown in Figure 4, the passenger vehicle parking area and truck parking area would be separated by a 6-foot-tall black painted vehicular rolling gate with privacy screening mesh and a 14-foot-tall screen wall.</p>

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.	<b>Consistent.</b> The proposed truck entry gate is located approximately 180 feet south of the intersection of Lilac Avenue and Valley Boulevard and the proposed project would only include 2 loading docks. Consistent with Rialto Code of Ordinances, Chapter 18.112.050 – Development Standards, the queuing of trucks on streets or elsewhere outside of the facility would be prohibited and all queuing, stacking, loading, unloading, and parking would occur exclusively on site.
Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.	<b>Consistent.</b> The passenger vehicle entry/exit point would be located on Valley Boulevard, which is classified as a Major Arterial Street and the truck entry/exit point would be located on Lilac Avenue which is classified as a Collector Street.
Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.	<b>Consistent.</b> As shown in Figure 4, the proposed project includes concrete and decorative screen walls, gates, and perimeter trees designed to screen the proposed truck loading/unloading areas and docks.
Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.	<b>Inconsistent.</b> The proposed project includes 24-inch-box carrotwood, olive trees and 15-gallon Brisbane Box evergreen trees. The proposed project also includes 24-inch-box Desert Willow and Chitalpa trees.
Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.	<b>Consistent.</b> All property owners and successors would maintain trees and vegetation on site for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.	<b>Consistent.</b> The proposed project would include signs clearly showing the designated entry and exit point from the public street for trucks and service vehicles.
Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.	<b>Consistent.</b> The proposed project would include signs and drive aisle pavement markings that clearly identify on-site circulation patterns to minimize unnecessary on-site vehicle travel.
Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.	<b>Consistent.</b> The proposed project would include signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.
Air Quality and Greenhouse Gas Emissions Analysis and Mitigation	
Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials’ personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site’s applicable zoning and/or general plan land use designation.	<b>Consistent.</b> A project-specific Air Quality, GHG, and Energy Assessment was completed for the proposed project which fully analyzes all reasonably foreseeable project impacts, including cumulative impacts.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
When analyzing cumulative impacts, thoroughly considering the project’s incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project’s individual impacts alone do not exceed the applicable significance thresholds.	<b>Consistent.</b> A project-specific Air Quality, GHG, and Energy Assessment was completed for the proposed project which thoroughly considers the project’s incremental impact in combination with past, present, and reasonably foreseeable future projects.
Preparing a quantitative air quality study in accordance with local air district guidelines.	<b>Consistent.</b> A project-specific Air Quality, GHG, and Energy Assessment was completed in accordance with local air district guidelines.
Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.	<b>Consistent.</b> A quantitative health risk assessment was completed in accordance with the California Office of Environmental Health Hazard Assessment and local air district guidelines.
Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.	<b>Consistent.</b> Compliance with CARB and air district regulations are not considered as mitigation measures.
Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project’s anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.	<b>Consistent.</b> The project-specific Air Quality, GHG, and Energy Assessment discloses air pollution from the entire expected length of truck trips.
Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California’s Cap-and-Trade Program.	<b>Consistent.</b> The project-specific Air Quality, GHG, and Energy Assessment accounts for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California’s Cap-and-Trade Program.
Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gas emissions given that impacts to these resource topics would be less than significant as determined in the Air Quality, GHG, and Energy Assessment. Therefore, this measure is not recommended.
Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Limiting the amount of daily grading disturbance area.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Forbidding idling of heavy equipment for more than three minutes.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Providing information on transit and ridesharing programs and services to construction employees.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gas given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gas given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building’s projected energy needs, including all electrical chargers.	<b>Consistent.</b> The proposed project does not include the installation of solar panels; however, the proposed project would be designed in accordance with the building code to be solar ready with a conduit for the future tenant to install solar a solar photovoltaic system if desired.
Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.	<b>Consistent.</b> The proposed project would include two conduits for future electric hook-ups.
Running conduit to designated locations for future electric truck charging stations.	<b>Consistent.</b> The proposed project would include two conduits for future electric hook-ups.
Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Installing and maintaining, at the manufacturer’s recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Installing and maintaining, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring all stand-by emergency generators to be powered by a non-diesel fuel.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Meeting CALGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Designing to LEED green building certification standards.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Providing meal options onsite or shuttles between the facility and nearby meal destinations.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Posting signs at every truck exit driveway providing directional information to the truck route.	<b>Consistent.</b> The proposed project would include a sign at the truck exit driveway providing directional information to the truck route, consistent with Rialto Code of Ordinances, Chapter 18.112.060 – Performance Standards. Trucks would be required to access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east.
Improving and maintaining vegetation and tree canopy for residents in and around the project area.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Requiring tenants to enroll in the United States Environmental Protection Agency’s SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to air quality and greenhouse gases given that impacts to these resource topics would be less than significant. Therefore, this measure is not recommended.
<b>Noise Impacts Analysis and Mitigation</b>	

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
<p>Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.</p>	<p><b>Consistent.</b> A project-specific Noise Impact Analysis was completed for the proposed project which considers all reasonably foreseeable project noise impacts from both construction and operations, including stationary, on-site, and off-site noise sources and including impacts to nearby sensitive receptors.</p>
<p>Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.</p>	<p><b>Not Applicable.</b> This guidance is not applicable because the City of Rialto does not have thresholds, goals, or policies related to noise increases in their General Plan Noise Element and Municipal Code that would adopt a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds.</p>
<p>Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e., both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.</p>	<p><b>Consistent.</b> A project-specific Noise Impact Analysis was completed for the proposed project which discloses and considers the significance of short-term noise levels associated with all aspects of project operation (i.e., both on-site noise generation and off-site truck noise).</p>
<p>Constructing physical, structural, or vegetative noise barriers on and/or off the project site.</p>	<p><b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.</p>
<p>Planning and enforcing truck routes that avoid passing sensitive receptors.</p>	<p><b>Consistent.</b> A truck route plan would be implemented and monitored by the operator of the proposed project during all operations. All vehicles associated with the proposed project (trucks, van, passenger vehicles, etc.) would be routed on roadways to avoid passing residential, educational, park, and open space intended for public park and recreational use areas to the greatest extent feasible, as required by Rialto Code of Ordinances, Chapter 18.112.060 – Performance Standards. Trucks would be required to access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east.</p>
<p>Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.</p>	<p><b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.</p>
<p>Verifying that construction equipment has properly operating and maintained mufflers.</p>	<p><b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.</p>
<p>Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier.</p>	<p><b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.</p>

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Limiting operation hours to daytime hours on weekdays.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.
Paving roads where truck traffic is anticipated with low noise asphalt.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.
Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to noise given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.
<b>Traffic Impacts Analysis and Mitigation</b>	
Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.	<b>Consistent.</b> A truck route plan would be implemented and monitored by the operator of the proposed project during all operations. All vehicles associated with the proposed project (trucks, van, passenger vehicles, etc.) would be routed on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use areas to the greatest extent feasible, as required by Rialto Code of Ordinances, Chapter 18.112.060 – Performance Standards. Trucks would be required to access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east.
Installing signs in residential areas noting that truck and employee parking is prohibited.	<b>Not Applicable.</b> The proposed project does not require any mitigation measures related to traffic given that impacts to this resource topic would be less than significant. Therefore, this measure is not recommended.
Requiring preparation and approval of a truck routing plan describing the facility’s hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.	<b>Consistent.</b> A truck route plan would be implemented and monitored by the operator of the proposed project during all operations. The queuing of trucks on streets or elsewhere outside of the facility would be prohibited. All queuing, stacking, loading, unloading, and parking would occur exclusively on-site. All vehicles associated with the proposed project (trucks, van, passenger vehicles, etc.) would be routed on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use areas to the greatest extent feasible, as required by Rialto Code of Ordinances, Chapter 18.112.060 – Performance Standards. Trucks would be required to access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east.
Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.	<b>Consistent.</b> The project would result in the installation of curb, gutter, concrete sidewalk, landscaping, and trees along the site frontage on Valley Boulevard to the north and Lilac Avenue to the east.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Consulting with the local public transit agency and securing increased public transit service to the project area.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to traffic given that impacts to this resource topic would be less than significant.
Designating areas for employee pickup and drop-off.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to traffic given that impacts to this resource topic would be less than significant.
Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to traffic given that impacts to this resource topic would be less than significant.
Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to traffic given that impacts to this resource topic would be less than significant.
Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.	<b>Consistent.</b> A truck route plan would be implemented and monitored by the operator of the proposed project during all operations. All vehicles associated with the proposed project (trucks, van, passenger vehicles, etc.) would be routed on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use areas to the greatest extent feasible, as required by Rialto Code of Ordinances, Chapter 18.112.060 – Performance Standards. Trucks would be required to access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east.
Constructing roadway improvements to improve traffic flow.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to traffic given that impacts to this resource topic would be less than significant.
Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.	<b>Not Applicable.</b> The proposed project does not require any mitigation related to traffic given that impacts to this resource topic would be less than significant.
Other Significant Environmental Impacts Analysis and Mitigation	
Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.	<b>Not Applicable.</b> The proposed project would not require any mitigation and therefore would not require a compliance officer.
Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.	<b>Not Applicable.</b> The proposed project would not require any mitigation given that it would not result in any significant impacts to nearby sensitive receptors.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require the sweeping of surrounding streets on a daily basis during construction.
Directing all lighting at the facility into the interior of the site.	<b>Consistent.</b> Light fixtures would be shielded to prevent light spillage onto neighboring properties.
Using full cut-off light shields and/or anti-glare lighting.	<b>Consistent.</b> Light fixtures would be shielded to prevent light spillage onto neighboring properties.
Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.	<b>Consistent.</b> The proposed project would be constructed and maintained consistent with the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines.
Using cool pavement to reduce heat island effects.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require the use of cool pavement to reduce heat island effects.
Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require 35 percent shade cover of parking areas within 15 years to reduce heat island impacts.
Using light colored roofing materials with a solar reflective index of 78 or greater.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require the use of light-colored roofing materials with a solar reflective index of 78 or greater.
Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning.
Designing skylights to provide natural light to interior worker areas.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require the use of skylights to provide natural light to interior worker areas.

**Table C: Project Consistency with California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects**

Section	Consistency Analysis
Installing climate control and air filtration in the warehouse facility to promote worker well-being.	<b>Not Applicable.</b> This measure would not be applicable as the City of Rialto Code of Ordinances, Chapter 18.112.050 - Development Standards, Chapter 18.112.060 – Performance Standards, and the Gateway Specific Plan Development Guidelines do not require climate control and air filtration in the warehouse.

Source: State of California Department of Justice. 2022. *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*. September 2022. Pp. 5-13.

Since the project includes an industrial warehouse<sup>13</sup> to be used for light warehousing or storage, on a site that would be developed with enhanced streetscape and landscape and surrounded primarily by industrial and commercial uses, the project would be consistent with the I-P zone of the GSP, which is intended to provide opportunities for wholesale sales and businesses or trade services consistent with the goals, policies, and objectives of the GSP; and to provide for a certain range of light industrial activities which will be developed and conducted in a manner that enhances the image of the area.<sup>14,15</sup> Additionally, the development guidelines prescribed to projects within the GSP would be included in the project development plans, and the project would be conditioned to ensure compliance with the GSP and applicable development guidelines. Guidance from the Attorney General’s Best Practices and Mitigation Measures were analyzed for consistency with the proposed project at the request of the City. Because the project is consistent with the City’s General Plan land use designation and zoning designation and applicable recommendations from the California Attorney General’s Best Practices and Mitigation Measures for Warehouse Projects, it is therefore consistent with Section 15332(a) of the *CEQA Guidelines*.

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

The project is proposed on a site of approximately 1.41 acres within the City of Rialto (APN 0254-091-13) and is surrounded by Valley Boulevard, Joe Baca Middle School, and commercial and industrial uses to the north; Lilac Avenue, a hotel, and industrial uses to the east, industrial and commercial uses and Interstate 10 to the south, and industrial and commercial uses to the west. As shown in Figure 2, the 1.41-acre project site is substantially surrounded by urban uses and is therefore consistent with Section 15332(b) of the *CEQA Guidelines*.

<sup>13</sup> “Warehouse” means and includes any enclosed place used strictly for the storage of materials, supplies and similar items for any period of time, and used in conjunction with a business whose principal business address is at a different location within the city limits (Section 5.04.020 (Definitions) of the City Zoning and Development Code).

<sup>14</sup> City of Rialto. *City of Rialto Gateway Specific Plan, Land Use Map*. Website: <https://www.yourrialto.com/DocumentCenter/View/567/Gateway-Land-Use-Map-PDF> (accessed March 8, 2024).

<sup>15</sup> City of Rialto. 2012. City of Fontana, California. *Southwest Industrial Park (SWIP) Specific Plan*. June 12, 2012. Website: <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document> (accessed February 2, 2023).

*(c) The project site has no value as habitat for endangered, rare, or threatened species.*

The project site is undeveloped and is primarily covered in non-native vegetation and has a compacted graveled area in the northwestern corner that has been used for vehicle parking. Soil on the site is highly disturbed from a history of frequent discing or compacted from vehicle use. No trees exist on the site. Figures 3a through 3c include photographs of the project site and surrounding land uses. Since the project site is an infill site surrounded primarily by commercial and industrial uses, the site does not provide a connection to substantial open space or habitat suitable to support endangered, rare, or threatened species.

The Biological Assessment (Attachment A) prepared for the project site included a literature review and field survey to determine the existence or potential occurrence of endangered, rare, or threatened plant and animal species and critical habitats on or in the vicinity of the site. The literature search included a review of the California Natural Diversity Database (CNDDB), which indicated critical habitat does not occur on or near the project site, but special-status and endangered, rare, or threatened<sup>16</sup> plant and animal species have been previously reported in the project vicinity as detailed in Table D.<sup>17</sup>

To determine the potential for these species to occur on the project site, a field survey of the project site was conducted by a qualified biologist on March 12, 2024 (refer to Attachment A).<sup>18</sup> The results of the field surveys indicate that none of the species listed in Table D are expected to occur on site due to lack of suitable habitat. No plant or wildlife species listed as special-status, endangered, rare, or threatened were observed on the project site, and none are expected to occur due to the site's previous disturbances, relatively small size, and isolation from open space with suitable habitat to support these species.

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<sup>16</sup> Pursuant to *CEQA Guidelines* Section 15380.

<sup>17</sup> LSA. 2024. *Biological Report for Class 32 Categorical Exemption for the Rialto Industrial Project in Rialto, San Bernardino County, California* (LSA Project No. 20241529). Page 4 and Attachment A. April 4, 2024. (Attachment A).

<sup>18</sup> LSA. 2024. *Biological Report for Class 32 Categorical Exemption for the Rialto Industrial Project in Rialto, San Bernardino County, California* (LSA Project No. 20241529). Page 2. April 4, 2024. (Attachment A).

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<b>PLANTS</b>			
<p><i>Ambrosia pumila</i></p> <p><b>San Diego ambrosia</b></p>	<p>US: FE CA: 1B</p>	<p>Open, seasonally wet, generally low areas in floodplains or at edges of vernal pools or playas, usually in sandy loam or on clay (including upland clay slopes), at 20 to 487 meters (70 to 1,600 feet) in elevation. Known from western Riverside and western San Diego counties. Also occurs in Mexico.</p>	<p><b>Not expected.</b> No seasonally wet areas, project site is outside known range of species.</p>
<p><i>Arenaria paludicola</i></p> <p><b>Marsh sandwort</b></p>	<p>US: FE CA: SE/1B</p>	<p>Boggy areas in freshwater marshes and swamps below 170 meters (560 feet) in elevation (formerly higher). Known to presently occur only in San Luis Obispo County (at Oso Flaco Lake and Morro Bay). Believed extirpated from Los Angeles, San Francisco, Santa Cruz, Riverside, and San Bernardino counties, and from the State of Washington. The last known record of this species in Riverside, San Bernardino, or Los Angeles counties is from 1900.</p>	<p><b>Not expected.</b> No boggy areas on site.</p>
<p><i>Astragalus hornii</i> var. <i>hornii</i></p> <p><b>Horn's milk-vetch</b></p>	<p>US: – CA: 1B</p>	<p>Alkaline playas and lake margins from 60 to 850 meters (200 to 2,800 feet) in elevation. In California, known only from Inyo and Kern counties. Believed extirpated from San Bernardino County. Also occurs in Nevada.</p>	<p><b>Not expected.</b> No alkaline or wet areas on site.</p>
<p><i>Calochortus plummerae</i></p> <p><b>Plummer's mariposa-lily</b></p>	<p>US: – CA: 4</p>	<p>Rocky sites of granitic or alluvial material in valley and foothill grassland, coastal scrub, chaparral, cismontane woodland, and lower montane coniferous forest, at 100 to 1,700 meters (300 to 5,600 feet) in elevation. Known from Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties, California. In the western Riverside County area, this species is known from the foothills of the San Bernardino Mountains, northeastern Santa Ana Mountains, Box Springs Mountains, and from the Lake Skinner area (<i>The Vascular Plants of Western Riverside County, California</i>. F.M. Roberts et al., 2004). Appears to intergrade with <i>Calochortus weedii</i> var. <i>intermedius</i>, which is mostly from Santa Ana Mountains eastward.</p>	<p><b>Not expected.</b> No rocky habitat on site.</p>

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Carex comosa</i> <b>Bristly sedge</b>	US: – CA: 2B	Bogs and fens, freshwater marshes and swamps, and lake margins below 425 meters (1,400 feet) in elevation. Known from Lake, Santa Cruz, San Francisco, Shasta, San Joaquin, and Sonoma counties; and Idaho, Oregon, and Washington. Believed extirpated from San Bernardino County (last known occurrence was in 1882).	<b>Not expected.</b> No marshy habitat on site.
<i>Centromadia pungens</i> ssp. <i>laevis</i> <b>Smooth tarplant</b>	US: – CA: 1B	Generally alkaline areas in chenopod scrub, meadows, playas, riparian woodland, valley and foothill grassland below 480 meters (1,600 feet) in elevation. Known from Riverside and San Bernardino counties; extirpated from San Diego County.	<b>Not expected.</b> No alkaline soils on site.
<i>Chloropyron maritimum</i> spp. <i>maritimum</i> <b>Salt marsh bird’s-beak</b>	US: FE CA: SE/1B	Coastal dunes and salt marshes. In California, known from Los Angeles, Orange, Santa Barbara, San Bernardino, San Diego, San Luis Obispo, and Ventura counties. Historical collections referred to this taxon from alkaline meadow in vicinity of San Bernardino Valley and from interior San Diego County are intermediate to <i>C. maritimum</i> ssp. <i>canescens</i> . Also occurs in Mexico.	<b>Not expected.</b> No dune or marshy habitat on site.
<i>Chorizanthe parryi</i> var. <i>parryi</i> <b>Parry’s spineflower</b>	US: – CA: 1B	Sandy or rocky soils in chaparral, coastal scrub, oak woodlands, and grassland at 40 to 1,705 meters (100 to 5,600 feet) in elevation. Known only from Los Angeles, Riverside, and San Bernardino counties.	<b>Not expected.</b> No sands or rocky soils on site.
<i>Dodecahema leptoceras</i> <b>Slender-horned spineflower</b>	US: FE CA: SE/1B	In the Vail Lake area, occurs in gravel soils of Temecula arkose deposits in openings in chamise chaparral. In other areas, occurs in sandy, cobbly riverbed alluvium in alluvial fan sage scrub (usually late seral stage), on floodplain terraces and benches that receive infrequent overbank deposits from generally large washes or rivers, where it is most often found in shallow, silty depressions dominated by leather spineflower ( <i>Lastarriaea coriacea</i> ) and other native annual species, and is often associated with cryptogamic soil crusts composed of bryophytes, algae and/or lichens. Occurs at 200 to 760 meters (600 to 2,500 feet) in elevation. Known only from Los Angeles, Riverside, and San Bernardino counties, California.	<b>Not expected.</b> No gravel soils or sandy alluvium on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Eriastrum densifolium</i> <i>ssp. sanctorum</i>  <b>Santa Ana River woollystar</b>	US: FE CA: SE/1B	Riversidean alluvial fan sage scrub and chaparral in sandy or gravelly soils of floodplains and terraced fluvial deposits of the Santa Ana River and larger tributaries (Lytle and Cajon creeks, lower portions of City and Mill creeks) at 90 to 625 meters (300 to 2,100 feet) in elevation in San Bernardino and Riverside counties. Presumed extirpated from Orange County.	<b>Not expected.</b> No gravelly or sandy alluvium on site.
<i>Helianthus nuttallii</i> <i>ssp. parishii</i>  <b>Los Angeles sunflower</b>	US: – CA: 1A	Marshes and swamps (coastal salt and freshwater) at 10 to 500 meters (30 to 1,600 feet) in elevation. This species is historically known from Los Angeles, Orange and San Bernardino counties, California. Last seen in 1937. Presumed extinct. Plants found in 2002 at Castaic Spring along the Santa Clara River in Los Angeles County were initially reported as possibly this taxon, but instead appear to be hybrids or evolutionary intermediates between <i>H. nuttallii</i> and <i>H. californicus</i> , based on chromosome counts and pollen morphology ( <i>A Quantitative Analysis of Pollen Variation in Two Southern California Perennial Helianthus (Heliantheae: Asteraceae)</i> , J.M. Porter and N. Fraga, 2004).	<b>Not expected.</b> No marshy habitat on site.
<i>Monardella pringlei</i>  <b>Pringle’s monardella</b>	US: – CA: 1A	Sandy hills in coastal sage scrub at 300 to 400 meters (980 to 1,300 feet) in elevation. Known only from two occurrences west of Colton. Last seen in 1941. Habitat lost to urbanization. Presumed extinct.	<b>Not expected.</b> No sandy soils on site.
<i>Nasturtium (Rorippa) gambelii</i>  <b>Gambel’s watercress</b>	US: FE CA: ST/1B	Marshes from 5 to 330 meters (20 to 1,100 feet) in elevation. Currently believed to occur in California only in Santa Barbara and San Luis Obispo counties. There are historical records from Los Angeles, Orange, and San Bernardino counties. A historical report from San Diego County likely constitutes a misidentification. Also occurs in Baja California.	<b>Not expected.</b> No marshy habitat on site.
<i>Ribes divericatum</i> var. <i>parishii</i>  <b>Parish’s gooseberry</b>	US: – CA: 1A	Deciduous shrub of willow swales in riparian habitats at 60 to 300 meters (200 to 1,000 feet) in elevation. Believed to be extinct. Historical collections from Los Angeles and San Bernardino counties.	<b>Not expected.</b> No riparian habitat on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Sidalcea neomexicana</i> <b>Salt Spring checkerbloom</b>	US: – CA: 2B	Alkaline springs and brackish marshes below 1,530 meters (5,000 feet) in elevation. In California, known only from Kern, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. Believed extirpated from Los Angeles County. Also known from Arizona, New Mexico, Nevada, Utah, and Mexico.	<b>Not expected.</b> No alkaline or brackish habitats on site.
<i>Sphenopholis obtusata</i> <b>Prairie wedge grass</b>	US: – CA: 2B	Wet meadows, stream banks, and ponds at 300 to 2,000 meters (1,000 to 6,600 feet) in elevation. Widely distributed. In Southern California, known only from San Bernardino, Riverside (Santa Ana River), and perhaps San Diego counties.	<b>Not expected.</b> No wet habitats on site.
<i>Symphyotrichum defoliatum</i> <b>San Bernardino aster</b>	US: – CA: 1B	Vernally wet sites (such as ditches, streams, and springs) in many plant communities below 2,040 meters (6,700 feet) in elevation. In California, known from Ventura, Kern, San Bernardino, Los Angeles, Orange, Riverside, and San Diego counties. May also occur in San Luis Obispo County. In the western Riverside County area, this species is scarce and documented only from Temescal and San Timoteo Canyons ( <i>The Vascular Plants of Western Riverside County, California</i> . F.M. Roberts et al., 2004).	<b>Not expected.</b> No vernal wet habitats on site.
<b>INVERTEBRATES</b>			
<i>Bombus crotchii</i> <b>Crotch bumble bee</b>	US: – CA: SCE	Inhabits open scrub (including chaparral) and grassland from coastal California to the crest of Sierra-Cascade and in desert edge areas, south into Mexico. Primarily nests underground. Suitable bumble bee habitat requires the continuous availability of flowers on which to forage throughout the duration of the colony (spring through fall), colony nest sites, and overwintering sites for the queens.	<b>Not expected.</b> Project area lacks sufficient variation in flowering vegetation and is isolated from better habitat.
<i>Bombus pensylvanicus</i> <b>American bumble bee</b>	US: – CA: SA	Inhabits open farmland and fields throughout the U.S. Also occurs in Canada and Mexico. Primarily nests at the ground surface in tall grass, but occasionally underground. Suitable bumble bee habitat requires the continuous availability of flowers on which to forage throughout the duration of the colony (spring through fall), colony nest sites, and overwintering sites for the queens.	<b>Not expected.</b> No farmland or field habitat and site lacks sufficient variation in flowering vegetation.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Danaus plexippus plexippus</i> pop. 1 (wintering sites)  <b>Monarch butterfly (California overwintering populations)</b>	US: FPE CA: SA	Winter roosts are in wind-protected tree groves (eucalyptus, Monterey pine, cypress) with nectar and water sources nearby.	<b>Not expected.</b> Wind protected tree groves not present and site lacks water sources and is very poor in nectar resources.
<i>Eugnosta busckana</i>  <b>Busck's gallmoth</b>	US: – CA: SA	Larval host reported as <i>Encelia californica</i> (HOSTS - a Database of the World's Lepidopteran Host plants. The Natural History Museum, London, 2007.) Other habitat requirements unknown. Species is known only from historical reports.	<b>Not expected.</b> Larval host not present.
<i>Euphydryas editha quino</i>  <b>Quino checkerspot butterfly</b>	US: FE CA: SA	Meadows or openings within coastal sage scrub or chaparral below about 5,000 feet where food plants ( <i>Plantago erecta</i> and/or <i>Orthocarpus purpurascens</i> ) are present. Historically known from Santa Monica Mountains to northwest Baja California; currently known only from southwestern Riverside County, southern San Diego County, and northern Baja California.	<b>Not expected.</b> No meadow, scrub, or chaparral habitat on site.
<i>Rhaphiomidas terminatus abdominalis</i>  <b>Delhi Sands flower-loving fly</b>	US: FE CA: SA	Restricted to Delhi series sands in western Riverside and San Bernardino counties.	<b>Not expected.</b> Delhi soils are not present on site.
<b>FISH</b>			
<i>Catostomus santaanae</i>  <b>Santa Ana sucker</b>	US: FT CA: SSC	The Santa Ana sucker's historical range includes the Los Angeles, San Gabriel, and Santa Ana river drainage systems in Southern California. An introduced population also occurs in the Santa Clara River drainage system in Southern California. Found in shallow, cool, running water.	<b>Not expected.</b> No perennial streams on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<b>AMPHIBIANS</b>			
<i>Spea hammondi</i> <b>Western spadefoot</b>	US: PT CA: SSC	Grasslands and occasionally hardwood woodlands; largely terrestrial but requires rain pools or other ponded water persisting at least 3 weeks for breeding; burrows in loose soils during dry season. Occurs in the Central Valley and adjacent foothills, the non-desert areas of Southern California, and Baja California.	<b>Not expected.</b> No ephemeral pools on site for breeding, vegetation is ruderal, site is isolated from better habitat.
<b>REPTILES</b>			
<i>Actinemys pallida</i> ( <i>Emys marmorata</i> in part) <b>Southwestern pond turtle</b>	US: PT CA: SSC	Inhabits permanent or nearly permanent water. Absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Requires basking sites such as partially submerged logs, rocks, or open mud banks.	<b>Not expected.</b> No permanent water on site.
<i>Anniella stebbinsi</i> <b>Southern California legless lizard</b>	US: – CA: SSC	Inhabits sandy or loose loamy soils with high moisture content under sparse vegetation in Southern California.	<b>Not expected.</b> Soils are mostly compacted and vegetation is dense; isolated from better habitat.
<i>Arizona elegans occidentalis</i> <b>California glossy snake</b>	US: – CA: SSC	Scrub and grassland habitats, often with loose or sandy soils. Patchily distributed from the eastern portion of San Francisco Bay to southern San Joaquin Valley and in non-desert areas of Southern California. Also occurs in Baja California, Mexico.	<b>Not expected.</b> No scrub or scrub boundaries on site; soil is mostly compacted.
<i>Aspidoscelis hyperythra</i> <b>Orangethroat whiptail</b>	US: – CA: SA	Prefers washes and other sandy areas with patches of brush and rocks, in chaparral, coastal sage scrub, juniper woodland, and oak woodland from sea level to 915 meters (3,000 feet) in elevation. Perennial plants required. Occurs in Riverside, Orange, San Diego counties west of the crest of the Peninsular Ranges, in extreme southern San Bernardino County near Colton, and in Baja California.	<b>Not expected.</b> No washes, sandy soils, scrub or woodland on site.
<i>Aspidoscelis tigris stejnegeri</i> <b>Coastal whiptail</b>	US: – CA: SSC	Woodlands, riparian areas, and sparsely vegetated areas in a wide variety of habitats including coastal sage scrub and sparse grassland. Occurs in valleys and foothills from Ventura County to Baja California.	<b>Not expected.</b> No suitable plant communities on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Coleonyx variegatus abbotti</i> <b>San Diego banded gecko</b>	US: – CA: SSC	Often associated with rocks. Coastal sage scrub and chaparral, most often on granite or rocky outcrops in these habitats. Interior Ventura County south.	<b>Not expected.</b> No suitable plant communities or rocky areas on site.
<i>Phrynosoma blainvillii (coronatum)</i> <b>Coast horned lizard</b>	US: – CA: SSC	Primarily in sandy soil in open areas, especially washes and floodplains, in many plant communities. Requires open areas for sunning, bushes for cover, patches of loose soil for burial, and an abundant supply of ants or other insects. Occurs west of the deserts from northern Baja California north to Shasta County below 2,400 meters (8,000 feet) in elevation.	<b>Not expected.</b> No sandy areas on site. Site is highly disturbed, within an urban environment with associated predators, and isolated from better habitat.
<b>BIRDS</b>			
<i>Agelaius tricolor</i> (nesting colony) <b>Tricolored blackbird</b>	US: – CA: ST/SSC (breeding)	Open country. Forages in grassland and cropland habitats. Nests in large groups near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, or tall herbs. Seeks cover for roosting in emergent wetland vegetation, especially cattails and tules, and also in trees and shrubs. Occurs in western Oregon, California, and northwestern Baja California.	<b>Not expected.</b> No suitable wet areas or other habitat on site.
<i>Aimophila ruficeps canescens</i> <b>Southern California rufous-crowned sparrow</b>	US: – CA: SA	Steep, rocky coastal sage scrub and open chaparral habitats, particularly scrubby areas mixed with grasslands. From Santa Barbara County to northwestern Baja California.	<b>Not expected.</b> No coastal scrub or chaparral habitat on site.
<i>Artemisospiza belli belli</i> <b>Bell's sparrow</b>	US: – CA: SA	Occupies chaparral and coastal sage scrub from west central California to northwestern Baja California.	<b>Not expected.</b> No coastal scrub or chaparral habitat on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Athene cunicularia</i> (burrow sites)  <b>Burrowing owl</b>	US: – CA: SSC (breeding)	Open, treeless areas with low, sparse vegetation, usually on flat or gently sloping terrain, including grasslands, sparse scrub (cover less than 30 percent), farmland, airfields, airports, road embankments, cemeteries, urban vacant lots, desert areas, and other open habitat. They usually occupy ground squirrel burrows but may also utilize man-made structures such as culverts or debris piles, usually temporarily.	<b>Not expected.</b> Site lacks suitable burrows or other features for nesting, has no ground squirrels, and is too small and isolated from suitable habitat by dense urban development.
<i>Buteo swainsoni</i> (nesting)  <b>Swainson’s hawk</b>	US: – CA: ST	Open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures. Breeds and nests in western North America; winters in South America. Uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County, and Mojave Desert. Very limited breeding reported from Lanfair Valley, Owens Valley, Fish Lake Valley, and Antelope Valley. In Southern California, now mostly limited to spring and fall transient. Formerly abundant in California with wider breeding range.	<b>Not expected.</b> Site has only ruderal vegetation and is in urban setting without adjacent open country.
<i>Coccyzus americanus occidentalis</i> (nesting)  <b>Western yellow-billed cuckoo</b>	US: FT CA: SE	Breeds and nests in extensive stands of dense cottonwood/willow riparian forest along broad, lower flood bottoms of larger river systems at scattered locales in western North America; winters in South America.	<b>Not expected.</b> No riparian habitat or water on site.
<i>Falco columbarius</i> (wintering)  <b>Merlin</b>	US: – CA: SA (wintering)	Open country; breeds in the Holarctic Region and winters south to the tropics. Rare fall migrant and winter visitor to southwestern California.	<b>Not expected.</b> No open country; site is small and in an urban context.
<i>Geothlypis trichas sinuosa</i>  <b>Saltmarsh common yellowthroat</b>	US: – CA: SSC	Resident of the San Francisco Bay region, in fresh and salt marshes, with some birds migrating to San Diego County for winter. Requires thick, continuous cover down to water surface for foraging, tall grasses, tule patches, willows for nesting.	<b>Not expected.</b> No marshy habitat on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<i>Laterallus jamaicensis coturniculus</i> <b>California black rail</b>	US: – CA: ST/CFP	Requires shallow water in salt marshes, freshwater marshes, wet meadows, or flooded grassy vegetation. Prefers areas of moist soil vegetated by fine-stemmed emergent plants, rushes, grasses, or sedges, with scattered small pools. Known from coastal California, northwestern Baja California, the lower Imperial Valley, and the lower Colorado River of Arizona and California. Now extirpated from virtually all of coastal Southern California.	<b>Not expected.</b> No wetland habitat on site.
<i>Passerculus sandwichensis beldingi</i> <b>Belding's Savannah sparrow</b>	US: – CA: SE	Resident in salt marshes, with rare exception (e.g., Islas Todos Santos, Baja California), of Pacific Coast from Santa Barbara County to Baja California.	<b>Not expected.</b> No marshy habitat on site.
<i>Polioptila californica californica</i> <b>Coastal California gnatcatcher</b>	US: FT CA: SSC	Inhabits coastal sage scrub in low-lying foothills and valleys up to about 500 meters (1,640 feet) in elevation in cismontane southwestern California and Baja California.	<b>Not expected.</b> No coastal sage scrub on site.
<i>Vireo bellii pusillus</i> <b>Least Bell's vireo</b>	US: FE CA: SE	Riparian forests and willow thickets. The most critical structural component of Least Bell's Vireo habitat in California is a dense shrub layer 2 to 10 feet (0.6–3.0 meters) above ground. Willows usually dominant. Nests from Central California to northern Baja California. Winters in southern Baja California.	<b>Not expected.</b> No riparian habitat on site.
<b>MAMMALS</b>			
<i>Lasiurus xanthinus</i> <b>Western yellow bat</b>	US: – CA: SSC	Found mostly in desert and desert riparian areas of the southwest U.S., but also expanding its range with the increased usage of native and non-native ornamental palms in landscaping. Individuals typically roost amid dead fronds of palms, but have also been documented roosting in cottonwood trees. Forage over many habitats.	<b>Not expected.</b> No riparian habitat, palms, or other trees on site.
<i>Nyctinomops femorosaccus</i> <b>Pocketed free-tailed bat</b>	US: – CA: SSC	Usually associated with cliffs, rock outcrops, or slopes. May roost in buildings (including roof tiles) or caves. Rare in California, where it is found in Riverside, San Diego, Imperial and possibly Los Angeles counties. More common in Mexico.	<b>Not expected.</b> No cliffs, rocky outcrops in area; no roosting areas on site.

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
<p>Lepus californicus bennettii</p> <p><b>San Diego black-tailed jackrabbit</b></p>	<p>US: –</p> <p>CA: SA</p>	<p>Variety of habitats including herbaceous and desert scrub areas, early stages of open forest and chaparral. Most common in relatively open habitats. Restricted to the cismontane areas of Southern California, extending from the coast to the Santa Monica, San Gabriel, San Bernardino, and Santa Rosa mountain ranges.</p>	<p><b>Not expected.</b> Site is too small and isolated from better habitat by urban development.</p>
<p>Chaetodipus fallax fallax</p> <p><b>Northwestern San Diego pocket mouse</b></p>	<p>US: –</p> <p>CA: SSC</p>	<p>Found in sandy herbaceous areas, usually associated with rocks or coarse gravel in coastal scrub, chaparral, grasslands, and sagebrush, from Los Angeles County through southwestern San Bernardino, western Riverside, and San Diego counties to northern Baja California.</p>	<p><b>Not expected.</b> No sandy, rocky, or other suitable soils or plant communities on site; gravel areas are compacted and barren.</p>
<p>Dipodomys merriami parvus</p> <p><b>San Bernardino kangaroo rat</b></p>	<p>US: FE</p> <p>CA: SE</p>	<p>Gravelly and sandy soils of alluvial fans, braided river channels, active channels and terraces; San Bernardino Valley (San Bernardino County) and San Jacinto Valley (Riverside County). In San Bernardino County, this species occurs primarily in the Santa Ana River and its tributaries north of Interstate 10, with small remnant populations in the Etiwanda alluvial fan, the northern portion of the Jurupa Mountains in the south Bloomington area, and in Reche Canyon. In Riverside County, this species occurs along the San Jacinto River east of approximately Sanderson Avenue, and along Bautista Creek. Remnant populations may also occur within Riverside County in Reche Canyon, San Timoteo Canyon, Laborde Canyon, the Jurupa Mountains, and the Santa Ana River Wash north of State Route 60.</p>	<p><b>Not expected.</b> No sandy or gravelly soils or alluvial habitat on site.</p>
<p>Onychomys torridus ramona</p> <p><b>Southern grasshopper mouse</b></p>	<p>US: –</p> <p>CA: SSC</p>	<p>Believed to inhabit sandy or gravelly valley floor habitats with friable soils in open and semi-open scrub, including coastal sage scrub, mixed chaparral, low sagebrush, riparian scrub, and annual grassland with scattered shrubs, preferring low to moderate shrub cover. More susceptible to small- and large-scale habitat loss and fragmentation than most other rodents, due to its low fecundity, low population density, and large home range size. Arid portions of southwestern California and northwestern Baja California.</p>	<p><b>Not expected.</b> No sandy or gravelly friable soils or suitable plant communities on site.</p>

**Table D: Special-Status Species Summary**

Species	Status	Habitat and Distribution	Occurrence Probability
Perognathus longimembris brevinasus  <b>Los Angeles pocket mouse</b>	US: – CA: SSC	Prefers sandy soil for burrowing, but has been found on gravel washes and stony soils. Found in coastal sage scrub in Los Angeles, Riverside, and San Bernardino counties.	<b>Not expected.</b> No coastal sage scrub or suitable soils on site.
Taxidea taxus  <b>American badger</b>	US: – CA: SSC	Primary habitat requirements seem to be sufficient food and friable soils in relatively open uncultivated ground in grasslands, woodlands, and desert. Widely distributed in North America.	<b>Not expected.</b> Site is too small, disturbed, and isolated within an urban context; no burrows are present.

LEGEND

**US: Federal Classifications**

- No applicable classification.
- FE Taxa listed as Endangered.
- FT Taxa listed as Threatened.
- FC Candidate for listing as Threatened or Endangered

**CA: State Classifications**

- SE Taxa State-listed as Endangered.
- ST Taxa State-listed as Threatened.
- SCE Taxa Candidate for State listing.
- SSC California Species of Special Concern. Refers to animals with vulnerable or seriously declining populations.
- CFP California Fully Protected. Refers to animals protected from take under Fish and Game Code Sections 3511, 4700, 5050, and 5515.
- SA Special Animal. Refers to any other animal monitored by the Natural Diversity Database, regardless of its legal or rarity status.
- 1A California Rare Plant Rank 1A: Presumed extinct in California.
- 1B California Rare Plant Rank 1B: Rare, threatened, or endangered in California and elsewhere.
- 2B California Rare Plant Rank 2B: Rare, threatened, or endangered in California, but more common elsewhere.

California Rare Plant Ranks are assigned by a committee of government agency and nongovernmental botanical experts and are not official State designations of rarity status.

Source: LSA. 2024. *Biological Report for Class 32 Categorical Exemption for the Rialto Industrial Project in Rialto, San Bernardino County, California (LSA Project No. 20241529)*. Table B. April 4, 2024 (Attachment A).

Regionally, the project site is located within the Colton Recovery Unit of the federally endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), but Delhi Sand Soils historically have not been mapped within or in the immediate proximity of the site.<sup>19</sup> The *Delhi Sands Flower Loving Fly (Rhaphiomidas terminatus abdominalis) 5-Year Review: Summary and Evaluation* prepared by the United States Fish and Wildlife Service (USFW), Carlsbad Fish and Wildlife Office, indicates the Hospital Reserve and Slover/Pepper Population of this species within the Colton Recovery Unit are approximately 1.6 miles east and 1.5 miles southeast of the project site, respectively.<sup>20</sup>

The Recovery Strategy outlined in the *Final Recovery Plan for the Delhi Sands Flower Loving Fly* prepared by the United States Fish and Wildlife Service, Pacific Region, includes three primary actions: (1) working with the appropriate landowners and local governments to preserve and enhance the presently occupied habitat; (2) implementing a program to restore lands with the highest potential; and (3) initiating a captive breeding and release program.<sup>21</sup> Restorable habitat consists of areas that contain Delhi series soil and are not currently occupied by the insect, but could be managed for the species.<sup>22</sup> Nevertheless, the highest priority of the Recovery Strategy is to protect existing populations and existing suitable habitat by, in part, protecting dispersal corridors critical for movement of the Delhi Sands flower-loving fly.<sup>23</sup>

The site-specific pedestrian survey did not result in the identification of any Delhi Sands flower-loving fly specimen and confirmed the project site lacks suitable open soils required to support this species.<sup>24</sup> The nearest mapped Delhi series soil is approximately 0.5 mile to the east.<sup>25</sup> Furthermore, previous disturbances on the site and vicinity from grading and development of adjacent commercial and industrial uses have removed any historical sand dune formations that may have once occupied the site and/or vicinity. Therefore, the site has no potential to support the Delhi Sands flower-loving fly due to the highly disturbed compacted soil on site, surrounding industrial and commercial development, and absence of suitable soils and sand dune formations.

The project site does not provide suitable habitat for burrowing owl due to the site's previous disturbances, small size, isolation from suitable habitat by dense urban development, and lack of ground squirrel burrows or similar features for underground nesting.<sup>26</sup>

<sup>19</sup> United States Fish and Wildlife Service, Pacific Region. 1997. *Final Recovery Plan for the Delhi Sands Flower Loving Fly*. Figure 5: Jurupa Recovery Unit. 1997.

<sup>20</sup> United States Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, Carlsbad, California. 2008. *Delhi Sands Flower-loving Fly (Rhaphiomidas terminatus abdominalis) 5-Year Review: Summary and Evaluation*. Page 29. March 2008.

<sup>21</sup> United States Fish and Wildlife Service, Pacific Region. 1997. *Final Recovery Plan for the Delhi Sands Flower Loving Fly*. Page 14. 1997.

<sup>22</sup> *Ibid.* Page 15.

<sup>23</sup> *Ibid.*

<sup>24</sup> LSA. 2024. *Biological Report for Class 32 Categorical Exemption for the Rialto Industrial Project in Rialto, San Bernardino County, California (LSA Project No. 20241529)*. Page 4. April 4, 2024 (Attachment A).

<sup>25</sup> California Soil Research Lab. n.d. SoilWeb Earth. Website: <https://casoilresource.lawr.ucdavis.edu/soilweb-apps/> (accessed March 2024); also, U.S. Fish and Wildlife Service. 1997. *Delhi Sands Flower-Loving (Rhaphiomidas terminatus abdominalis) Recovery Plan* (Portland, Oregon: U.S. Fish and Wildlife Service, 1997), 40 (Figure 4).

<sup>26</sup> LSA. 2024. *Biological Report for Class 32 Categorical Exemption for the Rialto Industrial Project in Rialto, San Bernardino County, California (LSA Project No. 20241529)*. Page 5. April 4, 2024 (Attachment A).

As detailed in Table D, the site's location in an urbanized area, relatively small size, and lack of suitable habitat renders the site unlikely to support any endangered, rare, or threatened plant and animal species with potential to occur in the project vicinity. Disturbances from prior discing of the site and vehicle use, and the resulting competitive exclusion by invasive non-native plants limit the potential for native flora to occur or to host special-status, endangered, rare, or threatened animal species on the site. Therefore, the project site has no value as habitat for endangered, rare, or threatened species pursuant to Section 15332(c) of the *CEQA Guidelines*.

(d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

**Traffic:** A Traffic Impact Analysis (TIA) is typically prepared to assess the impacts of traffic generated by a development project on the surrounding transportation network. TIAs serve as tools for the City to evaluate the effects specific development projects would have on the City's transportation infrastructure and address Section XVII (Transportation) of Appendix G of the *CEQA Guidelines*.

The San Bernardino County Transportation Authority's (SBCTA) *Congestion Management Plan (CMP) TIA Guidelines* (dated June 2016)<sup>27</sup> indicate any project that generates 250 or more two-way peak-hour trips of which at least 50 two-way peak-hour trips would occur on a State highway facility is required to prepare a TIA report for City and Caltrans' review. The City of Rialto uses *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (TIA Guidelines), dated October 2021 to determine if project-generated vehicle trips would adversely affect the surrounding transportation network when a project generates 50 or more trips during the a.m. or p.m. peak hour.<sup>28</sup> For projects anticipated to generate fewer than 50 peak-hour trips, a trip generation memorandum generally is considered sufficient unless the City has specific concerns related to project access and interaction with adjacent intersections.

A Trip Generation Memorandum was prepared for the project through consultation with the City's Traffic Engineering Division (Attachment B); the trip generation calculations show that the project is anticipated to add approximately 3 passenger vehicle and freight truck trips during the a.m. peak hour and 3 passenger vehicle and freight truck trips during the p.m. peak hour. When freight truck trips are converted to passenger car equivalent (PCE) trips,<sup>29</sup> the project is anticipated to add approximately 5 PCE trips during the a.m. peak hour and 5 PCE trips during the p.m. peak hour.<sup>30</sup> Since the number of trips the project would generate is well below the City's threshold to prepare a TIA, the addition of the proposed project traffic would not create any significant adverse impacts to nearby intersections.

*CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" (VMT) criteria in lieu of "level of service" (LOS) for analyzing transportation impacts and was signed into law as Senate

<sup>27</sup> San Bernardino County Transportation Authority (SBCTA). 2016. *Congestion Management Plan (CMP) TIA Guidelines*. June 2016.

<sup>28</sup> City of Rialto. 2021. *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (TIA Guidelines). October 2021.

<sup>29</sup> All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

<sup>30</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum*. Table A: Project Trip Generation. February 27, 2024 (Attachment B).

Bill (SB) 743 in 2013. The City of Rialto *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* established project-screening thresholds.<sup>31</sup> According to the City's TIA Guidelines, certain land uses in addition to local serving retail generating less than 110 daily vehicle trips may be presumed to have a less than significant impact absent substantial evidence to the contrary. The project is anticipated to generate 39 average daily vehicle trips (65 average daily PCE trips).<sup>32</sup> Therefore, the project would not cause a substantial increase in the total Citywide or regional VMT and can be screened out from further VMT analysis.<sup>33</sup>

According to the City's TIA Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities. Currently, there are no existing bicycle facilities adjacent to the project site. Based on the City's *Active Transportation Plan (ATP)* dated March 2020,<sup>34</sup> there is an existing Class III Bike Route half a mile to the east traveling north on Riverside Avenue as well as a proposed Class II Bike Lane project on Valley Boulevard. The project does not propose any alteration/modification of the existing or proposed bicycle facilities. As such, the project would not decrease the performance or safety of existing or proposed bicycle facilities. Public transit in Rialto is provided by Omnitrans. Omnitrans Route 22 operates within a half mile of the project vicinity with bus stops along Riverside Avenue. Omnitrans Route 22 connects West Colton to Sierra Heights on Monday through Sunday with average of 60-minute headways.<sup>35</sup> There are no proposed changes in Omnitrans' transit network due to implementation of the project. Therefore, the project would not decrease the performance or safety of any existing or proposed public transit facilities. Additionally, the project would result in the construction of new sidewalk along the entire project frontage to enhance sidewalk connectivity in the project vicinity. As such, the project would increase the performance or safety of the existing pedestrian facilities near the project frontage.

The proposed project would not conflict with policies of the City's ATP relative to alternative modes of transportation and would not generate a substantial increase in vehicle trips in accordance with the City's *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment*. Therefore, the project would not result in any significant effects relating to traffic pursuant to Section 15332(d) of the *CEQA Guidelines*.

**Noise:** The project is located in the City of Rialto and therefore subject to compliance with the City's Noise Element of the General Plan, the City's Municipal Code, and the County of San Bernardino (County) Development Code. The nearest sensitive receptors<sup>36</sup> in proximity to the project site are the hotel approximately 70 feet to the east across Lilac Avenue and Joe Baca Middle School approximately 135 feet to the north across Valley Boulevard.

<sup>31</sup> City of Rialto. 2021. *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (TIA Guidelines)*. October 2021.

<sup>32</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum*. Table A: Project Trip Generation. February 27, 2024 (Attachment B).

<sup>33</sup> *Ibid.* Page 2.

<sup>34</sup> City of Rialto. 2020. *Active Transportation Plan (ATP)*. March 2020.

<sup>35</sup> *Ibid.* Page 3.

<sup>36</sup> "Sensitive receptors" refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

**Rialto Noise Control Ordinance:** Section 9.50.050[B] of the City of Rialto Municipal Code restricts loading/unloading and the use of dollies, carts, forklifts, or wheeled equipment that causes any unnecessary noise within 1,000 feet of a residence between the hours of 8:00 p.m. and 7:00 a.m. However, the City of Rialto Municipal Code does not identify specific operational noise level standards. Therefore, the County of San Bernardino Development Code standards are used in this noise study to assess the potential impacts at adjacent sensitive receiver locations consistent with Section 9.50.050[B] of the City of Rialto Municipal Code.

The San Bernardino County Code, Title 8 Development Code, Section 83.01.080[c] establishes the noise level standards for stationary noise sources. For residential properties, the exterior noise level shall not exceed 55 A-weighted decibel equivalent continuous sound level (dBA  $L_{eq}$ ) during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA  $L_{eq}$  during the nighttime hours (10:00 p.m. to 7:00 a.m.) for the whole hour and for not more than 30 minutes in any hour.

The exterior noise level standards shall apply for a cumulative period of 30 minutes in any hour. The standard plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. Furthermore, Section 83.01.080[e] indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the standard shall be adjusted to reflect the ambient conditions. For mobile sources of noise, only an audible change in noise level, which is a change of 3 dBA or more, is considered potentially significant.

Section 9.50.050[F] of the City of Rialto Municipal Code included in Appendix 3.1 restricts the use of pile driver, steam or gasoline shovel, pneumatic hammer, steam or electric hoist or other similar devices, and Section 9.50.050[G] restricts electrically operated compressor, fan, or other similar devices between the hours of 8:00 p.m. and 7:00 a.m. In addition, Section 9.50.070 of the City of Rialto Municipal Code, states that construction activities are permitted between the hours of 7:00 a.m. to 5:30 p.m., Monday through Friday, from October 1 to April 30; 6:00 a.m. to 7:00 p.m., Monday through Friday, from May 1 to September 30; and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or State holidays. While the City establishes limits to the hours during which construction activity may take place, neither the City of Rialto nor the County of San Bernardino General Plans or Municipal Codes establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold of 80 dBA at surrounding residential uses, based on the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual),<sup>37</sup> is used for analysis of daytime construction impacts.

**County of San Bernardino Development Code:** To analyze vibration impacts, vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code. Since the City of Rialto Municipal Code does not identify specific vibration level standards, the County

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<sup>37</sup> Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual).

Development Code vibration level standards are used in this analysis to assess potential impacts at nearby sensitive receiver locations.

The County Development Code, Section 83.01.090[a] states that vibration shall be no greater than or equal to 0.2 inches per second (in/sec) measured at or beyond the lot line. Therefore, to determine if the vibration levels are due to the operation and construction of the project, the peak particle velocity (PPV) vibration level standard of 0.2 in/sec is used.

**Federal Transit Administration Vibration Criteria:** Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. The criteria for assessing the potential for interference or annoyance from vibration levels in a residential building during daytime hours is 78 vibration velocity decibels (VdB).

**Ambient Noise in the Project Vicinity:** Long-term (24-hour) noise level measurements were conducted on March 20 to March 21, 2024, using two Larson Davis Spark 706RC Dosimeters. Table E provides a summary of the measured hourly noise levels and calculated Community Noise Equivalent Level (CNEL) level from the long-term noise level measurements. As shown in Table E, the calculated CNEL levels range from 63.7 dBA CNEL to 66.0 dBA CNEL. Hourly noise levels at surrounding sensitive uses are as low as 51.3 dBA  $L_{eq}$  during the more sensitive nighttime hours and 56.2 and 57.4 dBA  $L_{eq}$  during daytime and evening hours, respectively. Long-term noise monitoring data results are provided in Attachment C. Figure 6 (Long Term Monitoring Locations) shows the long-term monitoring locations.

**Table E: Long-Term 24-Hour Ambient Noise Monitoring Results**

Location		Daytime Noise Levels <sup>1</sup> (dBA $L_{eq}$ )	Evening Noise Levels <sup>2</sup> (dBA $L_{eq}$ )	Nighttime Noise Levels <sup>3</sup> (dBA $L_{eq}$ )	Daily Noise Levels (dBA CNEL)
LT-1	585 Valley Boulevard, near the northeastern property line of Enterprise Rent-A-Car, approximately 150 feet away from the Valley Boulevard centerline.	56.2–62.0	57.4–59.5	51.3–59.9	63.7
LT-2	483 Valley Boulevard, near the southeastern property line of the project site, on a light pole across Lilac Avenue, approximately 45 feet away from the Lilac Avenue centerline.	59.2–64.0	60.2–62.4	53.4–61.9	66.0

Source: Compiled by LSA (2024).

Note: Noise measurements were conducted from March 20 to March 21, 2024, starting at 4:00 p.m.

<sup>1</sup> Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.

<sup>2</sup> Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.

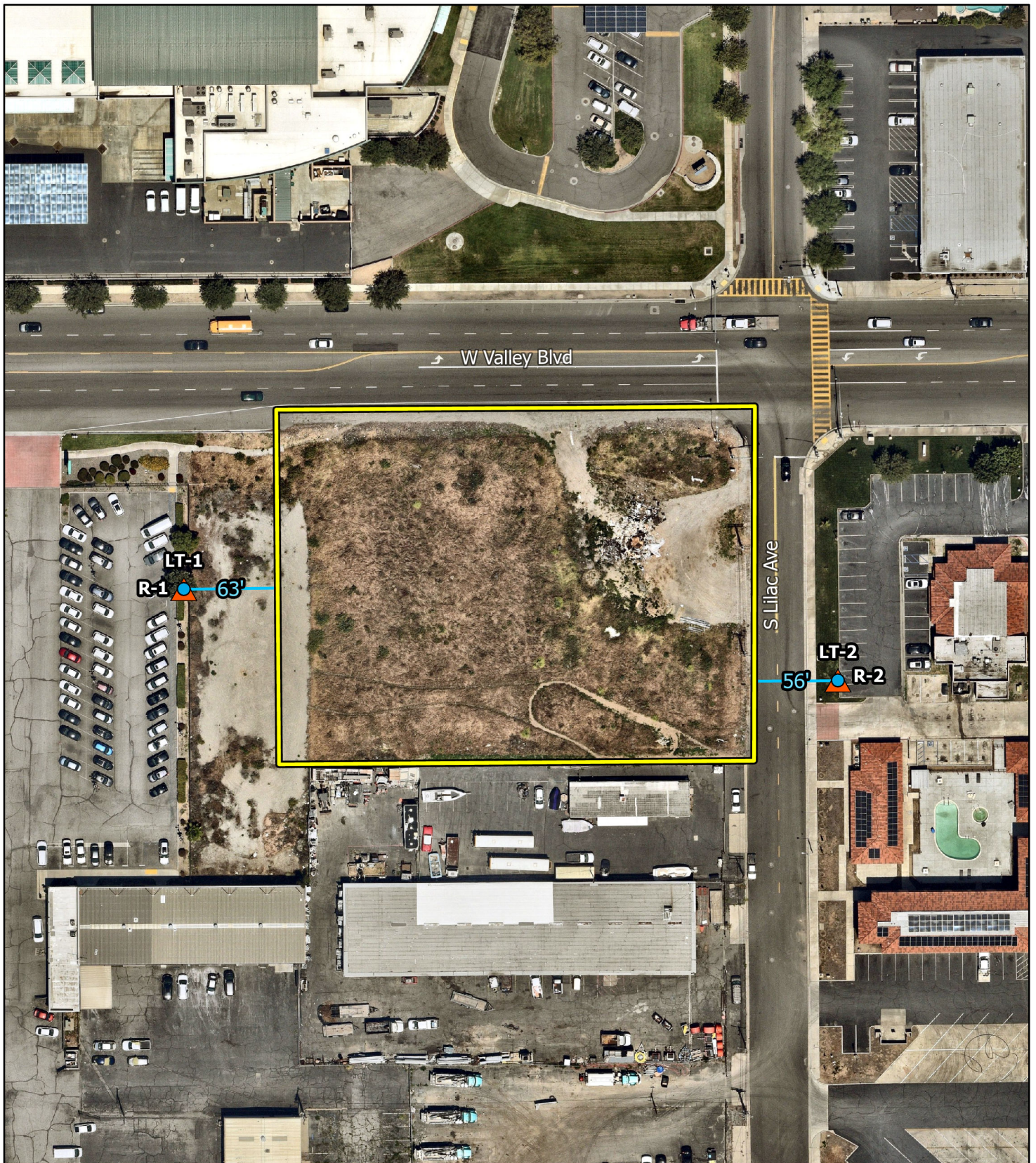
<sup>3</sup> Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

$L_{eq}$  = equivalent continuous sound level

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the proposed project site is San Bernardino International Airport (SBD Airport) located approximately 7.3 miles east of the project site. The project site is located well outside the SBD Airport Influence



LSA





-  Project Site
-  Measurement Location
-  Receiver Location
-  Distance from Receiver to Project Site (ft)

FIGURE 6



SOURCE: Nearmap (May 8, 2025)

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Rialto Industrial Project  
Long-Term Noise Monitoring Locations

Area according to the San Bernardino County 2017 Existing CNEL Contours and Generalized Land Uses – San Bernardino International Airport.<sup>38</sup> Therefore, the project would not be adversely affected by airport/airfield noise.

**Temporary (Construction) Noise:** Two types of short-term construction noise would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project site, which would incrementally raise noise levels on roadways leading to the site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA) during equipment and material delivery to and from the site for construction preparation, these intermittent high single-event noise exposures would not be significant because trucks already use the roadways leading to the site under current conditions. In addition, the effect on longer-term ambient noise levels would be insignificant because the daily construction-related vehicle trips are few when compared to existing daily traffic volume in the project vicinity.

Noise level increases less than 3 dBA would not be perceptible to the human ear in an outdoor environment, and each doubling of the sound sources with equal strength increases the noise level by 3 dBA.<sup>39</sup> Therefore, the project would have to double the number of vehicle trips in the project vicinity for there to be an audible increase from construction crew commutes and the transport of construction equipment and materials to the project site. The grading phase would generate the most daily trips of all the construction phases, at 1,000 trips per day based on the California Emissions Estimator Model (CalEEMod) (Attachment E). Adjacent roadways that would be used to access the project site during construction have existing volumes that are greater than 1,000 average daily trips (ADT). Therefore, there would not be an audible increase from construction crew commutes and the transport of construction equipment and materials to the project site.

The second type of short-term construction noise is related to noise generated from heavy equipment used during construction activities. The project includes site preparation, grading, building construction, architectural coating, and paving phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The paving phase is expected to generate the highest noise levels during project construction and would reach up to 89 dBA  $L_{eq}$  at a distance of 50 feet.<sup>40</sup>

According to the Inverse Square Law, sound levels decrease approximately 6 decibels (dB) for each doubling of distance from the source.<sup>41</sup> The closest sensitive property line, the existing hotel to the east, is approximately 250 feet from the center of the project site (refer to Figure 2) and may be

<sup>38</sup> San Bernardino County. 2018. *San Bernardino International Airport 2017 CNEL Contour and Generalized Land Uses*.

<sup>39</sup> Federal Highway Administration. 2017. *Highway Traffic Noise Analysis and Abatement Policy and Guidance. Noise Fundamentals*. Updated August 24, 2017. Website: [https://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/polguide/polguide02.cfm](https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/polguide/polguide02.cfm) (accessed July 15, 2024).

<sup>40</sup> *Ibid.* Page 13.

<sup>41</sup> California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. Pages 8-17 and 8-18. September 2013.

subject to short-term construction noise reaching 75 dBA  $L_{eq}$  generated by construction activities in the project area. Although noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise is temporary and would stop once project construction is completed. Throughout this process, the proposed project is required to comply with the construction hours specified in Section 9.50.050[F] of the City of Rialto Municipal Code included in Appendix 3.1 restricts the use of pile driver, steam or gasoline shovel, pneumatic hammer, steam or electric hoist or other similar devices, and Section 9.50.050[G] restricts electrically operated compressor, fan, or other similar devices between the hours of 8:00 p.m. and 7:00 a.m. In addition, Section 9.50.070 of the City of Rialto Municipal Code, states that construction activities are permitted between the hours of 7:00 a.m. to 5:30 p.m., Monday through Friday, from October 1 to April 30; 6:00 a.m. to 7:00 p.m., Monday through Friday, from May 1 to September 30; and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or State holidays. Compliance with the City's Municipal Code would result in a less than significant noise impact.

**Permanent (Operational) Noise:** Long-term noise would be generated from vehicle traffic entering and exiting the site and from on-site stationary sources, such as truck delivery and loading/unloading activities, trash bin emptying activity, and heating ventilation and air conditioning (HVAC) operation.

Project-generated mobile and stationary operational noise sources are analyzed separately in relation to the ambient noise environment because the City's applicable noise standards are different for mobile versus stationary noise sources. Whereas mobile noise sources such as vehicle traffic are measured as CNEL, stationary noise sources such as truck loading/unloading, trash bin emptying activities, and HVAC are measured as maximum instantaneous noise levels ( $L_{max}$ ) and  $L_{eq}$ . Additionally, anticipating the timing of noise events (continuous versus intermittent) would be speculative, as they differ for the various stationary noise sources. However, reasonable assumptions are made, as specified for each noise source described below, in order to combine the stationary noise levels anticipated to be generated by the proposed project and compare them to the ambient noise environment in terms of  $L_{eq}$ .<sup>42</sup>

**Mobile Noise:** Noise levels from vehicle traffic (including employee passenger vehicles and freight trucks) entering and exiting the site are analyzed along roadway segments in the project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model.<sup>43</sup> The proposed project trips generated were obtained from the *Rialto Industrial Project Traffic Memorandum*.<sup>44</sup> The proposed project would generate 65 average daily trips. Because the existing traffic volume on Valley Boulevard is considerably more than 65 vehicles, project-generated vehicle trips would not approach existing daily traffic volumes and traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment; therefore,

<sup>42</sup> The  $L_{eq}$  noise level is provided to describe operational noise levels for a longer period of time (compared to the maximum instantaneous noise level,  $L_{max}$ ) and compare them to ambient noise levels anticipated to be generated by the project.

<sup>43</sup> FHWA. 1977. Highway Traffic Noise Prediction Model RD-77-108

<sup>44</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum*. Table A: Project Trip Generation. February 27, 2024 (Attachment B).

the traffic noise increase in the vicinity of the project site resulting from the proposed project would be less than significant.

*Operational Stationary Noise:* Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site HVAC equipment and truck deliveries and loading and unloading activities. The potential noise impacts to off-site sensitive land uses from the proposed HVAC equipment and truck delivery activities are discussed below. To provide a conservative analysis, it is assumed that operations would occur equally during all hours of the day and that the two loading docks would be active at all times. Additionally, it is assumed that within any given hour, one heavy truck would maneuver to park near or back into one of the proposed loading docks. To determine the future noise impacts from project operations to the noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on site. A graphic representation of the operational noise impacts is presented in Attachment D.

The project would have various rooftop mechanical equipment including HVAC units on the proposed building. According to the site plan, it is assumed the project could have two rooftop HVAC units and operate 24 hours per day and would generate sound power levels (SPL) of up to 76 dBA SPL or 63 dBA  $L_{eq}$  at 5 feet, based on manufacturer data.<sup>45</sup>

The project is estimated to have a trash dumpster near the southwestern corner of the proposed project site. The trash emptying activities would take place for a period less than 1 minute and would generate SPLs of up to 118.6 dBA SPL or 84 dBA  $L_{eq}$  at 50 feet, based on reference information within SoundPLAN.

Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA  $L_{eq}$  at 20 feet based on measurements taken by LSA.<sup>46</sup> Shorter term noise levels that occur during the docking process taken by LSA were measured to be 76.3 dBA  $L_3$  at 20 feet. Delivery trucks would arrive on site and maneuver their trailers so that trailers would be parked within the loading docks. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a short period of time (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at one dock for a period of less than 5 minutes, and unloading activities could occur at two docks simultaneously for a period of more than 30 minutes in a given hour.

Tables F and G, below, show the combined hourly noise levels generated by HVAC equipment, trash bin emptying activities, and truck delivery activities at the closest off-site sensitive land uses. The project-related noise level impacts would range from 42.9 dBA  $L_{eq}$  to 44.6 dBA  $L_{eq}$  at the surrounding

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<sup>45</sup> Allied Commercial. 2019. *KHB – K-Series Rooftop Units Standard and High Efficiency – 50 Hz Product Specifications*. April.

<sup>46</sup> LSA. 2016. *Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center*. May.

sensitive receptors. These levels would be below the City’s Municipal Code daytime and nighttime noise standards.

**Table F: Daytime Exterior Noise Level Impacts**

Receptor	Direction	Existing Quietest Daytime Noise Level (dBA L <sub>eq</sub> )	Project Generated Noise Levels (dBA L <sub>eq</sub> )	Potential Operational Noise Impact? <sup>1</sup>
Hotel	East	59.2	43.7	No
Joe Baca Middle School	North	56.2	44.6	No

Source: Compiled by LSA (2024).

<sup>1</sup> A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than 55 dBA L<sub>eq</sub> and project noise impacts are greater than 55 dBA L<sub>eq</sub>, or (2) the quietest daytime ambient hour is greater than 55 dBA L<sub>eq</sub> and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.

dBA = A-weighted decibels

L<sub>eq</sub> = equivalent noise level

**Table G: Nighttime Exterior Noise Level Impacts**

Receptor	Direction	Existing Quietest Nighttime Noise Level (dBA L <sub>eq</sub> )	Project Generated Noise Levels (dBA L <sub>eq</sub> )	Potential Operational Noise Impact? <sup>1</sup>
Hotel	East	53.4	42.9	No
Joe Baca Middle School	North	51.3	44.1	No

Source: Compiled by LSA (2024).

<sup>1</sup> A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 45 dBA L<sub>eq</sub> and project noise impacts are greater than 45 dBA L<sub>eq</sub>, or (2) the quietest nighttime ambient hour is greater than 45 dBA L<sub>eq</sub> and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour.

dBA = A-weighted decibels

L<sub>eq</sub> = equivalent noise level

Because project noise levels would not generate a noise level that exceeds the City’s noise standards or existing ambient noise levels by 3 dBA or more, the impact would be less than significant.

**Vibration:** The greatest levels of vibration are anticipated to occur during the site preparation and grading phases, during which large bulldozers and loaded trucks would generate ground-borne vibration of up to 87 vibration root-mean-square velocity (VdB) (0.089 PPV in/sec) and 86 VdB (0.076 PPV [in/sec], respectively, when measured at 25 feet. All other construction phases are expected to result in lower vibration levels.

The distance to the nearest buildings for vibration damage impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line). For annoyance potential due to vibration impacts, the distance from the center of construction activities to the nearest off-site buildings is utilized. Table H below provides a summary of off-site construction vibration levels.

**Table H: Potential Construction Vibration Damage Impacts at Nearest Receptor**

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft <sup>1</sup>	Distance (ft) <sup>2</sup>	Vibration Level (PPV)
Commercial Uses (south)	0.089	80	0.016
Hotel (east)		70	0.019
Joe Baca Middle School (north)		135	0.007

Source: Compiled by LSA (2024).

<sup>1</sup> The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

<sup>2</sup> The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.

ft = foot/feet

PPV = peak particle velocity

Based on the information provided in Table I, representative vibration levels are expected to be 60 VdB at the closest commercial uses to the south and 57 VdB at the closest sensitive hotel use to the east of the project site, which are both below the thresholds for annoyance. Additionally, vibration levels are expected to approach 0.019 PPV in/sec at the nearest surrounding structures and would not exceed the 0.2 PPV in/sec damage threshold. Vibration levels at all other buildings located further from the project site would be lower. Therefore, construction would not result in any vibration damage, and impacts would be less than significant.

**Table I: Potential Construction Vibration Annoyance Impacts at Nearest Receptor**

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft <sup>1</sup>	Distance (ft) <sup>2</sup>	Vibration Level (VdB)
Commercial Uses (south)	87	200	60
Hotel (east)		250	57
Joe Baca Middle School (north)		315	54

Source: Compiled by LSA (2024).

<sup>1</sup> The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

<sup>2</sup> The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.

ft = foot/feet

VdB = vibration velocity decibels

Vibration impacts would not occur during the more sensitive nighttime hours, because construction activities are regulated by the City’s Municipal Code, which states that construction activities are permitted between the hours of 7:00 a.m. to 5:30 p.m., Monday through Friday, from October 1 to April 30; 6:00 a.m. to 7:00 p.m., Monday through Friday, from May 1 to September 30; and 8:00 a.m. to 5:00 p.m., on Saturdays any time of year; with no activity allowed on Sundays or State holidays. As detailed above, the project would not result in the generation of a substantial temporary or permanent increase in ambient noise or vibration levels in the vicinity of the project in excess of standards established in the Rialto General Plan or noise ordinance. Therefore, the project would not result in any significant effects related to noise pursuant to Section 15332(d) of the *CEQA Guidelines*.

**Air Quality:** The project site is in the South Coast Air Basin (Basin). Air quality in the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). CalEEMod Version 2022.1. was used to calculate emissions from construction and operation of the proposed project.

**Construction Emissions:** Project construction activities would include grading, site preparation, building construction, architectural coating, and paving activities. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), reactive organic gases (ROG), particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) and particulate matter less than 10 microns in size (PM<sub>10</sub>), and toxic air contaminants such as diesel exhaust particulate matter.

The construction emissions calculations prepared for the project assume that dust control measures would be employed, as required by law, to reduce emissions of fugitive dust during site grading. Adherence to SCAQMD Rule 403, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction activity occurring within the Basin. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. These measures may include, but are not limited to:

- Water active sites at least two times daily (locations where grading is to occur would be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

Construction emissions were estimated for the project using CalEEMod. The construction schedule would be dependent on permits; therefore, this analysis conservatively utilizes a CalEEMod default construction schedule, which anticipates construction to begin in July 2024 and occur for approximately 11 months, ending in 2025.<sup>47</sup> This represents a conservative analysis, because if the proposed construction activities should occur at a later timeframe, estimated emissions would be expected to decrease into the future due to technological advances and the implementation of forthcoming regulatory requirements. The proposed project would not require the import or export of soil, which was also included in CalEEMod. The proposed project would require the use of concrete

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<sup>47</sup> The CalEEMod analysis evaluated project construction emissions with a start date in July 2024 and end date in June 2025. The proposed project's construction schedule has since been modified so that project construction would begin late 2025 or early 2026 and would still occur over an approximately 11-month duration. This minimal modification to the project's construction schedule was reviewed by LSA, and it was determined that the modified schedule would not result in any new or more severe air quality impacts than what is described herein because estimated emissions would be expected to decrease into the future due to technological advances and the implementation of forthcoming regulatory requirements.

trucks, concrete pumps, concrete vibrators, laser screeds, dump trucks, manlifts, grading equipment, bobcats, trucking, compacting equipment, and trenchers, which was included in CalEEMod. This analysis also assumes use of Tier 2 construction equipment. Other detailed construction information is currently unavailable; therefore, this analysis utilizes CalEEMod default assumptions. Construction emissions are summarized in Table J below. Attachment E provides CalEEMod output sheets.

As shown in Table J, construction emissions associated with the project would not exceed the SCAQMD’s thresholds for volatile organic compounds (VOC), NO<sub>x</sub>, CO, sulfur oxides (SO<sub>x</sub>), PM<sub>2.5</sub>, and PM<sub>10</sub>. Therefore, construction of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard.

**Table J: Short-Term Regional Construction Emissions**

Construction Phase	Total Regional Pollutant Emissions, lbs/day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	Total PM <sub>10</sub>	Total PM <sub>2.5</sub>
Site Preparation	0.5	15.7	12.5	<0.1	3.0	1.6
Grading	1.4	45.9	35.3	<0.1	4.8	2.6
Building Construction	0.6	15.0	12.5	<0.1	0.8	0.6
Architectural Coating	11.1	1.1	1.1	<0.1	0.1	0.1
Paving	0.5	8.5	7.6	<0.1	0.5	0.4
<b>Peak Daily</b>	<b>11.1</b>	<b>45.9</b>	<b>35.3</b>	<b>&lt;0.1</b>	<b>4.8</b>	<b>2.6</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Emissions Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (June 2024), Attachment E.

CO = carbon monoxide  
 lbs/day = pounds per day  
 NO<sub>x</sub> = nitrogen oxides  
 PM<sub>10</sub> = particulate matter less than 10 microns in size  
 PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

ROG = reactive organic gas  
 SCAQMD = South Coast Air Quality Management District  
 SO<sub>x</sub> = sulfur oxides  
 VOC = volatile organic compounds

SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008,<sup>48</sup> recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors.<sup>49</sup> This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emission source, the ambient air quality in the source receptor area, and the distance between the project and the nearest sensitive receptor. Sensitive receptors include any residence such as private homes, condominiums, apartments, and living quarters; schools; preschools; daycare

<sup>48</sup> South Coast Air Quality Management District. 2003. *Final Localized Significance Thresholds Methodology*. June 2003, Revised July 2008.

<sup>49</sup> “Sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

centers; in-home daycares; health facilities such as hospitals, long-term care facilities, and retirement and nursing homes; community centers, places of worship, parks (excluding trails), prisons, and dormitories. The nearest sensitive receptor includes Joe Baca Middle School located approximately 135 feet north of the project site boundary line. Other sensitive receptors include the single-family home located approximately 300 feet northeast of the project site along Lilac Avenue.<sup>50</sup>

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA is the Central San Bernardino Valley area (SRA 34). SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. The closest sensitive receptor to the project site is Joe Baca Middle School located north at approximately 135 feet from the project site boundary line. Based on the anticipated construction equipment and based on the anticipated grading and ground-disturbing activities, it is assumed that the maximum daily disturbed area for the proposed project would be 3.5 acres.<sup>51</sup> Therefore, the LSTs for a 3.5-acre site at 135 feet (41 meters) were derived by interpolation to evaluate construction emissions. The project site is 1.41 acres; therefore, the maximum daily LST is based on the 1.41-acre project site threshold for operation of the proposed project.

The results of the LST analysis for both construction and operation of the proposed project are summarized in Table K below.

**Table K: Localized Impact Analysis**

Sources	Pollutant Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction Emissions</b>				
On-Site Emissions	44.1	31.9	4.4	2.5
<b>LST Threshold</b>	<b>240.0</b>	<b>1,724.0</b>	<b>25.0</b>	<b>7.3</b>
<b>Emissions Exceed Threshold</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Operational Emissions</b>				
On-Site Emissions	0.1	1.1	<0.1	<0.1
<b>LST Threshold</b>	<b>159.0</b>	<b>1,069.0</b>	<b>3.2</b>	<b>1.6</b>
<b>Emissions Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (June 2024), Attachment E.

Note: Source Receptor Area 34, based on a 3.5-acre construction disturbance area and a 1.41-acre operational project site, at a distance of 135 feet.

CO = carbon monoxide

lbs/day = pounds per day

LST = local significance threshold

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

<sup>50</sup> The analysis assumes construction emissions could occur at the project site boundary. For warehouse operations, the analysis assumes that the truck exhaust emissions would come from trucks idling at the loading docks and driving from the docks to the driveway at Lilac Avenue.

<sup>51</sup> South Coast Air Quality Management District (SCAQMD). n.d. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf> (accessed August 2023).

By design, the localized impact analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the operational emissions detailed in Table K assume all area- and energy-source emissions would occur on site, and 5 percent of the project-related new mobile sources (which is an estimate of the amount of project-related on-site vehicle travel) would occur on site. Considering the total trip length included in CalEEMod, the 5 percent assumption is conservative. As shown in Table K, the localized construction and operational emissions would not exceed the LSTs at nearby residences. Therefore, the proposed project would not result in a locally significant air quality impact.

**Operational Emissions:** Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources, and are discussed below. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source.

In accordance with Chapter 18.112.060 – Performance Standards of the City Municipal Code (refer to Table C above), the project applicant has identified a proposed truck route from the project site to the nearest freeway (Interstate 10) that includes access to the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east. This route would be the shortest to/from Interstate 10 while avoiding the greatest number of sensitive receptors (e.g., residential uses, schools, hospitals, parks, etc.). The Health Risk Assessment (HRA) assumes that 100 percent of project truck traffic would traverse the intersection of Valley Boulevard and Lilac Avenue as they enter and exit the project site. This is proximal to the nearest sensitive receptor, Joe Baca Middle School. By evaluating a traffic alternative that concentrates 100 percent of the truck traffic in proximity to the nearest sensitive receptors along Lilac Avenue, the analysis demonstrates that the project would not result in any significant effects relating to toxic air contaminants (TACs) under a worst-case scenario.

Mobile source emissions include VOC and NO<sub>x</sub> emissions that contribute to the formation of ozone. Additionally, PM<sub>10</sub> emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Typically, energy source emissions would result from activities in buildings for which natural gas is used. However, the proposed project would not include natural gas and no natural gas demand is anticipated during operation of the proposed project.

Area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Emission estimates for operation of the project were calculated using CalEEMod. The proposed project would include the construction of a 23,112-square-foot warehouse building and associated improvements. The proposed project analysis was conducted using land use codes *Unrefrigerated Warehouse Rail* and *Parking Lot*. Trip generation rates used in CalEEMod for the project were based

on the project’s Traffic Memorandum,<sup>52</sup> which identifies that the proposed project would generate approximately 39 average daily trips, including 24 passenger vehicle trips, 4 three-axle truck trips, and 11 four-axle truck trips.<sup>53</sup> This analysis assumes that the four+axle truck trips would travel approximately 40 miles. To be conservative, separate CalEEMod analyses were prepared for the operational analysis. One CalEEMod run evaluated operational and vehicle trip emissions and another CalEEMod run evaluated four+axle truck trip emissions for the proposed project. The proposed project would be all-electric, which was included in CalEEMod. Where project-specific data were not available, default assumptions (e.g., energy usage, water usage, and solid waste generation) from CalEEMod were used to estimate project emissions. Operational emissions are summarized in Table L below. CalEEMod output sheets are included in Attachment E.

**Table L: Long Term Regional Operational Emissions**

Source	Pollutant Emissions, lbs/day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Mobile Sources – Vehicles and Light Duty Trucks	0.1	0.1	0.8	<0.1	0.2	<0.1
Mobile Sources – Heavy Heavy Duty Trucks	<0.1	1.7	0.9	<0.1	0.4	0.1
Area Sources	0.7	<0.1	1.0	<0.1	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Project Emissions</b>	<b>0.8</b>	<b>1.8</b>	<b>2.7</b>	<b>&lt;0.1</b>	<b>0.6</b>	<b>0.1</b>
<b>SCAQMD Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Emissions Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (June 2024), Attachment E.

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

ROG = reactive organic gas

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

The results shown in Table L indicate the project would not exceed the significance criteria for daily VOC, NO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub> emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standards.

**Long Term Microscale (CO Hot Spot) Analysis:** Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of a proposed project. The primary mobile-source pollutant of local concern is carbon monoxide (CO), a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested

<sup>52</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum. Table A: Project Trip Generation*. February 27, 2024 (Attachment B).

<sup>53</sup> Ibid.

roadway or intersection may reach unhealthy levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating with extremely high traffic volumes at unacceptable levels of service.

The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions. As discussed in the project's Traffic Memorandum, the proposed project would generate 3 a.m. peak-hour trips and 3 p.m. peak-hour trips.<sup>54</sup> As the proposed project would not generate 50 or more peak-hour trips, the proposed project does not meet the criteria for an evaluation of study area intersection or roadway segment level of service (LOS). Therefore, the addition of the proposed project traffic is not expected to create any significant adverse impacts to nearby intersections, and project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Therefore, the intersections in the project area would not experience CO "hot spots."

**Health Risk Assessment:** The following analysis is based on the project-specific *Health Risk Assessment: Rialto Industrial Project, Rialto, California* (Attachment F).<sup>55</sup> As identified above, the closest sensitive receptor includes Joe Baca Middle School located approximately 135 feet from the project site boundary line. Other sensitive receptors include the single-family home located northeast of the project site along Lilac Avenue. The nearest worker receptor to the project site is located 70 feet to the south.

In accordance with SCAQMD guidance, health risk is considered significant under the following conditions:

- Cancer risk at a nearby receptor location (i.e., area where persons reside, work, or attend school—not including streets or sidewalks) is greater than 10 cases per one million persons over a period of 30 years for adults and 9 years for children (residential uses) and 25 years for workers.
- The cumulative increase in total chronic Hazard Index<sup>56</sup> or total acute Hazard Index<sup>57</sup> for any target organ system would exceed 1.0 at any receptor location.

**Project Construction.** A construction health risk assessment (HRA), which evaluates construction-period health risk to off-site receptors, was performed for the proposed project (included in Attachment F) and is summarized below. The project site is located near existing sensitive receptors that could be exposed to diesel emission exhaust during the construction period.

<sup>54</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum, Table A: Project Trip Generation*. February 27.

<sup>55</sup> LSA. 2024. *Health Risk Assessment: Rialto Industrial Project, Rialto, California*. July 2024 (Attachment F).

<sup>56</sup> Chronic Hazard Index is the ratio of the estimated long-term level of exposure to a TAC for a potential maximum exposed individual to its chronic reference exposure level. The chronic Hazard Index calculations include multipathway consideration, when applicable.

<sup>57</sup> Acute Hazard Index is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential maximum exposed individual to its acute reference exposure level.

To estimate the potential cancer risk associated with equipment exhaust (including diesel particulate matter) released during construction of the proposed project, a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the California Air Resources Board (CARB) exposure methodology with the air dispersion modeling performed using the United States Environmental Protection Agency (USEPA) dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data.

Table M, below, identifies the results of the construction health risk assessment, at the maximally exposed individual (MEI). Model snapshots of the sources are shown in Attachment F.

**Table M: Health Risks from Project Construction to Off-Site Receptors**

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	7.14	0.005	0.000
Worker Receptor Risk	0.68	0.028	0.000
School Receptor	3.67	0.015	0.00
<b>SCAQMD Significance Threshold</b>	<b>10 in 1 million</b>	<b>1.0</b>	<b>1.0</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA. *Health Risk Assessment: Rialto Industrial Project, Rialto, California*. Table A. June 2024 (Attachment F).  
 SCAQMD = South Coast Air Quality Management District

As shown in Table M, the maximum cancer risk for the residential MEI would be 7.14 in one million, the worker MEI risk would be at 0.68 in one million, and the school MEI risk would be 3.67 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in 1 million. The total chronic hazard index would be 0.005 for the residential MEI, 0.028 for the worker MEI, and 0.015 for the school MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, construction of the proposed project would not exceed SCAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. No significant health risk would occur from project construction emissions.

**Project Operations.** To determine the potential health risk to people living and working near the proposed project associated with the exhaust of diesel-powered trucks and equipment, an operational HRA was conducted for the proposed project, included in Attachment F.

The HRA was conducted using three models: the CARB’s California Emissions Factor Model, Version 2021 (EMFAC2021) for vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; AERMOD to determine how TACs would move through the atmosphere after release from sources both on site and along the truck routes; and the CARB’s HARP model to translate the pollutant concentrations from AERMOD into individual health risks at the nearby sensitive receptor locations.

The proposed project would generate approximately 39 average daily trips, including 24 passenger vehicle trips, 4 three-axle truck trips, and 11 four-axle truck trips. It is assumed that the truck trips would travel approximately 40 miles per trip. The proposed project would provide two truck docks; as the project would contain multiple loading docks, off-site queuing of trucks is not anticipated. Although the TAC emissions from gasoline-powered vehicles have a small health effect compared to diesel particulate matter (DPM), the HRA includes all the traffic information described and both gasoline- and diesel-powered vehicle emissions. For the diesel exhaust emissions, it is sufficient to only consider the DPM (PM<sub>10</sub>) portion of the exhaust; all the TACs for the gasoline exhaust emissions are contained in the ROG emissions. Using speciation data from CARB, the emission rates of the TAC components are derived from the total ROG emissions.

Project trucks would operate in two modes: stationary idling and moving on and off the site. The emissions from trucks while idling result in a much higher concentration of TACs at nearby sensitive receptors compared to the emissions from moving trucks. This is due to the dispersion of emissions that occurs with distance and with travel of the vehicle. For the HRA, the truck travel emissions were modeled as a series of volume sources along the on-site driveway along Lilac Avenue going north and south. The HRA assumes vehicles traveling on site would maneuver slowly, averaging approximately 5–15 miles per hour (mph), and that vehicles traveling on roadways would average 5–55 mph.

EMFAC2021 was used to determine the emissions factors of idling and operating diesel trucks to determine the total emissions of PM<sub>10</sub>. Although the TAC of concern from diesel trucks is DPM, EMFAC2021 does not include emissions factors for this TAC. DPM is a component of the overall exhaust from the project-related trucks. The HRA conservatively assumes the DPM emissions to be equal to the PM<sub>10</sub> emissions when actually the DPM is only a portion of the overall PM<sub>10</sub> in the truck exhaust. Although it is expected that the truck emissions rate will continue to reduce over time, an HRA only allows for a single emission rate to represent the entire 25- or 30-year exposure period.

The carcinogenic and chronic health risks from the proposed project are shown in Table N. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). An exposure period of 25 years was assumed for worker receptors, and a 9-year exposure duration was conservatively assumed for the school receptors.

**Table N: Health Risks from Project Operation to Off-Site Receptors**

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	0.14	<0.001	<0.001
Worker Receptor Risk	0.26	<0.001	<0.001
School Receptor	0.38	<0.001	<0.001
<b>SCAQMD Significance Threshold</b>	<b>10.0 in 1 million</b>	<b>1.0</b>	<b>1.0</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (June 2024).  
 SCAQMD = South Coast Air Quality Management District

As indicated in Table N, the maximum cancer risk for the residential maximum exposed individual (MEI) would be 0.14 in 1 million, less than the threshold of 10 in 1 million. The maximum cancer risk for the worker MEI would be 0.26 in 1 million, and the school receptor risk would be 0.38 in 1 million, which would also not exceed the threshold. The chronic and acute health risks are also shown in Table K and indicate the hazard index for each of these risks is well below the threshold of 1.0. All health risk levels to nearby residents, workers, and schools from emissions of TAC from the proposed project under worst-case scenarios that assume truck trips are concentrated in proximity to the nearest sensitive receptors would be below SCAQMD's HRA thresholds.

Without any exceedance in air quality emissions thresholds, the project would not result in any significant effects related to air quality pursuant to Section 15332(d) of the *CEQA Guidelines*.

**Water Quality:** Stormwater runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. The USEPA delegated the implementation and administration of the NPDES program to the California State Water Resources Control Board (SWRCB). The SWRCB established nine Regional Water Quality Control Boards (RWQCBs). The SWRCB enacts and enforces the federal NPDES program and all water quality programs and regulations that cross regional boundaries. The nine RWQCBs enact, administer, and enforce all programs, including NPDES permitting, within their jurisdictional boundaries.

The SWRCB regulates stormwater discharges from construction sites. Any construction activity, including grading, that would result in a Disturbed Soil Area (DSA) of 1 acre or greater, and/or are smaller sites that are part of a larger common plan of development are subject to the SWRCB's NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit).<sup>58</sup> The Construction General Permit (CGP) requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of construction best management practices (BMPs) during construction activities. Construction BMPs would include, but not be limited to, erosion control and sediment control BMPs designed to minimize erosion and retain sediment on site and good housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor(s) would be required to operate and maintain these controls throughout the duration of construction activities and to maintain an inspection log.

The SWRCB and the nine RWQCBs implement and enforce California's Municipal Stormwater Program. The Municipal Stormwater Program regulates stormwater discharges from municipal separate storm sewer systems (MS4s) throughout California. The USEPA defines an MS4 as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city,

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<sup>58</sup> California State Water Resources Control Board (SWRCB). 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*. 2022. Website: [https://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2022/wqo\\_2022-0057-dwq.pdf](https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2022/wqo_2022-0057-dwq.pdf) (accessed March 11, 2024).

town, county, or other public body having jurisdiction over stormwater, that are designed or used for collecting or conveying stormwater.”

Locally, the NPDES program is administered by the Santa Ana RWQCB. In January, 2010, the Santa Ana RWQCB adopted NPDES Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County Within the Santa Ana Region Area-Wide Urban Storm Water Runoff Management Program (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 permit), on which the City of Rialto is a co-permittee.<sup>59</sup> Therefore, the proposed project would be subject to the requirements of the San Bernardino County MS4 Permit. The San Bernardino County MS4 Permit requires priority projects to prepare a project-specific Water Quality Management Plan (WQMP). The proposed project is considered a priority project because it would create 10,000 square feet or more of impervious surface. The project-specific WQMP is required to specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site’s natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

**Construction.** Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via storm water runoff into receiving waters.

Construction of the proposed project would result in a DSA of approximately 1.4 acres. Therefore, the proposed project would be subject to the requirements of the CGP, including preparation of a SWPPP and implementation of construction BMPs. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. In addition, the proposed project must comply with Division 3, Chapter 12 of the City’s Municipal Code, which requires all qualifying land development/redevelopment

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<sup>59</sup> *California State Water Resources Control Board. Santa Ana Region. National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County Within the Santa Ana Region Area-Wide Urban Storm Water Runoff Management Program (Order No. R8-2010-0036, NPDES No. CAS618036).2010. Website: [https://www.waterboards.ca.gov/santaana/water\\_issues/programs/stormwater/index.html](https://www.waterboards.ca.gov/santaana/water_issues/programs/stormwater/index.html) (accessed March 11, 2024).*

projects to have a City-engineer approved stormwater quality management plan (SWQMP). The SWQMP shall identify all BMPs that will be incorporated into the project to control stormwater and non-stormwater pollutants during and after construction and shall be revised as necessary during the life of the project.<sup>60</sup>

**Operations.** Under existing conditions, the project site is comprised entirely of pervious surface area. Storm water generally sheet flows towards the southeast to an existing street gutter in Lilac Avenue at the southeast corner of the project site. The street gutter in Lilac Avenue drains to the Decluz Channel (North) (Trap Channel along Interstate 10), which discharges to the Rialto Channel, then into Santa Ana River Reach 4, and Santa Ana River Reach 3 before entering the Prado Dam Reservoir. Flows from the Prado Dam Reservoir enter Santa Ana River Reach 2, which drains to Santa Ana River Reach 1 before finally discharging to the Pacific Ocean.

Development of the project site would not alter existing drainage patterns; however, the proposed project would increase the amount of impervious surface area at the project site by 77 percent, which could increase the type and quantity of pollutants entering stormwater.<sup>61</sup> Pollutants of concern from long-term project operations include pathogens/bacteria, phosphorous, nitrogen, suspended solids/sediment, oil and grease, metals, pesticides/herbicides, organic compounds, and trash and debris.<sup>62</sup>

Stormwater runoff at the 1.41-acre project would be managed with a single Drainage Management Area (DMA). The DMA would consist of the proposed warehouse rooftop and all paved ground surfaces, including the parking lot, drive aisles, and loading areas. Approximately 23 percent of the project site would be comprised of permeable surfaces, such as landscaped areas, which would infiltrate stormwater naturally and therefore are considered self-mitigating. Stormwater runoff from non-permeable surfaces would be conveyed via ribbon gutters, grates, and pipes into the proposed infiltration/retention basin located east of the proposed warehouse. The infiltration/retention basin would drain to an underground infiltration chamber system south of the proposed warehouse building and below the proposed truck drive aisle. The infiltration/retention basin and infiltration chamber would be designed pursuant to the requirements of the San Bernardino MS4 Permit.<sup>63</sup> Overflow from the infiltration chamber would drain into the street gutter in Lilac Avenue at the southeast corner of the driveway.<sup>64</sup>

According to the project-specific Preliminary WQMP (Attachment G), the proposed infiltration basin and infiltration chamber BMPs must be sized with a design capture volume (DCV) of at least 4,525

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<sup>60</sup> City of Rialto Municipal Code. Division 3. Stormwater. Chapter 12.60 Municipal Separate Storm Water Sewer System (MS4). Website: [https://library.municode.com/ca/rialto/codes/code\\_of\\_ordinances?nodeId=TIT12PUUT\\_DIV3ST](https://library.municode.com/ca/rialto/codes/code_of_ordinances?nodeId=TIT12PUUT_DIV3ST) (accessed March 24, 2024).

<sup>61</sup> Allard Engineering. 2023. *APN 0254-091-13 Preliminary Drainage Report*. June 8, 2023.

<sup>62</sup> Allard Engineering. *Water Quality Management Plan for Southwest Corner of Valley Blvd & Lilac Avenue APN: 0254-091-13* (Attachment G).

<sup>63</sup> Pursuant to the San Bernardino County MS4 Permit, Order No. R8-2010-0036, NPDES Permit No. CAS618036, the hydrologic performance standard for the proposed infiltration basin and infiltration chamber is to retain 100 percent of the runoff volume expected from a 24 hour, 85<sup>th</sup> percentile storm event.

<sup>64</sup> Allard Engineering. 2023. *APN 0254-091-13 Preliminary Drainage Report*. June 8, 2023.

cubic feet of runoff to be in compliance with the San Bernardino County MS4 Permit.<sup>65</sup> To treat identified pollutants of concern,<sup>66</sup> the proposed infiltration basin and infiltration chamber BMPs would be designed and constructed to retain approximately 4,782 cubic feet of runoff and include flexstorm inlet filters at each catch basin to remove silt, clay, and other deleterious material prior to entering the infiltration chamber system in order to maintain effective infiltration rates.<sup>67</sup> With adequate design capture volume and pretreatment, the infiltration basin and infiltration chamber BMPs would treat “first-flush” runoff<sup>68</sup> from the project site and would retain 100 percent of the runoff volume expected from a 24-hour, 85<sup>th</sup> percentile storm event pursuant to the San Bernardino MS4 Permit.

Because the proposed project consists of significant redevelopment that would replace 10,000 square feet or more of impervious surface, the project applicant would be required to prepare a Final WQMP, consistent with the requirement of the San Bernardino County MS4 permit and Division 3, Chapter 12.60 of the City’s Municipal Code. The Final WQMP would specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. The proposed BMPs specified in the Final WQMP must be incorporated into the grading and development plans submitted to the City for review and approval, and periodic maintenance of any required BMPs and landscaped areas during project occupancy and operation must be in accordance with the schedule outlined in the Final WQMP.

Adherence with the CGP, the San Bernardino County MS4 permit, and City of Rialto’s Municipal Code, would ensure construction and operation of the proposed project would not result in any significant effects relating to water quality pursuant to Section 15332(d) of the *CEQA Guidelines*.

*(e) The site can be adequately served by all required utilities and public services.*

**Utilities:** The project would result in the installation of curb, gutter, concrete sidewalk, landscaping, and trees along the site frontage on Valley Boulevard to the north and Lilac Avenue to the east (refer to Figure 4). The project also includes interconnection to utilities such water, electrical, sewer and telecommunications within the Lilac Avenue right-of-way for service to the project site. The proposed project includes widening of Valley Boulevard by up to 12 feet and Lilac Avenue up to five feet in order to establish 48 feet of roadway from center line to curb face along Valley Boulevard and 20 feet of roadway from center line to curb face along Lilac Avenue. In addition, the project includes 15 feet of dedication of right of way along the northern site boundary in order to provide 12 feet of landscaped parkway and sidewalk along Valley Boulevard to achieve 60 feet of ultimate half-width pursuant to

<sup>65</sup> Pursuant to the San Bernardino County MS4 Permit, Order No. R8-2010-0036, NPDES Permit No. CAS618036, the hydrologic performance standard for the proposed infiltration chamber is to retain 100 percent of the runoff volume expected from a 24 hour, 85<sup>th</sup> percentile storm event.

<sup>66</sup> The project-specific priority pollutants of concern are pathogens/bacteria, phosphorous, nitrogen, suspended solids/sediment, oil and grease, metals, pesticides/herbicides, organic compounds, and trash and debris pursuant to Section 3.3(d) of the Clean Water Act and the United States Environmental Protection Agency. Refer to Form 3-3 of Appendix G for additional information.

<sup>67</sup> Allard Engineering. *Water Quality Management Plan for Southwest Corner of Valley Blvd & Lilac Avenue*. Form 4.3-9. (Attachment G).

<sup>68</sup> “First-flush” runoff is the initial surface runoff of storm water along impervious surfaces, such as parking lots, and is typically more concentrated with pollutants compared to the remainder of a storm event.

the City's General Plan Circulation Chapter standard for a Major Arterial Street. The project also includes two feet of dedication of right away along the eastern site boundary in order to provide 12 feet of landscaped parkway and sidewalk along Lilac Avenue to achieve 32 feet of ultimate half-width pursuant to the City's General Plan Circulation Chapter standard for a Collector Street.

**Drainage:** The approval of drainage features and other utility improvements occurs through the building plan check process. As part of this process, all project-related drainage features and utility infrastructure would be required to comply with City Municipal Code Title 12 (Public Utilities), as well as RWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per City MS4 standards and the requirements identified in the Final WQMP.

**Energy:** Electricity would be the main form of energy consumed on the project site. Electricity would be used for building heating, cooling and lighting. The proposed uses on the site would demand a total of 527,416 kilowatt hours (kWh) of electricity on an annual basis. The proposed project would not include natural gas, and no natural gas demand is anticipated during operation of the proposed project.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2023, California's in-State electric generation totaled 215,623 gigawatt-hours (GWh), and the State's total system electric generation, which includes imported electricity, totaled 281,140 GWh.<sup>69</sup> Population growth is the primary source of increased energy consumption in the State. Meanwhile, California's electricity resource mix has diversified over the last decade to secure supply and grid reliability, with a gradual shift from reliance on fossil natural gas and coal toward renewable resources such as photovoltaic (solar), wind, and hydroelectric generation.<sup>70</sup> The project's net electricity usage would total approximately 0.00000259 percent<sup>71</sup> of electricity generated in the State in 2023, which would not represent a substantial demand on available electricity resources.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR), known as the CBC. The CBC is updated every three years, and the current 2022 CBC went into effect in January 2023. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen Code) in 2010 as part of the State's efforts to reduce GHG emissions and energy consumption from residential and nonresidential buildings. The CALGreen Code covers the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality.<sup>72</sup> The City has adopted both the CBC and the CALGreen Code as part of Title 15 (Buildings and Construction) in Section 15.08.060 of the City

<sup>69</sup> California Energy Commission. 2024. *2023 Total System Electric Generation*. Website: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation> (accessed June 17, 2025).

<sup>70</sup> California Energy Commission. 2020. *Final 2019 Integrated Energy Policy Report including errata adopted at the February 20, 2020, Business Meeting*. Page 9 and 10. Website: <https://www.energy.ca.gov/publications/2019/2019-integrated-energy-policy-report> (accessed June 7, 2025).

<sup>71</sup>  $0.527 \text{ GWh (proposed project)} \div 203,257 \text{ GWh (generated in State in 2022)} = 0.00000259 \text{ percent}$ .

<sup>72</sup> California Energy Commission. *Building Energy Efficiency Standards – Title 24*. Website: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards> (March 12, 2024).

Municipal Code pertaining to energy conservation standards in effect at the time of construction. The project would comply with the current 2022 CALGreen Code requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation.

Increasingly stringent electricity and natural gas efficiency standards combined with compliance with the CBC and CALGreen Code as part of Title 15 (Buildings and Construction) of the City Municipal Code would ensure operation of the project would demand only the energy required.

**Water:** The project site is located within the service territory of the West Valley Water District (WVWD)<sup>73</sup> and subject to the Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IR-UWMP). The State has adopted SBX7-7, also known as the Water Conservation Act of 2009, to provide baseline and targets for water usage and ultimately reduce the State's urban water demand by 20 percent.<sup>74</sup> The WVWD established a year 2020 water use target of 232 gallons per capita per day (GPCD) and currently reports an actual year 2020 demand of 201 GPCD, thus meeting its confirmed water use target pursuant to SBX7-7 through implementation of its active water conservation program.<sup>75</sup>

On March 28, 2022, the California Governor issued Executive Order N-7-22, which encourages all Californians and water agencies to restrict water usage, recommends urban water suppliers such as the WVWD to implement stage 2 of its Water Shortage Contingency Plan, restricts new and expansion of existing groundwater wells, and promotes projects that facilitate groundwater recharge.<sup>76</sup> Stage 2 of the WVWD Water Shortage Contingency Plan requires the following:<sup>77</sup>

- All ratepayers limit any landscape irrigation to four days per week and no more than 10 minutes per station per day (water-efficient devices are exempt).
- All ratepayers repair all leaks within 72 hours of notification by WVWD unless other arrangements are made with the general manager.
- If a hotel or motel, provide guests with the option not to have towels and linens washed daily through signage in each guest room.
- If a restaurant, bar, or any other place where food and drink are served and/or purchased, water cannot be served to customers unless requested.

<sup>73</sup> West Valley Water District. *West Valley Water District Boundary Map*. Website: <https://www.yourrialto.com/DocumentCenter/View/1207/Map-of-West-Valley-Water-District-Boundaries> (accessed March 13, 2024).

<sup>74</sup> San Bernardino Valley Municipal Water District. *Integrated Regional Urban Water Management Plan*. Part 2: Local Agency UWMPs. Page 10-13. Website: <https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-2-Local-Agency-Information.pdf> (accessed March 13, 2024).

<sup>75</sup> *Ibid.* Page 10-13 and Table 10-7.

<sup>76</sup> State of California, Executive Department. *Executive Order N-7-22*. March 28, 2022. Website: <https://www.gov.ca.gov/wp-content/uploads/2022/03/March-2022-Drought-EO.pdf>. (accessed March 13, 2024).

<sup>77</sup> West Valley Water District. 2021. *West Valley Water District Water Shortage Contingency Plan*. June 2021. Website: <https://www.wvwd.org/sites/default/files/wvwd/urban-water-management-plan/WVWD-Water-Shortage-Contingency-Plan.pdf> (accessed March 13, 2024).

- All ratepayers secure a permit for using water for compaction, dust control or other types of construction as determined by the general manager or his/her designee.
- All ratepayers shall not irrigate any landscaping during or within 48 hours following any measurable precipitation.

The WVWD relies on groundwater wells for the majority of its water supply. Bunker Hill and Lytle Creek (both part of the San Bernardino Basin or SBB), Rialto-Colton, Riverside North, and Chino Basins are among the five regional groundwater basins from which WVWD can draw groundwater. Each of the five basins has been adjudicated and is managed for long-term sustainability.<sup>78</sup> The WVWD has a total water right allocation in the Rialto Basin of 6,104 acre-feet per year (AFY), including 510 AFY that are fixed rights and 5,594 AFY that are adjustable and subject to a percent reduction each year based on groundwater levels in the index wells. The percent reduction has ranged from 7 percent in 2010 to 29 percent in 2020.<sup>79</sup>

To further diversify its water supply, the WVWD also utilizes local surface water from the eastern San Gabriel Mountains as well as imported water from the State Water Project (SWP). Each year, DWR provides the initial State Water Project allocation by December 1 based on available water storage, projected water supply, and water demands. Allocations are updated monthly as snowpack, rainfall, and runoff information is assessed, with a final allocation typically determined in May or June. On February 21, 2024, the California Department of Water Resources (DWR) announced an increase in the SWP allocation forecast for 2024 to 15 percent of requested supplies, up from the 10 percent initial allocation announced in December 2023.<sup>80</sup>

As of 2020, the WVWD featured approximately 20,098 acre-feet of water supply divided as follows: 11,401 acre-feet of water from groundwater sources (56.7 percent), 5,356 acre-feet of water from its surface water sources (26.7 percent), and 3,342 acre-feet of water from the SWP (16.6 percent).<sup>81</sup> As water from the SWP is not guaranteed, the WVWD maintains 100 percent reliability of its water supply from other sources, including groundwater, surface water, and through water exchanges and transfers.<sup>82</sup> Under a worse-case scenario with a lack of either water supply or storage, the WVWD has an emergency intertie within their IR-UWMP. WVWD has interconnections with the cities of Rialto, Colton, and San Bernardino, as well as the Fontana Water Company, Marygold Mutual Water

<sup>78</sup> San Bernardino Valley Municipal Water District. *Integrated Regional Urban Water Management Plan*. Part 2: Local Agency UWMPs. Page 10-15. Website: <https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-2-Local-Agency-Information.pdf> (accessed March 13, 2024).

<sup>79</sup> *Ibid.* Page 10-16.

<sup>80</sup> California Department of Water Resources. 2024. *DWR Announces Increase to Anticipated State Water Project Allocation for 2024*. Published February 21, 2024. <https://water.ca.gov/News/News-Releases/2024/Feb-24/DWR-Announces-Increase-to-Anticipated-State-Water-Project-Allocation-for-2024> (accessed March 13, 2024).

<sup>81</sup> San Bernardino Valley Municipal Water District. *Integrated Regional Urban Water Management Plan*. Part 2: Local Agency UWMPs. Table 10-10. Website: <https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-2-Local-Agency-Information.pdf> (accessed March 13, 2024).

<sup>82</sup> *Ibid.* Page 10-15.

Company, and Valley District, which may be used for short-term supply needs as needed. These connections are rarely utilized for long periods of time.<sup>83</sup>

WVWD indicates its projected water supply under a normal year scenario would include a surplus of 3,519 acre-feet in 2025 up to 4,464 acre-feet in 2045,<sup>84</sup> and its projected water supply under single and multiple dry years would include a surplus of 3,871 in 2025 up to 4,911 acre-feet in 2045.<sup>85</sup> Even if allocation of water from the SWP were to cease completely, that would reduce the WVWD's supply by approximately 3,342 AFY, which would still result in a surplus of 177 acre-feet in 2025 and 1,122 acre-feet in 2045 under a normal year scenario<sup>86</sup> and a surplus of 529 acre-feet in 2025 and 1,569 acre-feet in 2045 under single and multiple dry year scenarios.<sup>87</sup>

As stated previously, the WVWD established a year 2020 water use target of 232 gallons per capita per day (GPCD) and currently reports an actual year 2020 demand of 201 GPCD. Based on the Institute of Transportation Engineers (ITE) *Trip Generation* (11<sup>th</sup> Edition)<sup>88</sup> rates for Land Use 150 – “Warehousing,” the proposed project would generate approximately 8 employees.<sup>89</sup> Based on a conservative rate of 232 GPCD, the projected employees of the project would consume approximately 1,856 gallons per day<sup>90</sup> or 0.68 million gallons or 2.08 AFY, which would be a worst-case scenario assuming the employees would occupy the site 24 hours per day. The proposed project is anticipated to create a water demand of up to 2.08 AFY, which is 1 percent of WVWD's surplus water under a normal year 2025 scenario<sup>91</sup> and less than 0.5 percent of WVWD's surplus water under single and multiple dry year 2025 scenarios<sup>92</sup> even under conditions where no SWP allocation occurs. Therefore, the amount of water available for the project is sufficient for normal, single-dry, and multiple-dry years.

**Wastewater:** The project site is within the sewer service area of the Rialto Water Services (RWS). The Rialto Wastewater Treatment Plant (WWTP) treats domestic and commercial/industrial wastewater generated within the City of Rialto and has a 12 million gallons per day (MGD) tertiary treatment capacity and a present flow of roughly 7 MGD.<sup>93</sup> The City of Rialto's treatment facility effluent satisfies

<sup>83</sup> San Bernardino Valley Municipal Water District. *Integrated Regional Urban Water Management Plan. Part 2: Local Agency UWMPs*. Table 10-10. Website: <https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-2-Local-Agency-Information.pdf> (accessed March 13, 2024). Page 10-19.

<sup>84</sup> *Ibid.* Table 10-12.

<sup>85</sup> *Ibid.* Table 10-134 and Table 10-15.

<sup>86</sup> 3,519 acre-feet (year 2025) – 3,342 acre-feet from SWP = 177 acre-feet surplus; 4,464 acre-feet (year 2045) – 3,342 acre-feet from SWP = 1,122 acre-feet surplus.

<sup>87</sup> 3,871 acre-feet (year 2025) – 3,342 acre-feet from SWP = 529 acre-feet surplus; 4,911 acre-feet (year 2045) – 3,342 acre-feet from SWP = 1,569 acre-feet surplus.

<sup>88</sup> Institute of Transportation Engineers (ITE). *Trip Generation Manual* (11<sup>th</sup> Edition).

<sup>89</sup> Average 1.74 daily vehicle trips per 1,000 square feet gross floor area and average 5.05 daily vehicle trips per employee.  $1.74 \div 5.05 = 0.345$  employee per 1,000 square feet gross floor area.  $0.345 \times 23.112$  thousand square feet = 8 employees.

<sup>90</sup>  $232 \text{ GPCD} \times 8 \text{ persons} = 1,856$  gallons per day.

<sup>91</sup>  $2.08 \text{ AFY project demand} \div 177 \text{ AFY normal year 2025 surplus} = 1.17$  percent.

<sup>92</sup>  $2.08 \text{ AFY project demand} \div 529 \text{ AFY single and multiple dry year 2025 surplus} = 0.39$  percent.

<sup>93</sup> San Bernardino Valley Municipal Water District. *Integrated Regional Urban Water Management Plan. Part 2: Local Agency UWMPs*. Page 10-17. Website: <https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-2-Local-Agency-Information.pdf> (accessed March 13, 2024).

Title 22 requirements for limited irrigation using recycled water. According to the Inland Empire Utilities Agency (IEUA), the average wastewater flow is 100 gallons per person per day.<sup>94</sup> Under a worst-case scenario where the project site would be occupied by 8 employees 24 hours per day, the project would generate 800 gallons of wastewater per day<sup>95</sup> or 292,000 gallons of wastewater per year. The project's estimated wastewater treatment demand represents 0.016 percent of WWTP current daily surplus capacity,<sup>96</sup> and sufficient surplus wastewater treatment capacity is available to serve the project.

**Solid Waste:** Solid waste collection is a “demand-responsive” service, and current service levels can be expanded and funded through user fees. The City of Rialto contracts with private waste haulers for the collection, transfer, recycling, and disposal of waste. Most refuse is disposed of at the Mid-Valley Sanitary Landfill located within the City limits.<sup>97</sup> Mid-Valley Landfill has a daily throughput of 7,500 tons with a remaining capacity of 61,219,377 cubic yards.<sup>98</sup> Based on a generation rate of 11.9 pounds per employee per day (8 employees),<sup>99</sup> the project would generate approximately 95.2 pounds of solid waste per day.<sup>100</sup> This amount is equivalent to 0.00063 percent of the daily throughput at Mid-Valley Landfill.<sup>101</sup> The Mid-Valley Landfill has adequate capacity to serve the proposed project.

**Summary:** All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finished grading activities and required roadway frontage improvements for the project. The areas of potential impact from drainage and utility infrastructure improvements are included in the analytical footprint of the project and associated technical studies, and impacts are found to be less than significant. As a result, interconnection to the existing utilities in the project vicinity would not result in substantial disturbance to native habitat or soils, historical resources, or to the operation of existing roadways and utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprints, and therefore are already identified, disclosed, and subject to all applicable local, State, and federal regulations specified above. Therefore, the site can be adequately served by all required utilities pursuant to Section 15332(e) of the *CEQA Guidelines*.

<sup>94</sup> ESA. 2016. *IEUA Facilities Master Plan Draft Program Environmental Impact Report*. SCH #2016061064. Page 2-38. December 2016.

<sup>95</sup> 100 gallons/person/day × 8 persons = 800 gallons per day.

<sup>96</sup> 800 gallons per day project demand ÷ 5,000,000 gallons per day WWTP surplus = 0.016 percent.

<sup>97</sup> City of Rialto. 2010. *Rialto General Plan. Chapter 3: Investing in Our Future: Economic Development, Redevelopment, and Infrastructure*. Page 3-12. December 2010. Website: <https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan> (accessed March 13, 2024).

<sup>98</sup> California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Mid-Valley Sanitary Landfill*. Website: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2662> (accessed March 13, 2024).

<sup>99</sup> California Department of Resources Recycling and Recovery (CalRecycle). *California's 2017 Per Capita Disposal Rate Estimate*. Website: <https://www.calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/mostrecent/> (accessed May 27, 2020).

<sup>100</sup> 11.9 pounds per employee per day × 8 employees = 95.2 pounds of solid waste per day.

<sup>101</sup> 95.2 pounds of solid waste per day ÷ 7,500 tons (15,000,000 pounds) daily surplus = 0.00063 percent.

**Public Services:** The City would provide the following public services to the project site:

**Fire:** The Rialto Fire Department (RFD) provides fire suppression, fire prevention, emergency medical, technical rescue, hazardous material, and other related emergency services to the City of Rialto and the project site.<sup>102</sup> The Rialto Fire Department deploys from four fire stations staffed 24 hours per day by career firefighters and one administrative office. The Rialto Fire Department staffs one battalion chief, three engine companies, one truck company, and four paramedic ambulances each day.<sup>103</sup> Rialto Fire Station 205, located at 1484 South Willow Avenue, approximately 0.4 mile to the northeast is the closest station to the project site. Average travel time between Fire Station 205 and the project site is 1 minute. Through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, the proposed project is not expected to affect the RFD's response times because the project would not contribute a substantial number of vehicle trips to area roadways that could otherwise generate congestion (refer to Attachment B).

Development of the proposed warehouse may incrementally increase the demand for fire protection services through generation of 8 employees working at the site, but not to the degree that the existing fire stations within the City could not meet demand. This is because project design features incorporated into the structural design and layout of the proposed warehouse would keep any service demand increases to a minimum. For example, the project applicant must coordinate with the RFD during the development review process to identify and minimize any fire hazards and ensure adequate emergency water flow, fire-resistant design and materials, early warning systems and evacuation routes, and a 26-foot-wide fire lane to facilitate emergency access to the proposed warehouse as part of the project design. Additionally, the City maintains mutual aid agreements with surrounding cities and San Bernardino County, which allow for the services of nearby fire departments to assist the City during major emergencies.

The proposed project design would be submitted to and approved by the RFD prior the issuance of building permits. Based on the information and analysis above, the addition of a 23,112-square-foot warehouse building consistent with the General Plan and zoning and constructed on an infill site in accordance with applicable policies designed to minimize fire-related hazards (i.e., CBC and California Fire Code) would not require new or physically altered fire protection facilities. Furthermore, the project applicant would be required to pay Development Impact Fees (DIFs) used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures.

**Police:** The City of Rialto Police Department (RPD) headquarters is located at 128 North Willow Avenue, approximately 2 miles northeast of the project site. Planned growth under the General Plan would increase calls for police protection service in the City. The project could result in an incremental increase in the demand for police protection services; however, the proposed project is consistent with the site's General Plan designation and does not represent unplanned growth. Additionally, the

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<sup>102</sup> City of Rialto. *Fire Department*. Website: <https://www.yourrialto.com/233/Fire-Department> (accessed March 14, 2024).

<sup>103</sup> City of Rialto. *Fire Station 205*. Website: <https://www.yourrialto.com/Facilities/Facility/Details/Fire-Station-205-17> (accessed March 14, 2024).

proposed warehouse could operate 24 hours per day, which would help reduce the overall potential for crime on the site.

The City monitors staffing levels to ensure that adequate police protection and response times continue to be provided as individual development projects are proposed and on an annual basis as part of the City Council's budgeting process. The continual monitoring of police staffing levels by the City would ensure the proposed project would not result in a significant reduction in police response times.

The project would be designed and operated per applicable standards required by the City for new development with regard to public safety. The proposed project would be required to incorporate exterior cameras that are connected to the City's enforcement system to the satisfaction of the police chief and the proposed warehouse would be illuminated entirely every night from dusk until dawn with a minimum of one foot candle across the site as stipulated by Section 18.112.050.G (Security Standards) of the City's Municipal Code. In addition, the City maintains mutual aid agreements with police agencies in the surrounding cities and with the San Bernardino County Sheriff's Department, which allow for the services of nearby police departments to assist the FPD during major emergencies.

Additionally, funding for new police facilities commensurate with the increased demand for services in the City would be provided from DIFs levied on new development. These DIFs are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities located outside of project boundaries of a new development that benefit the area. DIFs enable the City to collect fair-share fees from new development projects to fund new infrastructure and services. DIFs are collected for specific infrastructure needs and are deposited into different accounts representing these requirements. Payment of DIFs commensurate with the increased demand for services in the City would offset any increase in demand for police services. The addition of a 23,112-square-foot warehouse building consistent with the General Plan and zoning and constructed on an infill site in accordance with applicable policies designed to minimize crime would not require new or physically altered police protection facilities.

**Schools:** The project does not include housing; therefore, no increase in the number of school-age students would occur. The project applicant would be required to pay development fees<sup>104</sup> in accordance with Government Code 65995 and Education Code 17620. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed ... are hereby deemed to be full and complete mitigation of the impacts ... on the provision of adequate school facilities." Therefore, the project would not have an adverse effect related to schools.

**Parks:** The City maintains a performance standard of 3 acres of parkland for every 1,000 residents. The City has a moderate shortage of park space to serve its population. However, the City mitigates this deficit through joint-use agreements with the Rialto Unified School District. The City also mitigates for deficiencies in parkland acreage through capital intensive community facilities located throughout

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<sup>104</sup> California State Legislature, Legislative Analyst's Office. 2001. *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs*, January 2001. [https://lao.ca.gov/2001/011701\\_school\\_facility\\_fee.html](https://lao.ca.gov/2001/011701_school_facility_fee.html) (accessed March 12, 2024).

the City, such as a community center, an indoor swimming pool, a racquet and fitness center, a senior center, and a community theatre.<sup>105</sup>

Since the project is consistent with the City General Plan, zoning ordinance, and City growth projections, it would not require construction of new or expansion of existing park facilities. Although the project-generated 8 employees could elect to utilize the City's park facilities, the project would not involve the addition of any housing units that would permanently increase the City's population, and the projected number of employees who may choose to reside in Rialto is small relative to the City's population. The closest park to the project site is Rialto City Park located at 130 E San Bernardino Avenue, 0.75 mile northeast of the project site. This park is open to the public, and the amenities include ball fields, picnic areas, basketball courts, playgrounds, restrooms, an outdoor stage, and an outside gym.<sup>106</sup> The project applicant would be required to pay applicable development fees to offset impacts from deterioration to parks and recreation facilities in the city. Therefore, development of the project would not create a significant increase in the use of existing neighborhood or regional parks or other recreational facilities or require construction of new or expansion of existing park facilities.

**Libraries and City Administrative Services:** The type of use of the proposed project (industrial warehouse) does not generate permanent population in the City that would require access to public facilities, including the City's two libraries (Carter Branch Library at 2630 North Linden Avenue and Rialto Branch Library at 251 West 1<sup>st</sup> Street). Even if the 8 employees anticipated by the project would require access to public facilities, the project is consistent with the General Plan land use designation and zoning of the site; therefore, the projected increase in population (through employment generation) would be consistent with planned population growth in the city. This minimal increase in population would incrementally increase the need for public services, including those listed above, and others such as libraries and City administrative facilities. In the same manner for those facilities, the project would be required to pay DIFs used to fund capital costs associated with constructing new public facility structures and purchasing equipment for new public facilities, including libraries. The incremental and planned increase of employment by the project is not expected to result in the need to construct or expand public facilities, including libraries. Therefore, the site can be adequately served by all required public facilities pursuant to Section 15332(e) of the *CEQA Guidelines*.

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<sup>105</sup> City of Rialto. 2010. *Rialto General Plan. Managing Our Land Supply: Land Use, Community Design, Open Space and Conservation*. Page 2-33. December 2010. <https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan> (accessed March 7, 2024).

<sup>106</sup> City of Rialto. *Rialto City Park*. Website: <https://yourrialto.com/Facilities/Facility/Details/Rialto-City-Park-5> (accessed March 14, 2024).

### 3.0 EVALUATION OF EXCEPTIONS TO THE CLASS 32 (IN-FILL) EXEMPTION CRITERIA

Exceptions (Section 15300.2 of the *CEQA Guidelines*) to the CEQA Class 32 categorical exemption would apply if the project triggers any of the criteria or conditions described in this section. The following analysis compares the criteria in *CEQA Guidelines* Section 15300.2 (Exceptions) to the project, and concludes, based on substantial evidence, that none of the exceptions are applicable to the project.

*(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The project is consistent with the Class 32 Categorical Exemption (Section 15332 of the *CEQA Guidelines*) and therefore is not subject to the Location Exception (Section 15300.2(a)).

*(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Section 15300.2(b) of the *CEQA Guidelines* requires consideration of the same types of projects in the same place when determining if a project would have a significant cumulative effect.

Cumulative air quality impacts are based on projections in the regional Air Quality Management Plan (AQMP). Because the project is consistent with the General Plan land use and zoning designations for the site, the project is consistent with growth projections of the General Plan and would not conflict with or obstruct implementation of the regional AQMP.

In general, air quality in the South Coast Air Basin has notably improved in the past 20 years due to regulations imposed by the California Air Resources Board (CARB) related to passenger cars, busses, and trucks, and it is expected to continue to improve in the foreseeable future as the South Coast Air Quality Management District's (SCAQMD) Warehouse Indirect Source Rule (Rule 2305) begins implementation and CARB prescribes additional regulations on freight trucks (e.g., Heavy-Duty Inspection and Maintenance Program, Advanced Clean Fleets Regulation, Transport Refrigeration Unit Regulation).<sup>107</sup> Additionally, an independent study of air quality in the adjacent City of Fontana reveals that ozone (O<sub>3</sub>) concentrations are below the basin-wide maximum, nitrogen dioxide (NO<sub>2</sub>) concentrations are below the federal standard, and particulate matter (PM<sub>2.5</sub>) is below the federal standard.<sup>108</sup> Furthermore as previously detailed in Table A, the City of Rialto approved and adopted Ordinance No. 1653 to add Chapter 18.112 (Indoor Storage Uses) of the City Municipal Code on January 26, 2021. Chapter 18.112, also known as the *Indoor Storage Uses Ordinance*, is designed to minimize impacts to sensitive uses,

<sup>107</sup> Jayaram, Varalakshmi (Lakshmi), Joseph Hower, and Julia Lester. Ramboll. 2021. *City of Fontana Air Quality Update*. Pages 6-11. September 14, 2021.

<sup>108</sup> *Ibid.*

such as residential uses, educational uses, and public parks and open space intended for public park and recreational use, and to protect the public health, safety, and welfare by controlling the design and location of indoor storage facilities. Chapter 18.59, also known as the *Transportation Control Measures (TCMs) Ordinance*, is designed to exceed existing regional and State air quality standards to further air quality improvement measures and standardize requirements for all warehouse developments in the City. Table A lists the routine conditions prescribed to all warehouse projects in the City pursuant to the *Indoor Storage Uses Ordinance* and *Transportation Control Measures (TCMs) Ordinance*, and summarizes the proposed project's consistency with the standards that serve to minimize impacts from emissions of criteria air pollutants and diesel particulates from warehouse development in the City. The project is consistent with the *Indoor Storage Uses Ordinance* and *Transportation Control Measures (TCMs) Ordinance*.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions would contribute to existing cumulatively significant impacts to air quality. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC), which are ozone precursors, and particulate matter less than 10 microns in size (PM<sub>10</sub>) and particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>). As detailed in Table L, above, long-term emissions were calculated for NO<sub>x</sub>, VOC, CO, sulfur oxides (SO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> expected to be generated through operation of the proposed project, and project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants. Without any exceedance in air quality emissions thresholds, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts.

A Trip Generation Memorandum (Attachment B) was prepared for the project through consultation with the City's Traffic Engineering Division, and the analysis showed that the project would add approximately 3 trips (5 PCE trips) during the a.m. peak hour and 3 trips (5 PCE trips) during the p.m. peak hour.<sup>109</sup> The number of trips the project would generate is well below the City's 50-peak hour trip threshold to prepare a TIA, which the City typically requires when there is a potential for a project to have an adverse effect on the surrounding transportation network. The City of Rialto *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* indicate TIAs are required if a project generates 50 or more trips during the a.m. or p.m. peak hour.<sup>110</sup> Since the number of trips the project would generate is well below the City's threshold to prepare a TIA, the addition of the proposed project traffic would not create any significant adverse impacts to nearby intersections. Additionally, the City of Rialto *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* determined certain land uses in addition to local

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<sup>109</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum*. Table A: Project Trip Generation. February 27, 2024. (Attachment B).

<sup>110</sup> City of Rialto. 2021. *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (TIA Guidelines)*. October 2021.

servicing retail that generate fewer than 110 ADT are expected not to cause a substantial increase in the total Citywide or regional VMT and therefore are presumed to have a less than significant impact on VMT.<sup>111</sup> The project is anticipated to generate only 39 average daily trips (65 PCE trips).<sup>112</sup> Therefore, the project would not cause a substantial increase in the total Citywide or regional VMT and can be screened out from further VMT analysis.<sup>113</sup>

As stated previously, the project applicant has identified a proposed truck route from the project site to the nearest freeway (Interstate 10) that includes truck access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east (refer to Table C above). This route would be the shortest to/from Interstate 10 while avoiding the greatest number of sensitive receptors (e.g., residential uses, schools, hospitals, parks, etc.). The HRA analyses assumes 100 percent of project truck access would occur along Lilac Avenue a conservative measure to analyze the maximum possible exposure for nearby receptors from project operations by concentrating all truck traffic through a single corridor.<sup>114</sup> By evaluating truck traffic at the intersection of Lilac Avenue and Valley Boulevard, thus concentrating 100 percent of the truck traffic in proximity to the nearest sensitive receptors (i.e., Joe Baca Middle School), the analysis demonstrates that the project would not result in any significant effects relating to TACs under a worst-case scenario.

Table N, above, details the carcinogenic and chronic health risks from operation of the proposed project. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). The cumulative increase in maximum individual cancer risk (MICR) that is the sum of the calculated MICR values for all TACs would be considered significant if it would result in an increased MICR greater than 10 in 1 million ( $1 \times 10^{-5}$ ) at any receptor location. Health effects of the project also would be considered significant if the cumulative increase in total chronic health index or total acute health index for any target organ system would exceed 1.0 at any receptor location.

As indicated in Table N, the maximum cancer risk for the residential maximum exposed individual (MEI) would be 0.14 in 1 million, less than the threshold of 10 in 1 million. The maximum cancer risk for the worker MEI would be 0.26 in 1 million, and the school receptor risk would be 0.38 in 1 million, which would also not exceed the threshold. The chronic and acute health risks also are shown in Table N and indicate the hazard index for each of these risks is well below the threshold of 1.0. All health risk levels to nearby residents, workers, and schools from emissions of TAC from the proposed project under worst case scenarios that assume truck trips are concentrated in proximity to the nearest sensitive receptors would be below SCAQMD's HRA thresholds.

Noise level increases less than 3 dBA would not be perceptible to the human ear in an outdoor environment, and each doubling of the sound sources with equal strength increases the noise level

<sup>111</sup> City of Rialto. 2021. *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (TIA Guidelines)*. October 2021.

<sup>112</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum*. Table A: Project Trip Generation. February 27, 2024 (Attachment B).

<sup>113</sup> *Ibid.* Page 2.

<sup>114</sup> LSA. 2024. *Health Risk Assessment: Rialto Industrial Project, Rialto, California*. Page 25. July 2024 (Attachment F).

by 3 dBA.<sup>115</sup> Therefore, the project would have to double the number of vehicle trips in the project vicinity for there to be an audible increase from construction crew commutes and the transport of construction equipment and materials to the project site. The grading phase would generate the most trips of all the construction phases, at 1,000 trips per day based on the CalEEMod (Attachment E). Adjacent roadways that would be used to access the project site during construction have existing volumes that are greater than 1,000 ADT. Therefore, there would not be an audible increase from construction crew commutes and the transport of construction equipment and materials to the project site.

Noise levels from vehicle traffic (including employee passenger vehicles and freight trucks) entering and exiting the site are analyzed along roadway segments in the project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (1977; FHWA RD-77-108). The proposed project trips generated were obtained from the *Rialto Industrial Project Traffic Memorandum*.<sup>116</sup> The proposed project would generate 65 average daily trips. Because the existing traffic volume on Valley Boulevard is considerably more than 65 vehicles, project-generated vehicle trips would not approach existing daily traffic volumes and traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment; therefore, the traffic noise increase in the vicinity of the project site resulting from the proposed project would be less than significant.

Neither the project site nor the local area is particularly sensitive in terms of biological resources. Regionally, the project site is located within the Colton Recovery Unit of the federally endangered Delhi Sands flower-loving fly, but Delhi Sand Soils historically have not been mapped within or in the immediate proximity of the site.<sup>117</sup> The *Delhi Sands Flower Loving Fly (Rhaphiomidas terminatus abdominalis) 5-Year Review: Summary and Evaluation* prepared by the United States Fish and Wildlife Service (USFW), Carlsbad Fish and Wildlife Office, indicates the Hospital Reserve and Slover/Pepper Population of this species within the Colton Recovery Unit are approximately 1.6 miles east and 1.5 miles southeast of the project site, respectively.<sup>118</sup> Additionally, the site-specific pedestrian survey did not result in the identification of any Delhi Sands flower-loving fly specimen and confirmed the project site lacks suitable open soils required to support this species.<sup>119</sup> Furthermore, previous disturbances on the site and vicinity from grading and development of adjacent commercial and industrial uses have removed any historical sand dune formations that may have once occupied the site and/or vicinity.<sup>120</sup> Finally, the project site does not provide suitable habitat for burrowing owl due to the site's previous disturbances, relatively small size, and isolation from open space with suitable habitat to

<sup>115</sup> Federal Highway Administration. 2017. *Highway Traffic Noise Analysis and Abatement Policy and Guidance. Noise Fundamentals*. Updated August 24, 2017. [https://www.fhwa.dot.gov/Environment/noise/regulations\\_and\\_guidance/polguide/polguide02.cfm](https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm) (accessed June 6, 2022).

<sup>116</sup> LSA. 2024. *Rialto Industrial Project Traffic Memorandum*. Table A: Project Trip Generation. February 27, 2024 (Attachment B).

<sup>117</sup> United States Fish and Wildlife Service, Pacific Region. 1997. *Final Recovery Plan for the Delhi Sands Flower Loving Fly*. Figure 5: Jurupa Recovery Unit. 1997.

<sup>118</sup> United States Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, Carlsbad, California. 2008. *Delhi Sands Flower-loving Fly (Rhaphiomidas terminatus abdominalis) 5-Year Review: Summary and Evaluation*. Page 29. March 2008.

<sup>119</sup> LSA. 2024. *Biological Report for Class 32 Categorical Exemption for the Rialto Industrial Project in Rialto, San Bernardino County, California (LSA Project No. 20241529)*. Page 4. April 4, 2024 (Attachment A).

<sup>120</sup> *Ibid.* Page 4.

support this species.<sup>121</sup> The site's location in an urbanized area, relatively small size, and lack of suitable habitat renders the site unlikely to support any endangered, rare, or threatened plant and animal species with potential to occur in the project vicinity. Disturbances from prior discing of the site and vehicle use, and the resulting competitive exclusion by invasive non-native plants limit the potential for native flora to occur or to host special-status, endangered, rare, or threatened animal species on the site. Impacts to biological resources would not be cumulatively considerable.

The project site is not within a historic district. There are no known historical resources or archaeological resources pursuant to *CEQA Guidelines* Section 15064.5 on the project site. According to the cultural resources records search conducted at the South Central Coastal Information Center (SCCIC), the project site was previously evaluated for cultural resources in 1988, but no cultural resources were identified on the property as part of that study or the records search in general.<sup>122</sup> The records search identified three historic period archaeological sites and seven built environment resources within one mile of the project site: The nearest cultural resource is part of the historic built environment (36-010330, a historic period railroad route) located approximately 0.16 mile south of the project site, while the nearest pre-contact archaeological resource (36-001579, a lithic scatter) is documented approximately 0.66 mile southwest of the project site.<sup>123</sup> The project site was used for agriculture during the first half of the 20<sup>th</sup> century and contained a farmhouse at the northeast corner of the site, but it was cleared of all structures and vegetation by the mid-2000s and has been left fallow ever since.<sup>124</sup> An intensive pedestrian survey of the project site conducted on March 27, 2024, did not yield any cultural resources but revealed the site was disturbed, had been impacted by previous agricultural activities and clearing of crops, and was covered with asphalt and ruderal vegetation. Therefore, it is unlikely that cultural resources would be encountered during construction.<sup>125</sup> Since development of the project site is not expected to impact cultural resources, the project is not expected to result in a cumulatively considerable impact to cultural resources.

Finally, as detailed throughout Section 2.0(e), sufficient utilities and public facilities are available to serve the project in addition to existing entitlements and capacity.

The project would not have a cumulatively considerable impact on the environment when evaluated in conjunction with similar types of warehouse projects in the same place and therefore is not subject to the Cumulative Impact Exception (Section 15300.2(b)).

*(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

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<sup>121</sup> *Ibid.* Pages 5.

<sup>122</sup> LSA. 2024. *Cultural Resources Assessment for the Rialto Industrial Project, Rialto, San Bernardino County, California*. Page 9. May 2024.

<sup>123</sup> *Ibid.*

<sup>124</sup> Nationwide Environmental Title Research, LLC. *Historic Aerials by Netronline*. Website: <https://historicaerials.com/viewer> (accessed May 9, 2024).

<sup>125</sup> LSA. 2024. *Cultural Resources Assessment for the Rialto Industrial Project, Rialto, San Bernardino County, California*. Pages 9 and 10. May 2024.

The project is a warehouse facility on an infill site within the Gateway Specific Plan (GSP). Since the project includes an industrial warehouse<sup>126</sup> to be used for light warehousing or storage, the project would be consistent with the Industrial Park land use designation and the I-P zone of the GSP, which allows for warehouse and storage uses. The site is surrounded by Valley Boulevard, Joe Baca Middle School, and commercial and industrial uses to the north; Lilac Avenue, a hotel, and industrial uses to the east, industrial and commercial uses and Interstate 10 to the south, and industrial and commercial uses to the west. The nearest sensitive receptors<sup>127</sup> in proximity to the project site are a hotel approximately 70 feet to the east across Lilac Avenue and Joe Baca Middle School approximately 135 feet to the north across Valley Boulevard. Figure 2 depicts the location of the project site on a local scale, and Figures 3a through 3c include photographs of the project site and surrounding land uses. Accordingly, the proposed project does not involve any unusual circumstances that could result in a significant impact.

Further, in accordance with Chapter 18.112.060 – Performance Standards of the City Municipal Code (refer to Table A above), the project applicant has identified a proposed truck route from the project site to the nearest freeway (Interstate 10) that includes access the site only from Lilac Avenue and travel to and from the site along Valley Boulevard from Riverside Avenue to the east. This route would be the shortest to/from Interstate 10 while avoiding the greatest number of sensitive receptors (e.g., residential uses, schools, hospitals, parks, etc.). The analyses related to transportation, mobile noise, and health risk assume 100 percent of project truck traffic would traverse the intersection of Valley Boulevard and Lilac Avenue as they enter and exit the project site. This is proximal to the nearest sensitive receptor, Joe Baca Middle School. The analyses demonstrate the maximum potential for adverse effects from project operations by concentrating all truck traffic at the intersection of Valley Boulevard and Lilac Avenue.

The Traffic Memorandum, Air Quality Analysis, Health Risk Assessment, and Noise and Vibration Analysis for the project concluded that the project would not result in a significant impact related to these topics. No amendments to an adopted planning document would be required for implementation of the proposed project, and the proposed project would be consistent with the City's Municipal Code requirements. Given the urban nature of the project site, compatibility of the proposed project with the character of the surrounding uses, and the conservative analysis for adverse effects to the community, the project would not have a significant effect on the environment due to unusual circumstances and therefore is not subject to the Significant Effect Exception (Section 15300.2(c)).

*(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic*

<sup>126</sup> “Warehouse” means and includes any enclosed place used strictly for the storage of materials, supplies and similar items for any period of time, and used in conjunction with a business whose principal business address is at a different location within the city limits (Section 5.04.020 (Definitions) of the City Zoning and Development Code).

<sup>127</sup> “Sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

*highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways near the project site.<sup>128</sup> The nearest officially designated State Scenic Highway is a portion of State Route 2 in Wrightwood, approximately 25.7 miles northwest of the project site, and the nearest eligible highway is a portion of State Route 38 in Redlands, approximately 11 miles east of the project site. Because there are no scenic highways or roadways near the project site, the project would not affect scenic resources within a State scenic highway and is not subject to the Scenic Highways Exception (Section 15300.2(d)).

*(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

Hazardous materials sites compiled pursuant to Government Code Section 65962.5 are listed on the “Cortese List” (named after the Legislator who authored the legislation that enacted it), which is maintained by the California Department of Toxic Substances Control. The project site is not on any list of hazardous material sites compiled pursuant to Government Code Section 65962.5<sup>129</sup> and therefore is not subject to the Hazardous Waste Sites Exception (Section 15300.2(e)).

*(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site was subject to a Cultural Resources Assessment<sup>130</sup> comprising archival research, cultural resources records search conducted at the South Central Coastal Information Center (SCCIC), and intensive pedestrian survey conducted on March 27, 2024 (Attachment H).

The project site is not within a historic district. There are no known historical resources or archaeological resources pursuant to *CEQA Guidelines* Section 15064.5 on the project site. According to the cultural resources records search conducted at the SCCIC, the project site was previously evaluated for cultural resources in 1988, but no cultural resources were identified on the property as part of that study or the records search in general.<sup>131</sup> The records search identified three historic

<sup>128</sup> California Department of Transportation. *California State Scenic Highway System Map*. Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. (accessed March 14, 2024).

<sup>129</sup> California Department of Toxic Substances Control. 2020. *Hazardous Waste and Substances Site List (Cortese)*. Website: [https://www.envirostor.dtsc.ca.gov/public/search.asp?page=7&cmd=search&business\\_name=&main\\_street\\_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site\\_type=CSITES%2CFUDS&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal\\_superfund=&state\\_response=&voluntary\\_cleanup=&school\\_cleanup=&operating=&post\\_closure=&non\\_operating=&corrective\\_action=&tiered\\_permit=&evaluation=&spec\\_prog=&national\\_priority\\_list=&senate=&congress=&assembly=&critical\\_pol=&business\\_type=&case\\_type=&searchtype=&hwmp\\_site\\_type=&cleanup\\_type=&ocierp=&hwmp=False&permitted=&pc\\_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&school\\_district=&or derby=city](https://www.envirostor.dtsc.ca.gov/public/search.asp?page=7&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2CFUDS&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocierp=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&school_district=&or derby=city) (accessed March 14, 2024).

<sup>130</sup> LSA. 2024. *Cultural Resources Assessment for the Rialto Industrial Project, Rialto, San Bernardino County, California*. Page 9. May 2024 (Attachment H).

<sup>131</sup> *Ibid.*

period archaeological sites and seven built environment resources within one mile of the project site. The nearest cultural resource is part of the historic built environment (36-010330, a historic period railroad route) located approximately 0.16 mile south of the project site, while the nearest pre-contact archaeological resource (36-001579, a lithic scatter) is documented approximately 0.66 mile southwest of the project site.<sup>132</sup> The project site was used for agriculture during the first half of the 20<sup>th</sup> century and contained a farmhouse at the northeast corner of the site, but it was cleared of all structures and vegetation by the mid-2000s and has been left fallow ever since.<sup>133</sup> An intensive pedestrian survey of the project site conducted on March 27, 2024, did not yield any cultural resources but revealed the site was disturbed, had been impacted by previous agricultural activities and clearing of crops, and was covered with asphalt and ruderal vegetation. Therefore, it is unlikely that cultural resources would be encountered during construction.<sup>134</sup>

Since there are no known cultural resources on the project site, there is no identified impact to any such resource. Accordingly, the project is not subject to the Historical Resources Exception (Section 15300.2(e)).

## 4.0 CONCLUSION

On the basis of substantial evidence, as discussed above, the project is eligible for a Class 32 Categorical Exemption in accordance with *CEQA Guidelines* Section 15332, In-Fill Development Projects. Because the proposed project meets the criteria for categorically exempt in-fill development projects in *CEQA Guidelines* Section 15332 and none of the exceptions to the categorical exemptions in *CEQA Guidelines* Section 15300.2 apply, and it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the project.

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<sup>132</sup> LSA. 2024. *Cultural Resources Assessment for the Rialto Industrial Project, Rialto, San Bernardino County, California*. Page 9. May 2024 (Attachment H).

<sup>133</sup> Nationwide Environmental Title Research, LLC. *Historic Aerials by Netronline*. Website: <https://historicaerials.com/viewer> (accessed May 9, 2024).

<sup>134</sup> LSA. 2024. *Cultural Resources Assessment for the Rialto Industrial Project, Rialto, San Bernardino County, California*. Pages 9 and 10. May 2024.

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**ATTACHMENT A**

**BIOLOGICAL RESOURCES ASSESSMENT**

## **ATTACHMENT B**

# **TRIP GENERATION AND VEHICLE MILES TRAVELED ASSESSMENT**

## **ATTACHMENT C**

### **LONG TERM NOISE MONITORING**

**ATTACHMENT D**

**OPERATIONAL NOISE  
(DAY AND NIGHT)**

## **ATTACHMENT E**

### **CALIFORNIA EMISSIONS ESTIMATOR MODEL (CALEEMOD)**

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## ATTACHMENT F

# HEALTH RISK ASSESSMENT

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## ATTACHMENT G

# PRELIMINARY WATER QUALITY MANAGEMENT PLAN

**ATTACHMENT H**

**CULTURAL RESOURCES ASSESSMENT**