

LOCUST GATEWAY DEVELOPMENT PROJECT

Draft Environmental Impact Report

SCH No. 2024061274



Lead Agency

City of Rialto
150 South Palm Avenue
Rialto, California 92376

September 2025

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000 et seq.), requires the preparation of an objective, full-disclosure document to (1) inform agency decision-makers and the general public of the potential direct and indirect significant environmental effects of a proposed action; (2) identify feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with CEQA Guidelines Section 15161 (Title 14 of the California Code of Regulations), this is a Project EIR that addresses the potential environmental impacts associated with the proposed Project, known as the “Locust Gateway Development Project.”

1.2 PROJECT OVERVIEW

The project site is located in the northern portion of the City of Rialto in San Bernardino County, California. The approximately 40-acre project site is comprised of one inverted L-shaped property, Assessor Parcel Number (APN) 0239-19-223, located at the southwest corner of Locust Avenue and Lowell Street. The project site is currently vacant and undeveloped; with the exception of remnants of a World War II-era bunker and rail spurs in the southern portion of the project site. The majority of the site is covered in non-native grassland and previously disturbed land.

Project implementation would include removal of existing on-site vegetation and building remnants to allow for the construction of an approximately 664,859-square-foot (sf) warehouse, inclusive of approximately 7,713 sf of ancillary office space, 365 vehicle parking stalls, 398 trailer parking stalls, and a fence-secured dock area with 82 dock doors; see **Figure 3-3: Conceptual Site Plan** in **Section 3.0: Project Description**. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The Project would be constructed using concrete tilt-up panels with architectural treatments for visual relief along the building facades. The warehouse would be white and grey with blue accents and blue window glazing.

1.3 PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines requires "A statement of objectives sought by the proposed Project." The following objectives have been identified for the Project.

- Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the Project site’s General Manufacturing land use designation under the Rialto Airport Specific Plan.

- Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.
- Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.
- Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.
- Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.
- Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.
- Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

1.4 ALTERNATIVES ANALYZED

CEQA Guidelines Section 15126.6(a) requires an EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.”

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to a proposed project, “...even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”¹ The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are addressed.²

The following alternatives are evaluated in **Section 6.0: Alternatives to the Proposed Project**.

1.4.1 Alternative 1: No Development Alternative

CEQA Guidelines Section 15126.6, requires an evaluation of the “No Project” alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. The No Development Alternative assumes that the proposed Project would not be developed, which means there would be no warehouse facilities, truck trailer parking, landscape improvements, or off-site roadway improvements. In its existing condition, the site would remain vacant and disturbed, and the remnants of a World War II-era bunker structure, rail spurs, and underground transformer would remain.

Section 15126.6(e)(2) of the CEQA Guidelines specifies the following:

The “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation [NOP] is published, at the time environmental analysis is

¹ CEQA Guidelines Section 15126.6(b).

² CEQA Guidelines Section 15126.6(f).

commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Section 15126.6(e)(3)(B) of the CEQA Guidelines indicates that when the project is not a land use or regulatory plan, the “no project” alternative:

...is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others ... this “no project” consequence should be discussed.

Therefore, although this alternative assumes “No Development” (as required by CEQA), this is considered a speculative assumption as the land is assumed to remain in private ownership (as there are no offers to purchase the land for public use).

1.4.2 Alternative 2: Truck Trailer Parking Alternative

Under the Truck Trailer Parking Alternative, the project site would be developed as an approximately 40-acre trailer truck and truck-mounted container storage parking facility. The project site has a Rialto Airport Specific Plan land use designation of I-GM, which permits land uses including wholesale and warehousing operations. Under this alternative scenario, no warehouse uses are assumed. Trucks and trailers would be parked while waiting to be moved to and from off-site locations such as nearby warehouse facilities in instances where there are schedule delays related to trailer drop off or pick up. The Truck Trailer Parking Alternative would include a one-story, 1,500 sf ancillary free-standing small security office building, 15 passenger vehicle parking stalls for employees, and 960 truck trailer parking spaces.

1.4.3 Alternative 3: Business Park Alternative

Under the Business Park Alternative, the project site would be developed as a 667,000-sf business park. Alternative 3 would develop multi-tenant, free-standing small buildings with office/commercial-related uses. The Business Park Alternative would accommodate a variety of uses including commercial, flexible office space, meeting rooms, or event space. The buildings would be one story and building height would be consistent with development standards included in the Rialto Airport Specific Plan. Under the Business Park Alternative scenario, no warehouse uses are assumed. Therefore, no truck trailer parking would be provided, and individual buildings would not have dock doors for large trucks. All employee and visitor parking would be provided on the project site, this alternative assumes 2,224 passenger vehicle parking stalls for employees. The parking requirements for the Airport Specific Plan are based on the Municipal Code and would be calculated for administrative/office uses.

The project site has a General Plan land use designation of General Industrial and has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment to Business Park would be required. Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM land use designation including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.³ A business park is not a permitted use or a conditionally permitted use in the I-GM land use designation.

³ City of Rialto (1997). *Rialto Airport Specific Plan*. Table 8.

Business and commercial uses are permitted under several Specific Plan land use designations including Office/Freeway Commercial (O/FC), Airport-Related Planned Industrial Development (I-AR). Therefore, Alternative 3 would require additional discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the project site.

1.4.4 Alternative 4: Reduced Warehouse Alternative

The proposed Project would result in significant unavoidable GHG emissions. To reduce GHG impacts to a less than significant level, the size of the proposed warehouse would need to be substantially reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Like the proposed Project, Alternative 4 would have 398 truck trailer parking spaces. Implementation of Alternative 4 would not use the entire 40-acre project site. Alternative 4 assumes the truck trailer parking in the same location as assumed for the proposed Project. When compared to the proposed Project site plan, approximately one-half or more of the warehouse site (the southern portion of the site) would not be developed and would remain vacant.

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-1: Summary of Impacts and Mitigation Program provides a summary of the potential environmental effects of the proposed Project; the Mitigation Program recommended to ensure that Project impacts are mitigated to the extent feasible; and the expected status of effects following the implementation of the Mitigation Program. The Mitigation Program is comprised of Laws, Ordinances and Regulations (LORs), Standard Conditions and Requirements (SCs) and Mitigation Measures (MMs). The Mitigation Program will serve to prevent, reduce, or fully mitigate potential environmental impacts. The more detailed evaluation of these issues, as well as the full text of the Mitigation Program is provided in EIR Sections 4.1 through 4.17.

Given the length of some measures in the Mitigation Program, some measures are summarized in the table. Each measure is identified by a number that can be used to reference the full text of the measure in the applicable EIR section. Where a measure applies to more than one topic, it is presented (either summarized or full text) in the primary section to which it applies and is then cross-referenced.

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.1: Aesthetics			
Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.1-2: In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.1-3: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.2: Air Quality			
Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review.	LOR AQ-1. Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following: ▪ Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized. ▪ All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized. ▪ All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. ▪ The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.		Not applicable

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		▪ Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface. LOR AQ-2. Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449. LOR AQ-3. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City’s Water Efficient Landscape requirements (Chapter 12.50 of the City’s Municipal Code). LOR AQ-4. In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy. LOR AQ-5. The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: ▪ Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11. ▪ Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11. ▪ Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11. ▪ To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3	

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		(nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	
Impact 4.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	MM AQ-1: Low VOC Paints. The Project shall use “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD’s Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications: ▪ All architectural coatings will be super-compliant low VOC paints. ▪ Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. ▪ Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. ▪ For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). ▪ Use compliant low-VOC cleaning solvents to clean paint application equipment. ▪ Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. ▪ Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. ▪ Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. MM AQ-2: Require All-Electric Development. Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric appliances, and end uses instead of natural gas. The	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas. MM AQ-3: Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project’s Codes Covenants and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals. MM AQ-4: Transportation Demand Management: Prior to issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following: ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options. ▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site. ▪ Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided. ▪ Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements. ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service. - Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. - Provide meal options onsite or shuttles between the facility and nearby meal destinations. - Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces. This mitigation measure applies only to tenant occupancy and not the building shell approvals. MM AQ-5: Non-Diesel Cargo Handling Equipment. The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.	
Impact 4.2-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable state or federal ambient air quality standard?	Potentially Significant Impact	MM AQ-1 through MM AQ-5 are applicable	Less than Significant Impact With Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Impact 4.2-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	MM AQ-1 through MM AQ-5 are applicable	Less than Significant Impact with Mitigation
Impact 4.2-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.3: Biological Resources			
Impact 4.3-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	Potentially Significant Impact	MM BIO-1: Rare Plant Mitigation Plan. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW. If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques	Less than Significant Impact With Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals. MM BIO-2: Best Management Practices. To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented: a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site. b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the project biologist for wildlife before such material is moved, buried, or capped. c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code. d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owls, from suitable habitat areas within the project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitats to be imminently removed and towards adjacent open space. e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday. f. Contractors shall not permit pets on the construction site. g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night. h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction. i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping. j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety (“tailgate”) meetings, as needed. MM BIO-3A: Burrowing Owl Preconstruction Surveys. No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owls. The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, ‘qualified biologist’ is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012). MM BIO-3B: Burrowing Owl Preconstruction Surveys. If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owls shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owls shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan. If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided. MM BIO-4A: Crotch's Bumble Bee Surveys. At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's <i>Survey Considerations for CESA Candidate Bumble Bee Species</i> (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history. MM BIO-4B: Crotch's Bumble Bee CESA ITP. Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. MM BIO-4C: Crotch's Bumble Bee Biological Monitor. A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts. MM BIO-5A: Nesting Bird Surveys. To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading. MM BIO-5B: Nesting Bird Surveys. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds. If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds. MM BIO-6A: Special-Status Preconstruction Lizard Surveys. Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, equipment and vehicle access, parking, and staging. The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist. MM BIO-6B: Special-Status Preconstruction Lizard Surveys. If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.	
Impact 4.3-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in	Less than Significant Impact	None required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
local or regional plans, policies, and regulations or by the CDFW or USFWS?			
Impact 4.3-3: Would the Project have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	None required.	No Impact
Impact 4.3-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact	MM BIO-5 is applicable.	Less than Significant Impact with Mitigation
Impact 4.3-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	MM BIO-3A is applicable.	Less than Significant Impact with Mitigation
Section 4.4: Cultural Resources			
Impact 4.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Potentially Significant Impact	MM CUL-1 Retention of Archaeologist. Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained. MM CUL-2: Cultural Resource Management Plan. Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties'	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		responsibilities, procedures for each MM or COA, and an overview of the Project schedule. MM CUL-3: Cultural Resources Sensitivity Training. A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan. MM CUL-4: Archaeological Monitoring. The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2. MM CUL-5: Inadvertent Discovery of Cultural Resources. In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis. Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South-Central Coastal Information Center (SCCIC).	
Impact 4.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	MM CUL-1 through MM CUL-5 are applicable.	Less than Significant Impact with Mitigation
Impact 4.4-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation is required. SC CUL-1. If human remains are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.	Less than Significant Impact
Section 4.5: Energy			
Impact 4.5-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.5-2: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	Less than Significant Impact	None required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.6: Geology and Soils			
Impact 4.6-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Less than Significant Impact	SC GEO-1. The Applicant shall submit to the City of Rialto Community Development Department and Public Works Department for review and approval, a site-specific design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements and: a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies; b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults; and c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigation in the site-specific investigations. The structural engineer shall review the site-specific investigations, provide any additional necessary measures to meet Building Code requirements, and incorporate all applicable recommendations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements. The City's registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical requirements contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits. The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		with the applicable geotechnical investigation and other applicable Code requirements.	
Impact 4.6-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure including liquefaction?	Less than Significant Impact	SC GEO-1 is applicable. No mitigation is required.	Less than Significant Impact
Impact 4.6-3: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.6-4: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than Significant Impact	SC GEO-1 is applicable. No mitigation is required.	Less than Significant Impact
Impact 4.6-5: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.6-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	MM GEO-1: Paleontological Monitoring. Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area. In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.	
Section 4.7: Greenhouse Gas Emissions			
Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review.		LOR AQ-2 and LOR AQ-3 are applicable. LOR GHG-1. Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485. LOR GHG-2. In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy. LOR GHG-3. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping, according to the City’s Water Efficient Landscape requirements (Chapter 12.50 of the City’s Municipal Code). LOR GHG-4. Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		LOR GHG-5. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11. LOR GHG-6. Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11. LOR GHG-7. To facilitate future installation of electric vehicle supply equipment (EVSE), construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	
Impact 4.7-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?	Potentially Significant Impact	MM AQ-2 through MM AQ-5 are applicable. MM GHG-1: On-Site Renewable Electricity Generation. Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase. The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals. MM GHG-2: CALGreen Tier 2. Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety	Significant and Unavoidable Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application. MM GHG-3: Solid Waste Diversion. Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals. MM GHG-4: Water Use Efficiency and Conservation Plan. The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements: Indoor Conservation Features and Operations: ▪ Install low-flow Fixtures: Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8 gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.) ▪ Install dual-flush toilets: These toilets offer two flush options: one for liquid waste less than 1 gallon per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.) ▪ Use water-efficient appliances: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only. ▪ Good housekeeping and regular maintenance: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Outdoor Conservation Features and Operations: ▪ Install only “Smart Irrigation Systems” for community landscaping: The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day. ▪ Adjustable Water Pressure Regulator: The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks. ▪ Drought-tolerant landscaping: The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.	
Impact 4.7-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?	Potentially Significant Impact	MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4 are applicable.	Less than Significant Impact with Mitigation
Section 4.8: Hazards and Hazardous Materials			
Impact 4.8-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Potentially Significant Impact	MM HAZ-1: Asbestos Survey and Lead-Based Paint Survey. Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal/OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.	
Impact 4.8-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact	MM HAZ-2: Munitions Monitor. Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per DDESB TP-18 standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed of. MM HAZ-3: Soil Management Plan. Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following:	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		▪ Identifying impacted soil ▪ Assessing impacted soil ▪ Soil excavation ▪ Impacted soil storage ▪ Verification sampling ▪ Impacted soil characterization and disposal The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence, sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval. MM-HAZ 4: Contaminated Soil Treatment. If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District’s Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department, the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ	

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		(in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulation.	
Impact 4.8-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	None required.	No Impact
Impact 4.8-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact	MM HAZ-2 through MM HAZ-4 are applicable.	Less than Significant Impact with Mitigation
Impact 4.8-5: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.9: Hydrology and Water Quality			
Impact 4.9-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact	No mitigation is required. SC HYD-1. The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit. SC HYD-2. Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Storm Water Quality Management Plan (SWQMP) specifically identifying Best Management Practices (BMPs) that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. To ensure compliance, a legal and fiduciary enforcement mechanism in the form of a Storm Water	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Quality Management Plan Agreement shall be executed with the City of Rialto. This agreement shall additionally be recorded in the office of the County Recorder for the County of San Bernardino. The SWQMP shall specify BMPs specific to the project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following. - Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces. - Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas. - Treatment controls, including the use of underground chambers. SC HYD-3. An Erosion Control Plan shall be prepared, and included with the Project's grading plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum: - Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and - An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will be corrected through a remediation or restoration program within a specified timeframe.	
Impact 4.9-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.9-3i: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the	Less than Significant Impact	SC HYD-1 through SC HYD-3 are applicable. No mitigation is required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?			
Impact 4.9-3ii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.9-3iii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than Significant Impact	SC HYD-2 is applicable. No mitigation is required.	Less than Significant Impact
Impact 4.9-3iv: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.9-4: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	Less than Significant Impact	SC HYD-1 and SC HYD-2 are applicable. No mitigation is required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Impact 4.9-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	SC HYD-2 is applicable. No mitigation is required.	Less than Significant Impact
Section 4.10: Land Use and Planning			
Impact 4.10-2: Would the Project cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.11: Mineral Resources			
Impact 4.11-1: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.11-2: Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.12: Noise and Vibration			
Impact 4.12-1: Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	MM NOI-1: Noise Shielding and Muffling. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Impact 4.12-2: Would the Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.13: Population and Housing			
Impact 4.13-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.14: Public Services			
Impact 4.14-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.14-2: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	Less than Significant Impact	No mitigation is required. Please also refer to SC TRANS-1. SC PS-1. Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Rialto Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project. SC PS-2. Prior to issuance of building permits, the City of Rialto Police Department shall review development plans for the incorporation of defensible	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process.	
Section 4.15: Transportation			
Impact 4.15-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.15-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.15-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.15-4: Would the Project result in inadequate emergency access?	Less than Significant Impact	No mitigation is required. SC TRAN-1. Prior to issuance of any grading or building permit, the Applicant shall submit for City of Rialto Community Development Director and Traffic Engineer review and approval a Construction Management Plan for the Project. The Plan shall identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. The Plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, construction materials and vehicle staging areas, and temporary parking arrangements for the construction workers.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.16: Tribal Cultural Resources			
Impact 4.16-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or: (b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	Potentially Significant Impact	SC CUL-1, MM CUL-2, MM CUL-3, and MM CUL-5 are applicable. MM TCR-1: Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation. The Project Applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians. The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe. On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. MM TCR-2: Native American Monitoring for Morongo Band of Mission Indians. Prior to the issuance of the first permit that would result in a “ground-disturbing activity,” the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary) ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery. MM TCR-3: Inadvertent Discovery of a Tribal Cultural Resource. The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.	

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.17: Utilities and Service Systems			
Impact 4.17-1: Would the Project require or result in the relocation or construction of new or expanded water, facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-3: Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-4: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-5: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-6: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant Impact	None required.	Less than Significant Impact

2.0 INTRODUCTION

2.1 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR; State Clearinghouse [SCH] No. 2024061274) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the proposed Locust Gateway Development Project (proposed Project or Project). The EIR has been prepared in conformance with the California Environmental Quality Act (CEQA) (California *Public Resources Code* §§ 21000 et seq.) and the CEQA Guidelines (Title 14, *California Code of Regulations* [CCR] Chapter 3, §§ 15000 et seq.).

The City of Rialto (City) is the “public agency which has the principal responsibility for carrying out or approving the project” and, as such, is the “Lead Agency” for this Project under CEQA (CEQA Guidelines § 15367). CEQA requires the Lead Agency to consider the information contained in an EIR prior to taking any discretionary action. This EIR is intended to provide information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts of the construction and operation of the proposed Project. As the Lead Agency, the City will review and consider this EIR in its decision to approve, condition the approval of, or deny the proposed Project.

Pursuant to CEQA, “[t]he purpose of the environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which significant environmental effects can be mitigated or avoided” (CEQA § 21002.1(a)). An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a project to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a project that may have the potential to result in significant adverse environmental impacts.

2.1.1 Type of Environmental Impact Report

The City has determined that a Project EIR is the appropriate CEQA document for the proposed Project. In accordance with CEQA Guidelines Section 15161, a Project EIR “examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.” This EIR evaluates the potentially significant, adverse, and beneficial impacts on the environment resulting from implementation of the proposed Project. This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the currently proposed actions, as required by CEQA Guidelines Section 15146. The EIR analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects. **Section 3.0: Project Description** provides a detailed description of the construction and operational components of the proposed Project. **Section 4.0: Environmental Impact Analysis** discusses the regulatory environment, existing conditions, environmental impacts, and mitigation program for the Project.

CEQA Guidelines Section 15206 sets forth criteria for determining if a project is of statewide, regional, or area-wide environmental significance. As set forth in CEQA Guidelines Section 15206(b)(2)(E), the

proposed Project is a project of statewide, regional, and areawide significance because the site is greater than 40 acres and would have more than 650,000 sf of industrial-related floor area.

2.1.2 Standards of Adequacy Under CEQA

While CEQA Guidelines Sections 15120 through 15132 generally describe the content of an EIR, neither CEQA nor the CEQA Guidelines contain specific, detailed, quantified standards for the content of environmental documents. CEQA Guidelines Section 15151 states:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

2.1.3 Compliance with CEQA

The City, which has the principal responsibility for processing and approving the Project, along with other public agencies with a direct interest in the Project (e.g., responsible agencies), may use this EIR in their decision-making or permitting processes and will consider the information in this EIR in combination with other information that may be presented during the CEQA process. The Lead Agency can approve subsequent actions without additional environmental documentation unless otherwise required by CEQA Section 21166 and CEQA Guidelines Section 15162. In addition, this EIR provides the analysis in support of the Mitigation Program that will, if the Project is approved, be made conditions of approval for the Project and implemented through the CEQA-mandated Mitigation Monitoring and Reporting Program.

In accordance with CEQA, public agencies are required to make appropriate findings for each potentially significant environmental impact identified in the EIR if it decides to approve a project. If the EIR identifies significant environmental impacts that cannot be mitigated to a less than significant level through the adoption of mitigation measures or project alternatives, the Lead Agency (and responsible agencies using this CEQA document for their respective permits or approvals) must decide whether the benefits of the project outweigh any identified significant environmental effects that cannot be mitigated to below a threshold of significance. If the agency decides that the overriding considerations, including project benefits, outweigh the unavoidable impacts, then the agency (Lead Agency or responsible agency) is required to adopt a Statement of Overriding Considerations, which states the reasons that support its actions.

The Lead Agency's actions involved in the implementation of the Project are described in **Section 3.0: Project Description**. Other agencies that may have discretionary approval over the Project, or components thereof, including responsible agencies, are also identified in the Project Description.

2.2 PUBLIC OUTREACH

In compliance with the CEQA Guidelines, the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The scope of this EIR includes issues identified in consultation with the City during the Notice of Preparation (NOP) comment

period, during the public Scoping Meeting, and environmental issues raised by agencies and the general public in response to the scoping process.

2.2.1 Notice of Preparation (NOP)

CEQA Guidelines Section 15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. Pursuant to CEQA Guidelines Section 15082, the City prepared and circulated a Notice of Preparation (NOP) to affected agencies and interested parties for a 30-day public review period beginning on June 27, 2024, and ending on July 26, 2024. **Table 2.2-1: Summary of Written Comments on Notice of Preparation**, summarizes the comments received from agencies/persons during the NOP process and provides a reference, as applicable, to the section(s) of this EIR where the issues are addressed. The NOP and comment letters are provided in **Appendix A** of this EIR. This table identifies areas of controversy/unresolved issues and issues to be addressed in the EIR.

Table 2-1: Summary of Written Comments on Notice of Preparation	
Commenter Name	Summary of Comment and Where Addressed
Agencies	
Native American Heritage Commission (NAHC) (letter dated July 19, 2024)	Recommends consultation with California Native American tribes in compliance with AB 52 and SB 18. Note: SB 18 is not applicable to the Project. See Section 4.4: Cultural Resources and Section 4.16: Tribal Cultural Resources
California Department of Fish and Wildlife (CDFW) (letter dated July 24, 2024)	Recommendations and Comments: - Conduct an assessment of biological resources within and adjacent to the Project footprint. - Provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. - Include an alternatives analysis. - Identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. - A Lake and Streambed Alteration Program may be required due to a potential drainage feature along the southern portion of the Project site. - Recommends incorporation of water-wise concepts to ameliorate the Project's water demands. - Request to report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). - CDFW fees are required upon filing of the Notice of Determination. See Section 4.3: Biological Resources and Section 6.0: Alternatives.

2.2.2 Scoping Meeting

Pursuant to CEQA Section 21083.9, the Lead Agency is required to conduct at least one scoping meeting for all projects of statewide, regional, or area-wide significance. A scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, and environmental effects to be analyzed. The City held a Scoping Meeting on July 11, 2024, at 6:00 PM at the Rialto City Hall Council Chambers, located at 150 S. Palm Avenue in the City of Rialto. No agencies or interested parties attended the Scoping Meeting; only City staff and the City's EIR consultant were in attendance.

2.3 EIR SCOPE AND CONTENT

This EIR addresses the potential environmental effects of the proposed Project and was prepared following input from the public and the responsible and affected agencies, through the EIR scoping process (**Table 2.2-1**). Based on the findings of the NOP, a determination was made to address potentially significant environmental effects on the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Services Systems

The City has determined that the EIR for the Project would not require the assessment of Agriculture and Forestry Resources, Recreation, and Wildfire. Substantiation is provided in **Section 1.0: Executive Summary**.

2.4 DOCUMENTS INCORPORATED BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148 or have been incorporated by reference in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents has been used for various sections in the EIR.

Rialto 2010 General Plan Update and General Plan Update and Related Zoning Ordinance Amendments EIR. The City's 2010 General Plan Update EIR was certified and the General Plan was adopted in December 2010 as Resolution No. 5931. The 2010 General Plan presents a comprehensive plan to accommodate the City's vision for the physical development of the City. The General Plan's planning horizon is the year 2040. The General Plan includes goals and policies to provide guidance for decision-makers on allocating resources, and describe the utilization, management, and conservation of natural resources, public services, and infrastructure. This document is available for viewing on the City's website at:

- General Plan | <https://www.rialtoca.gov/653/General-Plan>

2023 City of Rialto Focused General Plan Update. The City prepared a Focused General Plan Update to the Land Use, Safety, and Circulation Elements of the General Plan to address new regulations. The City also prepared an Environmental Justice Element. The Focused General Plan Update and Negative Declaration were adopted on December 10, 2024.

- Focused General Plan Update | <https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan>

City of Rialto Municipal Code, Title 18 – Zoning. The Rialto Municipal Code (Municipal Code) regulates land use and activities within the City’s jurisdiction including through the Zoning Code (codified in Title 18). The Zoning Code is the primary tool for implementing the City’s General Plan policies. The Municipal Code is referenced in this EIR to establish the baseline requirements according to the City’s Municipal Code regulations. The Municipal Code can be accessed online at:

- Municipal Code | [RIALTO, CALIFORNIA - MUNICIPAL CODE | Code of Ordinances | Rialto, CA | Municode Library](#)
- Municipal Code – Zoning | [Mini TOC: Title 18 - ZONING | Code of Ordinances | Rialto, CA | Municode Library](#)

2.5 LEAD AGENCY AND CONTACT PERSONS

The City of Rialto is the Lead Agency for the preparation of the EIR. Inquiries regarding the EIR should be directed to the City.

Lead Agency: City of Rialto
Community Development Department, Planning Division
150 S. Palm Avenue
Rialto, CA 92376
Contact: Daniel Casey, Principal Planner
909.820.2525 ext. 2075
Email: dcasey@rialtoca.gov

2.6 ENVIRONMENTAL REVIEW PROCESS

Notice of the availability of the Draft EIR has been provided to agencies, organizations, and interested groups and persons for comment during a 45-day review period in accordance with CEQA Guidelines Section 15087. The Notice of Completion for the Draft EIR has also been distributed as required by CEQA. This Draft EIR including technical studies is available for review during normal business hours Monday through Thursday at the City of Rialto Community Development Department. Copies of the Draft EIR and technical appendices are available at the reference desk of the following library and on the City’s website.

- **City of Rialto**, Community Development Department, Planning Division, 150 S. Palm Avenue, Rialto, California 92376
- **Rialto Library**, 251 W. First Street, Rialto, California 92376
- **City website:** <https://www.rialtoca.gov/>

The City will subsequently respond to environmental comments on the Draft EIR received in writing during the public review period through the preparation of a Responses to Comments document for the Final EIR. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the dates of public hearings before the Planning Commission and City Council.

2.7 LIST OF ACRONYMS USED IN THE EIR

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACE	Areas of Conservation Emphasis
ACF	Advanced Clean Fleets Regulations
ADA	Americans With Disabilities Act
ADT	Average Daily Traffic
AFV	alternative fuel vehicle
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BMP	Best Management Practice
BTU	British Thermal Unit
BUOW	burrowing owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CBEES	California's Building Energy Efficiency Standards
CCAA	California Clean Air Act
CCR	California Code of Regulations
CC&Rs	Codes Covenants and Restrictions
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CEC	California Energy Commission

CERCLIS	Comprehensive Environmental Response Compensation
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CFGC	California Fish and Game Commission
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CH ₄	methane
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
COG	Council of Governments
CPP	Clean Power Plan
CRHR	California Register of Historical Resources
CRPR	California Rate Plant Rank
CUPA	Certified Unified Program Agency (hazardous materials)
cy	cubic yards
CWA	Clean Water Act
DA	Development Agreement
dB	decibel
dBA	A-weighted decibel scale
DEH	Department of Environmental Health, San Bernardino County
DIF	Development Impact Fee
DOF	Department of Finance, State of California
DOT	Department of Transportation
DPH	Department of Public Health, State of California
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control, State of California

DWQ	Division of Water Quality, State of California State Water Resources Control Board
DWR	Department of Water Resources, State of California
EDR	Environmental Data Report
EIR	Environmental Impact Report
EJ	Environmental Justice
EMMA	Emergency Management Mutual Aid System
EO	Executive Order
EPCRA	Emergency Planning and Community Right-To-Know Act
ESA	Endangered Species Act
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FAR	Floor Area Ratio
FCCA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
GHG	greenhouse gas
GHGRP	GHG Reduction Plan
g/hp-hr	gram per horsepower-hour
gpm	gallons per minute
Gt	gigatonne
GWh	gigawatt-hours
GWP	Global Warming Potential
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air quality

Hz	hertz (noise)
I-GM	General Manufacturing (Rialto Airport Specific Plan)
I-PID	Planned Industrial Zone (Rialto Airport Specific Plan)
I	Interstate
IBC	International Building Code
in/sec	inches per second
IRUWMP	Integrated Regional Urban Water Management Plan (Upper Santa Ana River Watershed)
ITE	Institute of Transportation Engineers
ITP	Incidental Take Permit
kWh	kilowatt-hour
LCFS	Low Carbon Fuel Standard
L _{dn}	Day-Night average noise level
L _{eq}	Equivalent noise levels
L _{max}	Maximum sound level
L _{min}	Minimum sound level
LOR	Laws, Ordinances, and Regulations
LOS	Level of Service
LRA	Local Responsibility Area
LST	Localized significance thresholds
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mph	miles per hour
mpg	miles per gallon
MPO	Metropolitan Planning Organization
msl	mean sea level
MWh	megawatt-hour

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission, State of California
NCCP	Natural Community Conservation Plan
NCP	National Contingency Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMHC	nonmethane hydrocarbon
NO ₂	nitrogen dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
NSR	New Source Review Program (air pollution health effects)
NZE	near zero emission
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment, State of California
OES	Office of Emergency Services, of California
OSHA	Occupational Safety and Health Administration
OS-L	Landfill (Rialto Airport Specific Plan)
Pb	lead
PCE	Passenger Car Equivalent
PFCs	perfluorocarbons
PM _{2.5}	fine particulate matter (2.5 microns or less)
PM ₁₀	fine particulate matter (10 microns or less)
PPD	Precise Plan of Design
ppv	peak particle velocity
ppm	parts per million
PRC	Public Resources Code

PUC	Public Utilities Commission
PV	photovoltaic
UST	underground storage tank
RCNM	Roadway Construction Noise Model (FHWA)
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RMS	root mean square
ROG	reactive organic gases
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy (SCAG)
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel Efficient
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCCIC	South Central Coastal Information Center
sf	square-foot; square feet
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SoCalGas	Southern California Gas Company
SR	State Route
SRA	Source Receptor Area (air quality); State Responsibility Area (wildfire)
SSC	Species of Special Concern (biological resources)
SWPPP	Stormwater Pollution Prevention Program
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board

TAC	toxic air contaminant
TCE	trichloroethylene
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TMDL	total maximum daily load
TPM	Tentative Parcel Map
TRC	Tribal Cultural Resources
TRU	transport refrigeration unit
USACE	U.S. Army Corps of Engineers
U.S. EPA	U.S. Environmental Protection Act
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	velocity decibels
VMT	Vehicle Miles Travelled
VOC	Volatile organic compound
WAIRE	Warehouse Action and Investments to Reduce Emissions
Wh	watt-hours
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
WVWD	West Valley Water District
ZEV	zero emission vehicle
µg/m ³	micrograms per cubic meter

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

The purpose of the Project Description is to describe the Locust Gateway Development Project (Project or proposed Project) to allow for meaningful review by reviewing agencies, decision-makers, and interested parties. Section 15124 of the California Environmental Quality Act (CEQA) Guidelines requires that a project description for an Environmental Impact Report (EIR) contain (1) the precise location and boundaries of a project site; (2) a statement of objectives sought by a project including the underlying purpose of the project; (3) a general description of a project's characteristics; and (4) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, State, or local laws, regulations, or policies. An adequate project description need not be exhaustive but should supply the detail necessary for project evaluation.

3.2 PROJECT SETTING AND LOCATION

The project site is in the region of Southern California commonly referred to as the Inland Empire. The Inland Empire is an approximately 28,000 square-mile region comprising Riverside County, San Bernardino County, and the eastern tip of Los Angeles County. The Locust Gateway Development Project site (project site) is in San Bernardino County (County), in the northern portion of the City of Rialto (City). The City is largely urbanized and bordered by the unincorporated community of Muscoy to the north, the cities of San Bernardino and Colton to the east, the City of Jurupa Valley to the south, and the City of Fontana to the west. **Figure 3-1: Regional Map** depicts the project site in a regional context.

The approximately 40-acre project site is comprised of one inverted L-shaped property, Assessor Parcel Number (APN) 0239-19-223, at the southwest corner of the Locust Avenue and Lowell Street intersection; see **Figure 3-2: Project Vicinity Map**. Three major freeways provide regional access to the area: Foothill Freeway (State Route (SR) 210) to the south; Interstate 215 (I-215) to the east; and Interstate 15 (I-15) to the west. Local access to the project site is primarily provided from Locust Avenue to the east and Lowell Street to the north.

The project site is relatively flat with moderate topographic relief occurring along the southern boundary. On-site elevation ranges from approximately 1,612 to 1,649 feet above mean sea level and generally slopes from northwest to southeast. The project site is primarily vacant, with the exception of remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street. The majority of the site is covered with chaparral plant communities, non-native grassland, and previously disturbed land.

The project site was vacant land until the 1940s when it was developed with rail spurs and bunkers used by the U.S. Army for the storage of weapons and ammunition until the 1960s. Since that time, the project site has been generally vacant with areas used for stockpiling and storage activities.

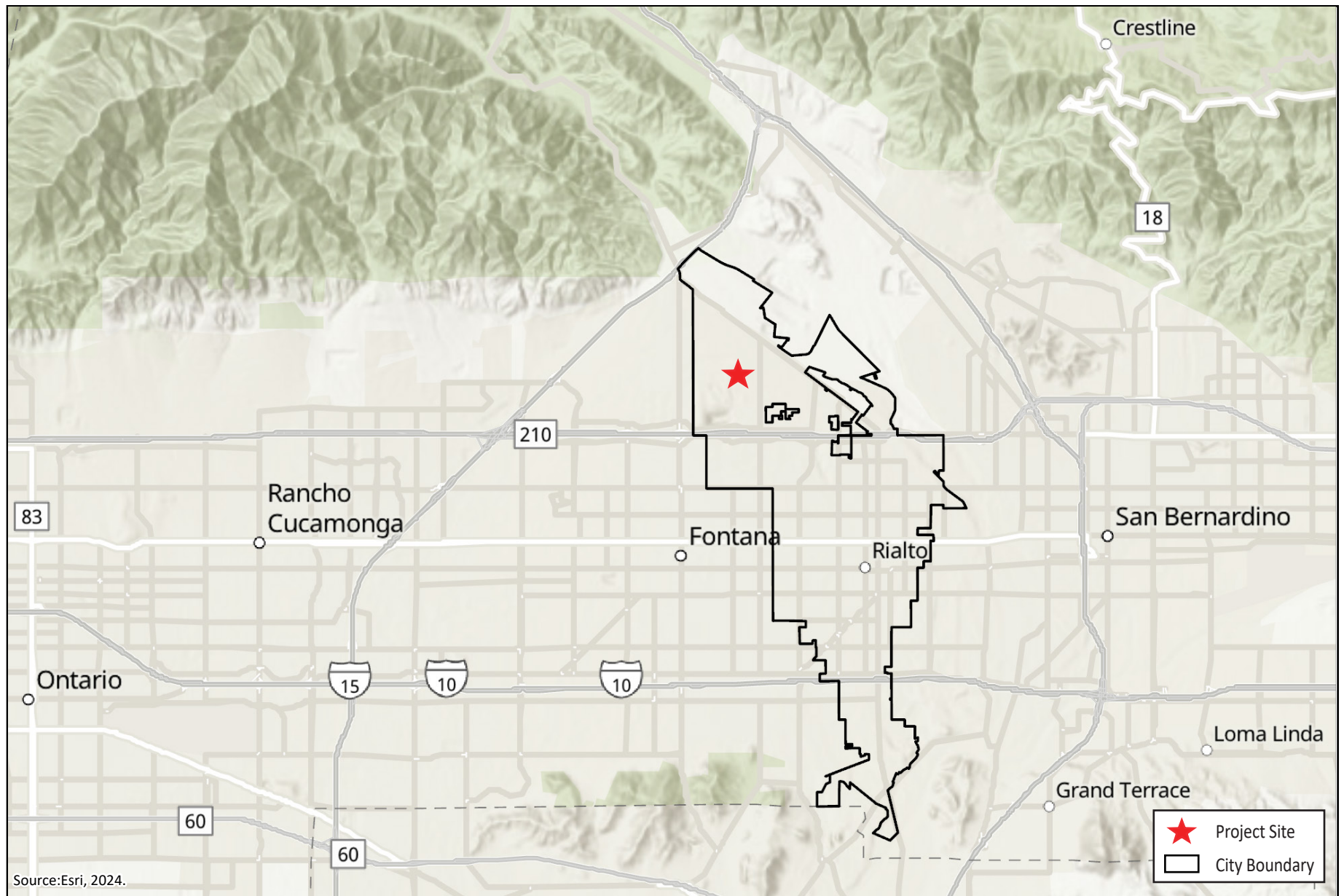


Figure 3-1: Regional Map
Locust Gateway Development Project



Not to scale



Figure 3-2: Project Vicinity Map
Locust Gateway Development Project



Not to scale

3.3 SURROUNDING LAND USES

The project site is located north of SR-210 in an area of the City comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences east of Locust Avenue and the Mid-Valley Landfill to the west. **Table 3-1: On-Site and Surrounding Land Uses, General Plan, and Zoning** summarizes the surrounding land uses, corresponding land use designations, and zoning.

Table 3-1: On-Site and Surrounding Land Uses, General Plan, and Zoning			
Direction	Existing Land Use	General Plan¹	Zoning²
Project Site	Vacant land with chaparral plant communities and non-native grassland	General Industrial	Rialto Airport Specific Plan General Manufacturing (I-GM) ³
North	Lowell Street North of Lowell Street: industrial uses including concrete supplier, construction equipment service provider, pipe manufacturer, corporate office, recycling plant, and warehouse	Business Park	Rialto Airport Specific Plan General Manufacturing (I-GM)
South	Industrial uses including concrete mixing operation facility, warehouse, and truck container storage yards	General Industrial	Rialto Airport Specific Plan General Manufacturing (I-GM)
East	Industrial uses including water damage restoration service provider, steel distributor and fabricator, storage yards, warehouses Locust Avenue East of Locust Avenue: undeveloped parcel; industrial uses including towing service, warehouse, steel distributor, concrete contractor; single-family residences approximately 700 feet east of Locust Avenue and accessed from Maple Avenue	General Industrial; East of Locust Avenue: Light Industrial, Residential	Rialto Airport Specific Plan General Manufacturing (I-GM); East of Locust Avenue: Rialto Airport Specific Plan Planned Industrial Development (I-PID), Single Family Residential
West	Lake Padden Lane (note: Lake Padden Lane does not connect to Lowell Street; northbound Lake Padden Lane becomes westbound Lake Padden Lane/Summit Avenue north of Robertson's Ready Mix) West of Lake Padden Lane: Industrial uses including a concrete supplier, Robertson's Ready Mix materials yards, and Mid-Valley Landfill	General Industrial, Public Facility	Rialto Airport Specific Plan General Manufacturing (I-GM), Landfill (OS-L)
1. City of Rialto. (Sept 2023). <i>City of Rialto General Plan Managing Our Land Supply Element</i>. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed Aug 19, 2024. 2. City of Rialto. (2013). <i>Official Zoning Map</i>. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/1513/Zoning-Map ---July-2013. Accessed Aug 19, 2024. 3. City of Rialto. (n.d.). <i>Rialto Airport Specific Plan Land Use Map</i>. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/568/Rialto-Airport-Specific-Plan---Zoning-Map-PDF. Accessed Aug 19, 2024.			

3.4 GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

3.4.1 General Plan

The City of Rialto General Plan 2010, as amended (General Plan) is the comprehensive planning document governing development in the City, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The General Plan

establishes land use designations for land in the City and policies for the orderly growth and development of the City of Rialto. Among other purposes, the General Plan identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community which it serves. **Section 4.10: Land Use and Planning**, of this EIR includes a discussion of the General Plan goals and policies relevant to the proposed Project.

The General Plan land use designation for the project site is General Industrial.¹ The General Industrial land use designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail. Permitted uses include manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses. The designation allows for a maximum Floor to Area Ratio (FAR)² of 1.0. The Project's proposed uses are allowed under the General Plan designation for the project site.

On December 10, 2024, the City adopted a Focused General Plan Update for the Land Use, Safety, and Circulation Elements and a new Environmental Justice Element in order to be in compliance with new State regulations, as well as the City of Rialto Focused General Plan Update Initial Study/Negative Declaration. The adopted General Plan Update retains the General Industrial land use designation for the project site.

3.4.2 Zoning

The City of Rialto Zoning Map indicates the project site is zoned Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The Rialto Airport Specific Plan serves as zoning for the remaining properties within the Specific Plan area, which are primarily located northwest, west, and east of the former Rialto Municipal Airport.³ The Rialto Airport Specific Plan designates the project site as General Manufacturing (I-GM), which permits wholesale and warehousing operations. A Conditional Development Permit would be required for the development of a warehouse, which is a conditionally permitted use in industrial zones in the City.

3.5 PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) requires "A statement of objectives sought by the proposed Project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project." The following objectives have been identified for the Project.

¹ City of Rialto. September 2023. *City of Rialto General Plan Managing Our Land Supply Element, Exhibit 2-1 – Land Use Map*, Retrieved from <https://www.rialto.ca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=>. Accessed August 19, 2024.

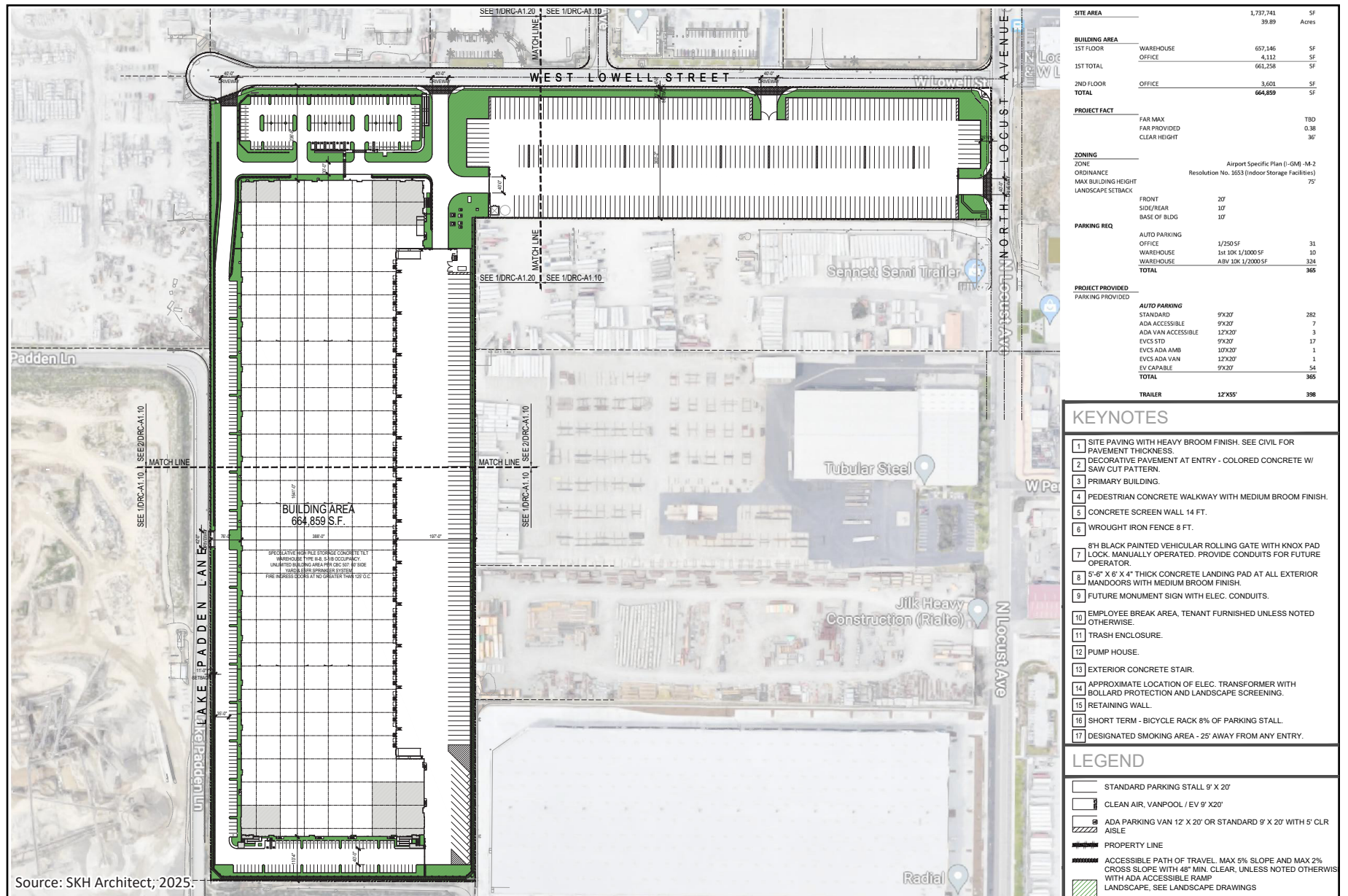
² Floor Area Ratio is the measurement of a building's floor area in relation to the size of the parcel.

³ In December 2005, the City adopted resolutions declaring the intent to relocate the Rialto Airport operations to other nearby facilities. With the closure of the Rialto Airport, major assumptions and portions of the Rialto Airport Specific Plan became obsolete. Through the Renaissance Specific Plan process, the text and graphics of the Rialto Specific Plan were amended to omit 1,439 acres, which is now the Renaissance Specific Plan. The remainder of the Rialto Airport Specific Plan continues to regulate the areas outside of the Renaissance Specific Plan, which includes the project site.

- Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.
- Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.
- Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.
- Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.
- Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.
- Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.
- Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

3.6 PROJECT CHARACTERISTICS

The Project would remove all existing on-site vegetation and grade the site to allow for the construction of a 664,859-square-foot (sf) building with 657,146 sf of warehouse space, 4,112 sf of ancillary office space in the northeast corner of the first floor, and 3,601 sf of ancillary office space on the mezzanine level. The Project would have an FAR of 0.38 and a maximum building height of up to 55 feet from finished grade; see **Figure 3-3: Conceptual Site Plan**. The Project would also have 365 passenger vehicle surface parking stalls, 398 truck trailer parking stalls split between two areas on the site, and 82 dock doors; see **Table 3-2: Building Summary**. The dock doors are proposed along the warehouse's eastern elevation facing the existing light industrial uses along Locust Avenue. Employee parking would be provided in the northwestern portion of the project site and along the southern and western sides of the warehouse. Landscaping, fencing, and walls would be provided around the project site perimeter.



SITE AREA		1,737,741	SF
		39.89	Acres
BUILDING AREA			
1ST FLOOR	WAREHOUSE	657,146	SF
	OFFICE	4,112	SF
1ST TOTAL		661,258	SF
2ND FLOOR	OFFICE	3,601	SF
TOTAL		664,859	SF
PROJECT FACT			
	FAR MAX		TBD
	FAR PROVIDED		0.38
	CLEAR HEIGHT		36'
ZONING			
ZONE		Airport Specific Plan (I-GM) -M-2	
ORDINANCE		Resolution No. 1653 (Indoor Storage Facilities)	
MAX BUILDING HEIGHT			75'
LANDSCAPE SETBACK			
	FRONT	20'	
	SIDE/REAR	10'	
	BASE OF BLDG	10'	
PARKING REQ.			
	AUTO PARKING		
	OFFICE	1/250 SF	31
	WAREHOUSE	1st 10K 1/1000 SF	10
	WAREHOUSE	ABV 10K 1/2000 SF	324
	TOTAL		365
PROJECT PROVIDED			
PARKING PROVIDED			
	AUTO PARKING		
	STANDARD	9'X20'	282
	ADA ACCESSIBLE	9'X20'	7
	ADA VAN ACCESSIBLE	12'X20'	3
	EVCS STD	9'X20'	17
	EVCS ADA AMB	10'X20'	1
	EVCS ADA VAN	12'X20'	1
	EV CAPABLE	9'X20'	54
	TOTAL		365
	TRAILER	12'X30'	398

- ### KEYNOTES
1. SITE PAVING WITH HEAVY BROOM FINISH. SEE CIVIL FOR PAVEMENT THICKNESS.
 2. DECORATIVE PAVEMENT AT ENTRY - COLORED CONCRETE W/ SAW CUT PATTERN.
 3. PRIMARY BUILDING.
 4. PEDESTRIAN CONCRETE WALKWAY WITH MEDIUM BROOM FINISH.
 5. CONCRETE SCREEN WALL 14 FT.
 6. WROUGHT IRON FENCE 8 FT.
 7. 8" BLACK PAINTED VEHICULAR ROLLING GATE WITH KNOX PAD LOCK. MANUALLY OPERATED. PROVIDE CONDUITS FOR FUTURE OPERATOR.
 8. 5'-6" X 6' X 4" THICK CONCRETE LANDING PAD AT ALL EXTERIOR MANDOORS WITH MEDIUM BROOM FINISH.
 9. FUTURE MONUMENT SIGN WITH ELEC. CONDUITS.
 10. EMPLOYEE BREAK AREA, TENANT FURNISHED UNLESS NOTED OTHERWISE.
 11. TRASH ENCLOSURE.
 12. PUMP HOUSE.
 13. EXTERIOR CONCRETE STAIR.
 14. APPROXIMATE LOCATION OF ELEC. TRANSFORMER WITH BOLLARD PROTECTION AND LANDSCAPE SCREENING.
 15. RETAINING WALL.
 16. SHORT TERM - BICYCLE RACK 8% OF PARKING STALL.
 17. DESIGNATED SMOKING AREA - 25' AWAY FROM ANY ENTRY.

LEGEND

	STANDARD PARKING STALL 9' X 20'
	CLEAN AIR, VANPOOL / EV 9' X 20'
	ADA PARKING VAN 12' X 20' OR STANDARD 9' X 20' WITH 5' CLR AISLE
	PROPERTY LINE
	ACCESSIBLE PATH OF TRAVEL, MAX 5% SLOPE AND MAX 3% CROSS SLOPE WITH 48" MIN. CLEAR, UNLESS NOTED OTHERWISE
	LANDSCAPE, SEE LANDSCAPE DRAWINGS

Figure 3-3: Conceptual Site Plan
Locust Gateway Development Project



Not to scale

Table 3-2: Building Summary

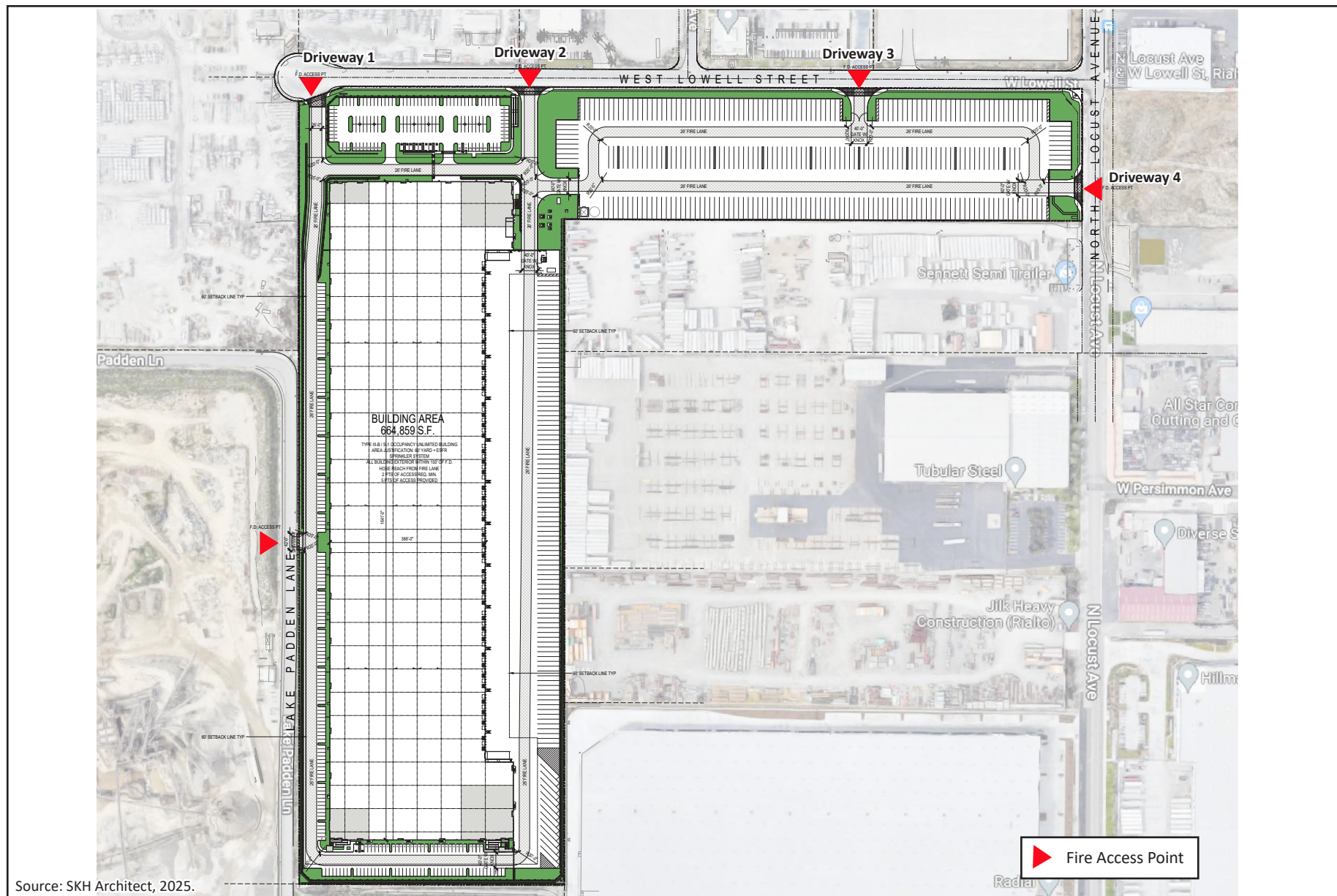
Warehouse (sf)	Office (sf)	Mezzanine Office (sf)	Total Building (sf)	Truck Trailer Parking Stalls	Automobile Parking Stalls		Loading Docks	
					Required ¹	Proposed	Required ²	Provided
657,146	4,112	3,601	664,859	398	365	365	9	82
1. Parking Space Requirements per Rialto Municipal Code Section 18.58.050J. One (1) space for every 10,000 sf of gross floor area up to 10,000 sf, plus 1 space for every 2,000 of floor area beyond 10,000 sf. 2. Loading Space Requirements per Rialto Municipal Code Table 18.58.030B. Six (6) loading spaces required for industrial uses 320,000 to 400,000 sf, one additional loading space each 100,000 sf or fraction thereof above 400,000 sf. sf = square feet Source: Rialto Municipal Code Section 18.58.								

The proposed Project is currently planned as a “speculative project.” Therefore, the future tenants of the building are not currently known. Without knowing the identity of a future tenant, the exact number of future employees or hours of operation cannot be determined. Therefore, this EIR and associated technical reports use approximate potential on-site employees, hours of operation, and vehicular traffic generation based on the proposed Project’s characteristics (i.e., square footage). This EIR and the associated technical reports have assumed uses and intensities that may be greater than what might actually be expected at buildout and operation, which provide a conservative estimation of impacts.

3.6.1 Access and Parking

Project Access

There is currently no vehicular access to the project site. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. Emergency vehicles would have access to the project site from all five of the proposed driveways as shown in **Figure 3-4: Conceptual Fire Access Plan**. All drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers for emergency vehicles and fire services. As shown in **Figure 3-5: Conceptual Truck Circulation Plan**, trucks access would be provided at Driveways 1, 2, and 3 on Lowell Street and Driveway 4 on Locust Avenue. Driveway 1, the westernmost driveway on Lowell Street, would be 40 feet wide and provide access to the western portion of the project site, which includes the employee parking lot. Driveway 2, the central driveway on Lowell Street, would be 40 feet wide and would be the main driveway access for trucks entering the project site. Driveway 3, the easternmost driveway on Lowell Street, would be a gated 40-foot-wide access point to the secured truck trailer storage parking lot in the northeastern portion of the site. Driveway 4, which is located on Locust Avenue, would be a gated 40-foot-wide access point and would provide additional access to the secured northeast truck trailer storage parking lot. In instances where there are schedule delays related to trailer drop off or pick up, trucks on the site can enter the trailer parking lot via an internal secured access to ensure that all truck parking would occur on the project site. All entry gates on the project site would be equipped with Knox Boxes for access by the City of Rialto Fire Department and Police Department for emergencies. The driveway shown on the site plan on Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access.



Source: SKH Architect, 2025.

Figure 3-4: Conceptual Fire Access Plan

Locust Gateway Development Project



Not to scale

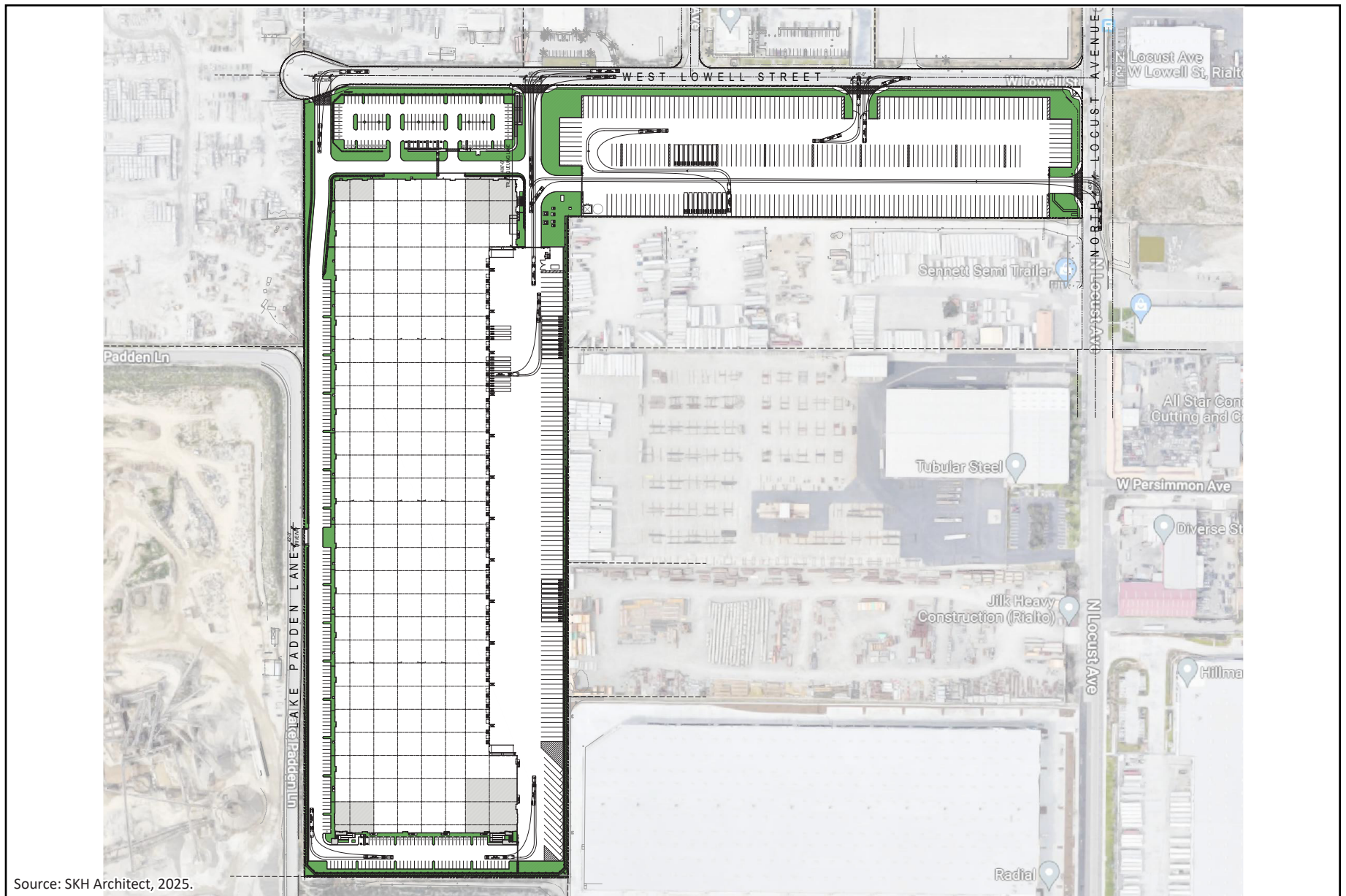


Figure 3-5: Conceptual Truck Circulation Plan
Locust Gateway Development Project



Not to scale

Project Parking

All passenger vehicle and truck trailer parking would be provided on the project site. The Project's parking is divided into three sections: employee/visitor parking, secured northeast truck trailer parking, and loading bay truck trailer parking. **Table 3-3: Automobile and Truck Trailer Parking Summary** identifies the vehicular parking requirements in the Rialto Municipal Code (Municipal Code) Section 18.58 that are applicable to the Project and what is proposed as a part of the Project.

Table 3-3: Automobile and Truck Trailer Parking Summary	
Parking Area	Required/Provided
Employee/Visitor Parking	
Warehouse (657,146 sf): First 10,000 sf: 1 space per 1,000 sf Above 10,000 sf: 1 space per 2,000 sf	334/334 automobile parking stalls
Office (7,713 sf): 1 space per 250 sf	31/31 automobile parking stalls
Total	365/365 automobile parking stalls
Truck Trailer Parking	
Secured Northeast Truck Trailer Parking	286 truck trailer parking stalls
Loading Bay Truck Trailer Parking	112 truck trailer parking stalls
Total	398 truck trailer parking stalls
sf = square feet Source: Rialto Municipal Code Section 18.58.050.	

Per Municipal Code Section 18.58, the Project would be required to provide 365 passenger vehicle parking spaces. As proposed, the Project would include 365 passenger vehicle parking spaces (282 standard stalls, 10 Americans with Disabilities Act (ADA) stalls, and 73 electric vehicle (EV) stalls) for employee and guest parking. Passenger vehicle parking stalls are proposed on the northwestern portion of the project site and along the south and west sides of the warehouse building, with pedestrian access around the perimeter of the parking lots. The secured northeast truck trailer parking lot is proposed along Lowell Street in the northeastern portion of the project site and would provide trailer storage. The loading bay truck trailer parking area would include dock door loading bays and additional truck trailer parking along the eastern elevation of the warehouse. This area would be gated and screened from public views from Lowell Street.

Non-Vehicular Transportation

There are no bikeways on Locust Avenue or Lowell Street. The General Plan identifies Class II Bikeways on Casa Grande Drive, Alder Avenue north of Casa Grande Drive, and Riverside Avenue. Bike racks would be provided in the southeast corner of the employee/visitor parking lot, near the pedestrian pathway leading to the warehouse building entrance. Pedestrian access would be facilitated through the construction of six-foot-wide sidewalks provided on Lowell Street and Locust Avenue along the project site frontage.

Omnitrans provides public transportation throughout San Bernardino County, including the City of Rialto. Bus stops in the vicinity of the project site are on Locust Avenue approximately 250 feet from the intersection of Locust Avenue at Lowell Street and on Casa Grande Drive approximately 200 feet west of Locust Avenue. There are bus stops further south on Bohnert Avenue at Locust Avenue and further to the north on Riverside Avenue at Locust Avenue. OmniTrans Route 22 operates between the Arrowhead Regional Medical Center in the City of Colton to and through the City of Rialto.

3.6.2 Building Design, Landscaping, and Lighting

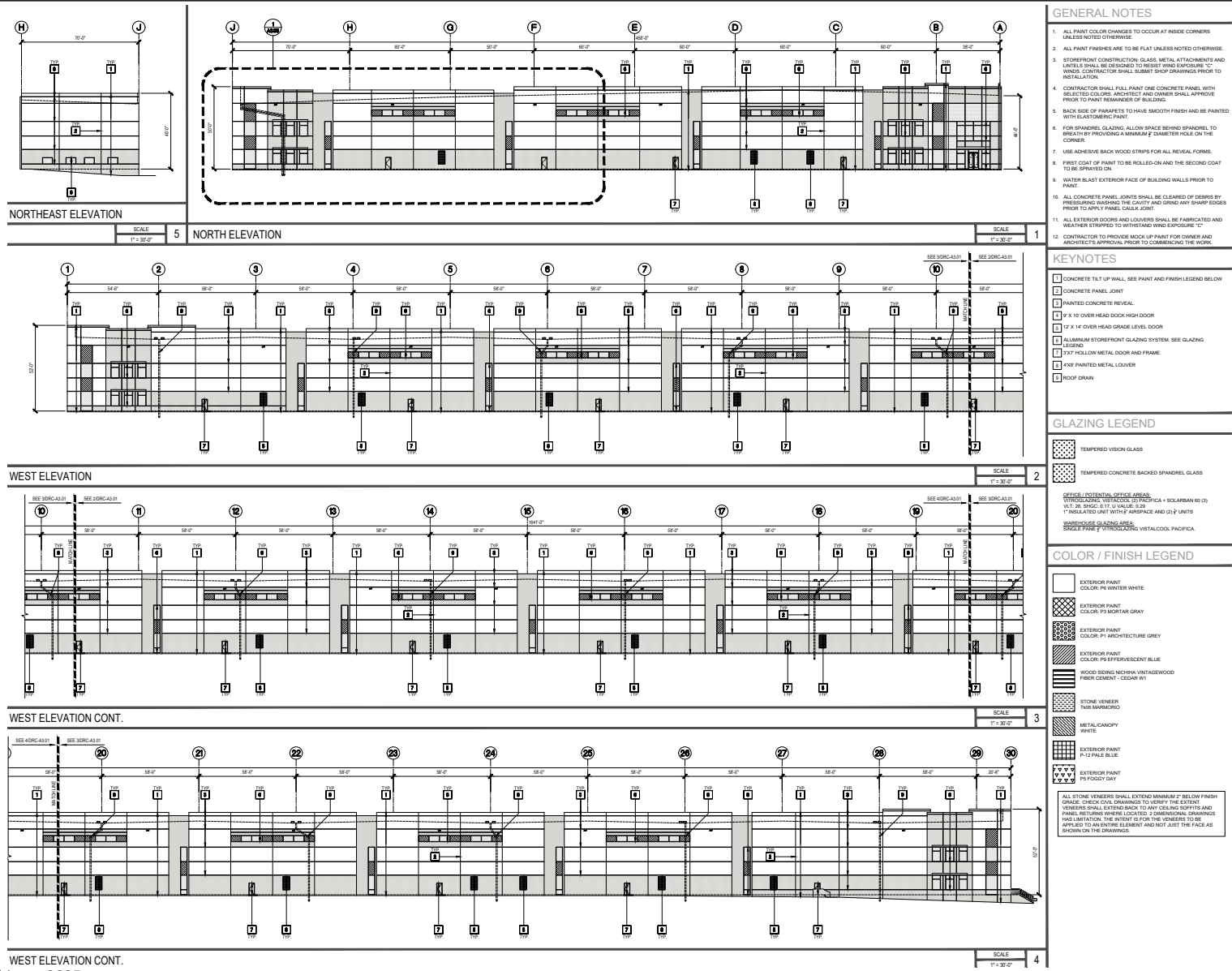
The conceptual design for the Project includes concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades. As shown in **Figure 3-6: Conceptual North and West Elevations**, **Figure 3-7: Conceptual South and East Elevations**, and **Figure 3-8: Conceptual Enlarged Elevations**, the exterior elevations would be white and grey with blue accents and blue window glazing. Rooftop mechanical equipment would be screened. To screen the truck docks and trailer parking from public views, a 14-foot-high decorative screen wall is proposed along the northern boundary of the project site facing Lowell Street, along the eastern boundary of the project site facing Locust Avenue, and along the northeastern portion of the project site's southern boundary facing the existing industrial uses to the south. Retaining walls and fencing would also be provided along the southern, eastern, and western property lines, see **Figure 3-9: Conceptual Fence and Wall Plan**.

The Project would be subject to compliance with the development standards in Municipal Code Sections 18.61.250 and 18.61.270, which include requirements for plants, landscape maintenance, and landscape buffers. The Rialto Airport Specific Plan landscape requirements are greater than the Municipal Code. Per the Rialto Airport Specific Plan, projects designated I-GM are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways.

Figure 3-10: Conceptual Landscape Plan depicts the proposed landscape plan. Per the Rialto Airport Specific Plan, projects designated I-GM are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways. The Project would provide 20-foot-wide landscape buffers along the project site frontage of Locust Avenue and Lowell Street. A smaller landscape buffer would be provided along the western project boundary, as Lake Padden Lane is not a public roadway. The Project would also provide landscaping near parking lot areas and driveway entries. As conceptually proposed, the landscape area would be approximately 3.7 acres (160,491 sf or 9.2%) of the site. A mix of accent trees including shademaster honey locust, bloodgood london plane tree, and coast live oaks are proposed along Lowell Street. Smaller understory landscaping including groundcover and accent shrubs would be layered beneath the trees and Locust Avenue. Landscaping along the public streets would screen truck trailer areas from the public right-of-way.

In addition, pursuant to Municipal Code Section 18.58.030, 75 trees would be planted throughout the parking areas. The landscaped areas would comply with the water efficient landscape requirements as set forth in Municipal Code Section 12.50.060, including the use of automatic irrigation systems and appropriate use and grouping of plants to foster long-term landscape water conservation.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Night lighting would be provided seven days a week. Outdoor lighting for the parking areas would be provided consistent with the requirements set forth in Municipal Code Section 18.61.140 - Lighting. All project site entries, exits, parking areas, loading areas, trash enclosures, outdoor areas, and pedestrian pathways would include dusk to dawn lighting for security purposes. Lighting levels would not exceed 1.0 candle/foot at the property line.

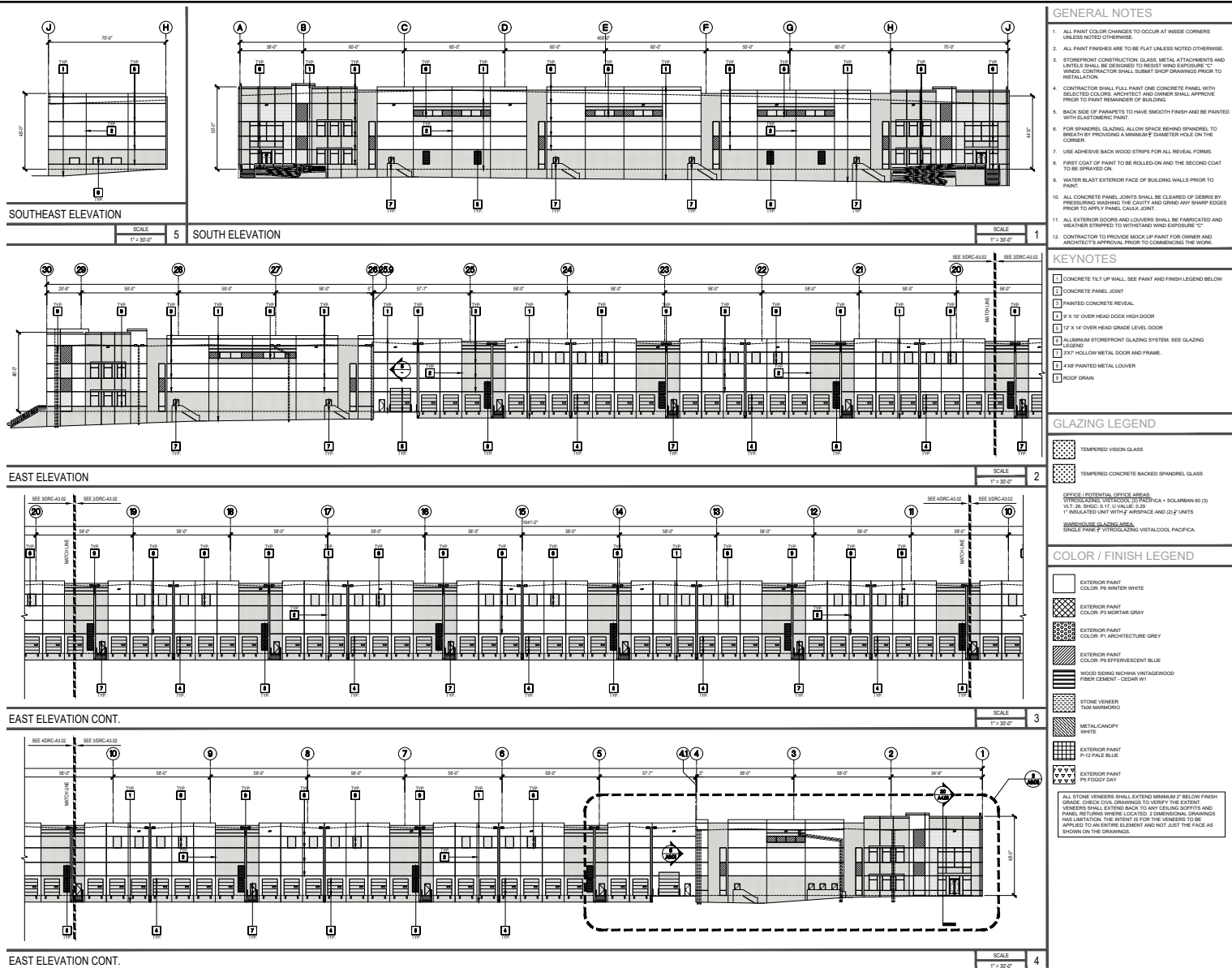


Source: SKH Architect, 2025.

Figure 3-6: Conceptual North and West Elevations

Locust Gateway Development Project

Not to scale



Source: SKH Architect, 2025.

Figure 3-7: Conceptual South and East Elevations

Locust Gateway Development Project

Not to scale



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

Source: SKH Architect, 2025.

Figure 3-8: Conceptual Enlarged Elevations

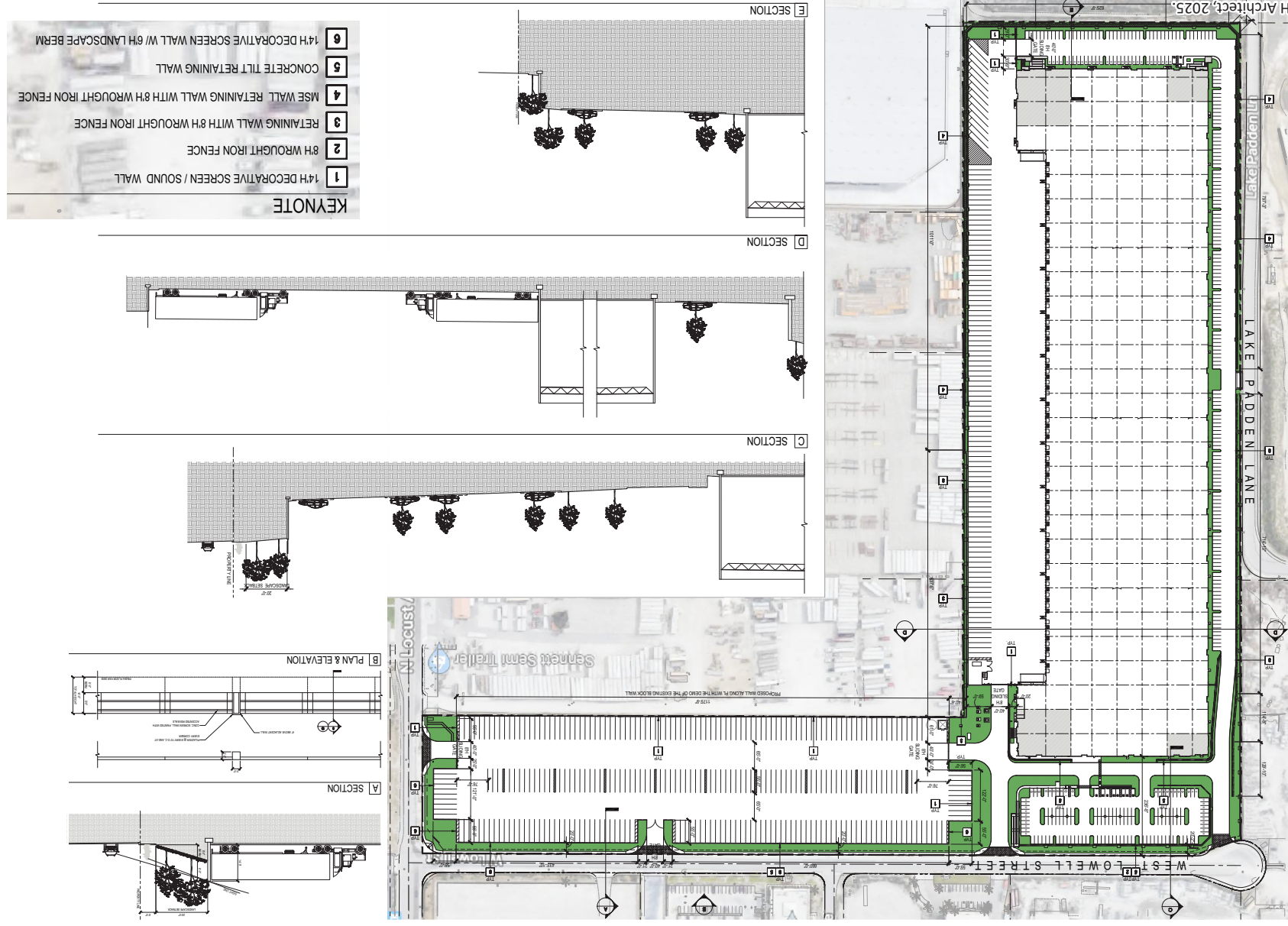
Locust Gateway Development Project

Not to scale

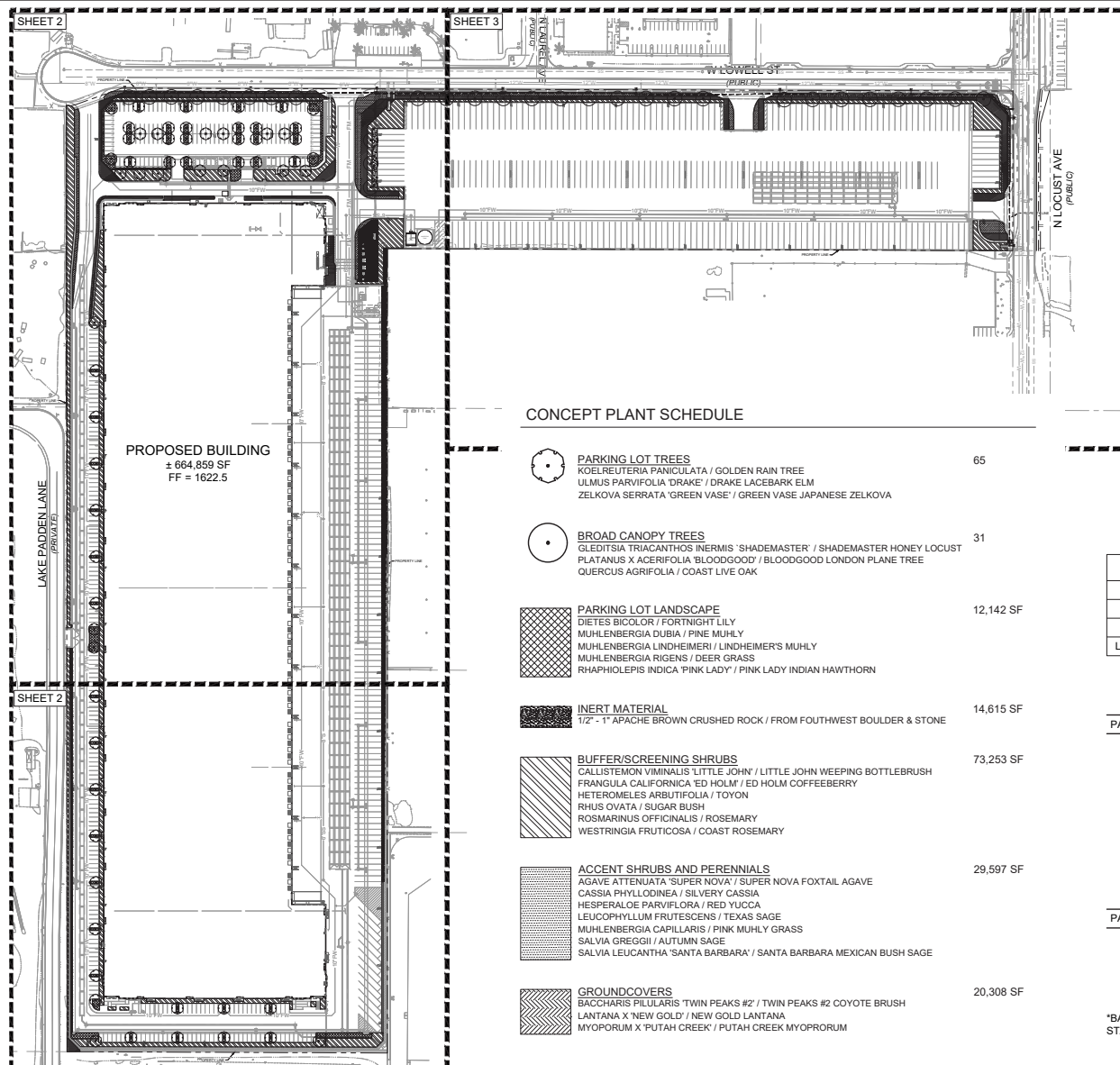
Figure 3-9: Conceptual Fence and Wall Plan

Locust Gateway Development Project

Source: SKH Architect, 2025.



Not to scale



LANDSCAPE AREA	
SITE AREA	1,737,752.88 SF
SITE ACREAGE	39.89 ACRES
LANDSCAPE AREA	160,491 SF
LANDSCAPE AREA PERCENTAGE	9.20%

PARKING LOT LANDSCAPE	
PARKING LOT LANDSCAPE REQUIREMENTS	
10% PARKING AREA TO BE LANDSCAPED	
PARKING AREA =	57,195 SF
PARKING LANDSCAPE AREA =	12,142 SF
PROVIDED LANDSCAPE AREA PERCENTAGE =	21.2%

PARKING LOT TREES	
PARKING LOT TREE REQUIREMENTS	
1 TREE PROPOSED FOR EVERY 5 PARKING SPACES	
366 PARKING SPACES / 5 PER TREE =	74 TREES
PROVIDED =	74 TREES
*BASED ON RIALTO OFFICE, COMMERCIAL AND INDUSTRIAL DESIGN STANDARDS CHAPTER 18.58.030	

Source: Kimley-Horn and Associates, Inc., 2025.

Figure 3-10: Conceptual Landscape Plan
Locust Gateway Development Project



Not to scale

3.6.3 Infrastructure and Off-Site Improvements

Roadway Improvements

Off-site improvements include street and sidewalk improvements to Lowell Street and Locust Avenue along the project site frontage and restriping. At the Locust Avenue and Lowell Street intersection, the eastbound approach on Lowell Street would be restriped with a dedicated left-turn lane and dedicated right turn lane; the northbound approach on Locust Avenue would be restriped with a northbound left-turn lane. Improvements to the west side of Locust Avenue along the project site frontage include a 6-foot-wide sidewalk, curb and gutter, and pavement replacement extending 14 feet onto the east side of the roadway. Improvements to the south side of Lowell Street include a 6-foot-wide sidewalk, curb and gutter, and full-width pavement replacement. There are no proposed roadway improvements associated with Lake Padden Lane.

Water Service

West Valley Water District would provide domestic water to the project site from an existing municipal water main that varies from 8 inches to 10 inches in Lowell Street. For the Project's proposed 12-inch water connection to the water main in Lowell Street, the Project would either connect to the existing municipal water main or replace a portion of the existing water main from a 10-inch to a 12-inch municipal water main connection. West Valley Water District would determine if the existing water line requires replacement during final engineering. Reconstruction or replacement of the water line would occur within the same location both horizontally and vertically in Lowell Street. For the Project's second proposed 12-inch water connection, the 12-inch water main in Locust Avenue would be used. The Project proposes water connections for domestic water, fire protection, and landscape irrigation.

Drainage and Water Quality Treatment

The developer would be responsible for drainage and water quality treatment before discharging into the City's existing storm drainage infrastructure located in Locust Avenue. The Project proposes a network of underground piping and conveyance to three on-site underground infiltration basins. The proposed basins would serve as both a water quality best management practice as well as an underground storage facility to detain and mitigate the peak flow rate during storm events. Catch basins located throughout the project site would capture storm flows and route flows toward underground storm basins for treatment and infiltration. The largest underground storage facility would be located underneath the truck trailer parking lot. Overflows would be routed from the underground basin to southeast corner of the project site, near Locust Avenue.

Wastewater Collection and Disposal

The City has an existing sanitary sewer mainline located in Lowell Street. The Project proposes a sewer service connection to the existing sanitary sewer mainline. The Project would extend a point of connection from the existing sewer main in Lowell Street.

Dry Utilities and Services

Along the project site frontage on Lowell Street, there are existing utilities that contain electrical power, communications, and cable television lines. There is an existing underground transformer along Lowell Street. Any future dry utilities would be located underground. The Project also proposes, in coordination with Southern California Edison (SCE), to underground the existing overhead utilities located along the project site frontage on the west side of Locust Avenue.

3.7 CONSTRUCTION PHASING

For the purpose of this CEQA analysis, Project construction is expected to commence in 2025 with a construction duration of approximately 15 months and would be completed in one phase. Approximately 270,000 cubic yards (cy) of cut and 300,000 cy of fill are anticipated for a net fill (imported soil) of 30,000 cy.

3.8 REQUIRED PERMITS AND APPROVALS

Pursuant to CEQA Guidelines Section 15121, an EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant environmental effects of a project. Prior to taking action on the proposed Project, the City must consider the information in this EIR and certify the Final EIR. This EIR is intended to provide decision-makers of the City, other public agencies, and members of the public with the relevant environmental information needed in considering the Project.

Anticipated project-related discretionary and ministerial approvals, and permits include, but are not limited to the following, to implement the Project addressed in this EIR:

- **Certification of the Locust Gateway Project Final Environmental Impact Report (Environmental Assessment Review No. 2023-0051):** Environmental review under the California Environmental Quality Act is required for the proposed Project.
- **Precise Plan of Design (PPD) (PPD 2023-0041):** Site development of one 664,859-sf warehouse building and associated improvements including loading area, truck parking, paving, screening, landscaping, lighting, stormwater retention on a single parcel (0239-19-223) of approximately 40 acres.
- **Conditional Development Permit (CDP 2023-0032):** Conditional Development Permit for the development of a warehouse, which is a conditionally permitted use in industrial zones within the City of Rialto.
- **Tentative Parcel Map (TPM) (TPM 2023-0006):** To create one parcel and one lettered lot, and to depict the required City right-of-way dedication for Lowell Street, vacations, and easements. The proposed parcel reconfiguration is shown on **Figure 3-11: Tentative Parcel Map**.
- **Development Agreement (DA) (DA 2024-0002)**

In addition to the approvals identified above, the Project may be subject to other discretionary and ministerial permits and approvals that may be necessary, including, but not limited to, site development permits, grading permits, sign permits, and building permits.

3.9 RESPONSIBLE AND TRUSTEE AGENCIES

- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit.
- **California Department of Fish and Wildlife.** Issuance of an Incidental Take Permit for the Crotch's bumble bee.

3.10 REFERENCES

City of Rialto. (Sept 2023). *City of Rialto General Plan Managing Our Land Supply Element*. Retrieved from <https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=>. Accessed Aug 19, 2024.

City of Rialto. (2013). *Official Zoning Map*. Retrieved from <https://www.rialtoca.gov/DocumentCenter/View/1513/Zoning-Map> ---July-2013. Accessed Aug 19, 2024.

City of Rialto. (1997). *Rialto Airport Specific Plan Land Use Map*. Retrieved from <https://www.rialtoca.gov/DocumentCenter/View/568/Rialto-Airport-Specific-Plan--Zoning-Map-PDF>. Accessed Aug 19, 2024.

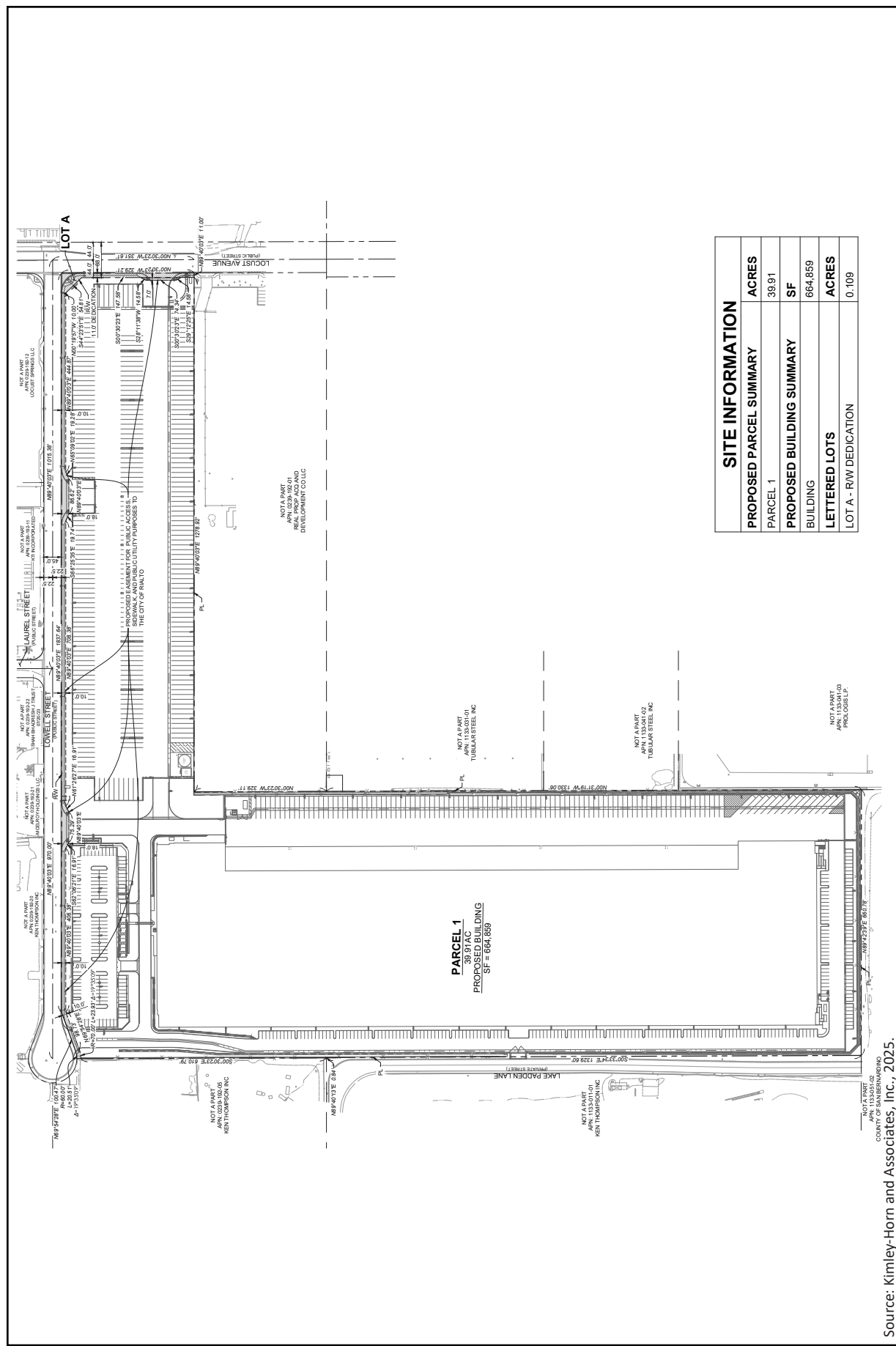


Figure 3-11: Tentative Parcel Map
Locust Gateway Development Project

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 INTRODUCTION

Sections 4.1 through 4.17 of this EIR provide an impact analysis for those environmental impact categories where it was determined that the proposed Project could result in “potentially significant impacts.” Each topical EIR section includes the following information: summary of applicable federal, State, and local regulations; description of the existing environmental setting; identification of thresholds of significance; analysis of potential Project effects; identification of mitigation to reduce the identified significant impacts; and identification of the level of significance of impacts after mitigation, including any unavoidable significant adverse impacts. The impact analysis is formatted to analyze the potential Project impacts related to each identified threshold of significance set forth in Sections 4.1 through 4.17.

4.0.2 ENVIRONMENTAL ASSESSMENT METHODOLOGY

This section discusses the potential environmental impacts that would result with implementation of the proposed Project. The following environmental topics are evaluated in Sections 4.1 through 4.17 of this EIR:

- Section 4.1: Aesthetics
- Section 4.2: Air Quality
- Section 4.3: Biological Resources
- Section 4.4: Cultural Resources
- Section 4.5: Energy
- Section 4.6: Geology and Soils
- Section 4.7: Greenhouse Gas Emissions
- Section 4.8: Hazards and Hazardous Materials
- Section 4.9: Hydrology and Water Quality
- Section 4.10: Land Use and Planning
- Section 4.11: Mineral Resources
- Section 4.12: Noise
- Section 4.13: Population and Housing
- Section 4.14: Public Services
- Section 4.15: Transportation
- Section 4.16: Tribal Cultural Resources
- Section 4.17: Utilities and Service Systems

Pursuant to CEQA Guidelines Section 15128, “An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” The City determined that the proposed Project would have no impact on the following CEQA environmental topics: Agriculture and Forestry Resources, Recreation, and Wildfires. As such, these topics are not addressed in the EIR.

4.0.3 ENVIRONMENTAL SETTING

This environmental setting provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the Project and describes the existing physical environmental conditions on the project site and in the surrounding area, as relevant. The existing conditions are the on-site physical environmental conditions at the time of publication of the Notice of Preparation (NOP), pursuant to CEQA Guidelines Section 15125(a)(1). For purposes of this analysis, the environmental setting constitutes the baseline physical conditions by which the City of Rialto, as Lead Agency, determines whether an impact is significant.

4.0.4 ENVIRONMENTAL ANALYSIS

As described in **Section 2: Introduction**, this EIR has been prepared as a Project EIR in accordance with Section 15161 of the CEQA Guidelines. This Project EIR is intended to serve as the primary environmental document for all future discretionary actions associated with implementation of the proposed Project. The analysis contained within this Project EIR provides environmental information to responsible agencies, trustee agencies, and other public agencies which may be required to grant approvals and permits or coordinate with the City of Rialto as part of the Project's implementation.

4.4.1 Thresholds of Significance

As set forth in the CEQA Guidelines Section 15064(b)(2), thresholds of significance assist a lead agency in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that a project's impacts are less than significant. The significance determinations are based on a number of factors as explained in each impact section. These thresholds are derived from Appendix G of the CEQA Guidelines, 2010 Rialto General Plan policies, ordinances, generally accepted professional standards, and quantified thresholds established by the City of Rialto or other agencies (such as pollutant emission thresholds adopted by the South Coast Air Quality Management District).

4.4.2 Environmental Impacts and Mitigation Measures

This subsection describes changes that could potentially result to the existing physical environment should the proposed Project be implemented. In evaluating the significance of the environmental effect of a project, the lead agency will consider direct physical changes in the environment which may be caused by a project and reasonably foreseeable indirect physical changes in the environment which may be caused by a project (CEQA Guidelines § 15064(d)). A significant impact on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself is not considered a significant impact on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The following is an explanation of the significance determinations used in this EIR:

- **No Impact:** This term is used when the Project would have no adverse effect on an environmental resource. Due to the nature of the Project or location of the project site, the proposed Project would not have any measurable impact on the environment. For example, underground facilities do not have the potential for long-term visual impacts.
- **Less Than Significant:** An impact that is adverse but that does not exceed the defined thresholds of significance. Although an impact may occur, it will not be at a significant level based on applicable standards and thresholds. For example, construction-related air emissions that fall below the standards are less than significant and do not require mitigation.
- **Less Than Significant With Mitigation:** An impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Standard Conditions and Requirements, and Mitigation Measures are recommended to prevent the impact, eliminate the impact, or reduce it to a level that is considered less than significant. For example,

potentially significant impacts to unknown resources can be mitigated to less than significant with monitoring during ground disturbing construction activities.

- **Significant and Unavoidable:** This determination is made for a potentially significant impact where there is no feasible mitigation available or the recommended mitigation measures are not sufficient enough to reduce the impact to a less than significant level. For example, all feasible mitigation would be required but the significance criteria would still be exceeded or the lead agency does not have the authority to mandate the implementation of the measure. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If a project's benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (CEQA Guidelines § 15093(a)).

4.4.3 Mitigation

Pursuant to CEQA Guidelines Sections 15002, 15021, and 15126.4, mitigation measures are required (as feasible) when significant impacts are identified. If a mitigation measure itself would cause a significant impact, in addition to the impact caused by a project, that impact is also discussed, although at a lesser level of detail than a project impact (pursuant to CEQA Guidelines § 15126.4 (a)(1)(D)). "Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments" (pursuant to CEQA Guidelines § 15126.4(a)(2)), and "mitigation measures must be consistent with all applicable constitutional requirements" (pursuant to CEQA Guidelines § 15126.4(a)(4)).

4.0.5 CUMULATIVE IMPACTS

4.5.1 CEQA Requirements

Under the CEQA Guidelines, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines § 15130(a)(1)). Therefore, an EIR must discuss cumulative impacts if the incremental effect of a project, combined with the effects of other projects is "cumulatively considerable" (CEQA Guidelines § 15130(a)). Such incremental effects are to be "viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines § 15064(h)(1)). Together, these projects compose the cumulative scenario which forms the basis of the cumulative impact analysis.

Cumulative impact analysis should highlight actions that are closely related either in time or location to the project being considered. Both the severity of impacts and the likelihood of their occurrence are to be reflected in the discussion, "...but the discussion need not provide as great a level of detail as is provided for the effects attributable to the project alone. The discussion of cumulative impacts shall be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact" (CEQA Guidelines § 15130(b)).

The cumulative analysis must be in sufficient detail to be useful in deciding whether, or how, to alter the Project to lessen cumulative impacts.

There are two commonly used approaches for establishing the cumulative impact setting or scenario. One approach is to use a “list of past, present, and probable future projects producing related or cumulative impacts” (CEQA Guidelines § 15130(b)(1)(A)). The other is to use a “summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect” (CEQA Guidelines § 15130(b)(1)(B)). This Draft EIR uses the summary approach of projections based on the buildout assumptions contained in the 2010 General Plan Update and Related Zoning Ordinance Amendments EIR (SCH No. 2008071100).

4.5.2 Cumulative Impact Analysis Methodology

The area within which a cumulative effect can occur varies by resource. For example, air quality impacts generally affect a large area (such as the regional Air Basin), while traffic impacts are typically more localized. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect effects of the proposed Project. For this reason, the geographic scope for the analysis of cumulative impacts is identified for each resource area in the respective environmental topical sections of this EIR.

4.1 AESTHETICS

4.1.1 Introduction

This section of the EIR identifies and analyzes the scenic vistas, visual resources, and aesthetic qualities present on and near the project site while assessing the potential impact the proposed Project could have on those resources. The pre-development conditions of the project site and surrounding area were used as the baseline to compare potential impacts associated with the Project. Applicable regulations provide further context regarding the area's visual character.

4.1.2 Visual Resource Terminology and Concepts

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concerns, or expectations for that landscape and its scenic quality. Because each person's attachment to and value for a landscape is unique, visual changes to that landscape affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) are expected to have a high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at industrial sites generally have a lower concern for scenic quality or changes to existing landscape character. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape is also affected by the travel speed at which a person is viewing the landscape (e.g., high speeds on a highway, low speeds on a hiking trail, or stationary at a residence). Visual resources, as they relate to tribal cultural resources, include tribal cultural landscapes that may be defined temporally (with regard to time) or geographically (such as by natural features such as a stream, boulder, or outcrop) and through oral traditions and cultural practices. For more information on tribal cultural resources, see **Section 4.16: Tribal Cultural Resources**, of this EIR.

The same project feature can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to an object in the landscape, greater detail is visible, and there is a greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in the discussion below to describe and assess the aesthetic setting and potential Project impacts.

Scenic Vista. As described in the General Plan, scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies.¹ Scenic vistas are often designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, State, or local agency.

¹ City of Rialto, *General Plan*, page 39, 2010.

Scenic Resources. Typical examples of natural scenic resources include rock outcroppings, trees, and prominent ridgelines, but scenic resources can occur naturally or be man-made, such as historic or architecturally distinctive buildings.

Scenic Highway. Refers to any highway designated as a scenic highway by an agency of the city, county, or State.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

Viewshed. A project's viewshed is the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view a project site.

Visual Character. Visual character typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

Light and Glare. Sources of artificial light that operate during evening and nighttime hours may include streetlights, illuminated signage, vehicle headlights, and other point sources. Uses, such as residences and hotels, are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who can be disturbed by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Activities, such as driving, and land uses, such as parks and residences, are considered glare sensitive as the presence of glare could interfere with vision and/or result in an irritant to these activities/uses.

4.1.3 Regulatory Setting

State Regulations

California Scenic Highway Program

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how

much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor.

California Building Standards Code

The 2022 California Building Code (CBC), Title 24 of the California Code of Regulations (CCR), is administered by the California Building Standards Commission. The CBC, as amended and adopted by each local jurisdiction, regulates the design of all new buildings within the State of California. Part 6 of Title 24 contains standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. The 2022 CBC went into effect on January 1, 2023.

Regional and Local Regulations

Rialto General Plan

General Plan Chapter 2, *Managing Our Land Supply*, provides guidance to promote the City's goals for current and future development related to Land Use, Community Design, Open Space and Conservation. The following list includes relevant General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-15	Protect scenic vistas and scenic resources.
Policy 2-15.1	Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.
Policy 2-15.2	Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.
Policy 2-15.3	Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.
Goal 2-17	Improve the architectural and design quality of development in Rialto.
Policy 2-17.1	Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.
Policy 2-17.5	Require developers to vary building and parking setbacks along the streetscape to create visual interest.
Policy 2-17.6	Require architectural treatments on all façades facing rights-of-way, public streets, and alleys, including windows, doors, architectural details, and landscape treatment.
Goal 2-23	Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.
Policy 2-23.2	Encourage architecture that disaggregates massive buildings into smaller parts with greater human scale.
Policy 2-23.8	Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.
Goal 2-24	Minimize the visual impact of parking lots.

Policy 2-24.1 Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.

Policy 2-24.2 Encourage the inclusion of textured paving along pedestrian walkways and under building canopies.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010.

Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. Although the Rialto Airport Specific Plan does not contain specific policies related to aesthetics, its Development and Design Guidelines identify standards for site design elements that aim to enhance the visual quality of the Rialto Airport Specific Plan area's streetscapes and consistency in signage, lighting, and design. For projects within the Rialto Airport Specific Plan area, the policies and standards in the Rialto Airport Specific Plan take precedence over Rialto Municipal Code (Municipal Code) Title 18 - Zoning. The project site is zoned General Manufacturing (I-GM) in the Rialto Airport Specific Plan.

City of Rialto Municipal Code

Rialto Municipal Code Title 18: Zoning. Title 18 of the Municipal Code functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. The purpose of Title 18 is also to promote the consistent aesthetic character of the City and balance that character with continued development. Title 18 also contains provisions to manage light and glare levels in the City. In coordination with the General Plan and the Specific Plan, Title 18 presents the following guidelines to promote appropriate land use and City design:

- lessen congestion in the streets;
- secure safety from fire, panic, and other dangers;
- promote health and the general welfare;
- provide adequate light and air; to prevent the overcrowding of land;
- avoid undue concentration of population; and
- facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

Rialto Municipal Code Section 18.61.140: Lighting. This section of the Municipal Code regulates lighting as part of the overall site and building design and requires all exterior lighting to be designed to avoid spillover glare beyond the site boundaries.

4.1.4 Existing Conditions

The City of Rialto is largely urbanized and bordered by other developed areas; the setting surrounding the project site is comprised of primarily industrial uses, with an adjacent vacant parcel east of Locust Avenue, and residential land uses approximately 700 feet east of Locust Avenue. The approximately 40-acre project site is primarily vacant with remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site. The majority of the site is covered with non-native grassland. On-site elevations range from approximately 1,612 to 1,649 feet above mean sea level and generally slopes from northwest to southeast on an approximately 2 to 9 percent grade. There are no sidewalks or pedestrian facilities along the project site frontage.

Scenic Vistas

The General Plan identifies the San Gabriel and San Bernardino Mountains as scenic vistas, views of which are visible from certain parts of the City. The San Gabriel Mountains are approximately 3.5 miles northwest of the project site and the San Bernardino Mountains are approximately 8 miles east of the project site. The San Gabriel Mountains and San Bernardino Mountains are both visible from the project site in the distance. The Initial Study for the Rialto Airport Specific Plan EIR noted that there were no scenic vistas or scenic highways within the Specific Plan area.

Scenic Resources

The General Plan identifies examples of scenic resources including rock outcroppings, trees, and prominent ridgelines as well as architecturally distinctive or historic buildings. The General Plan identifies Box Spring Mountains, La Loma and Jurupa Hills, Lytle Creek, and the Santa Ana River as scenic resources. Lytle Creek is approximately 1.4 miles northeast of the project site and the Santa Ana River is approximately 8 miles southeast of the project site. Neither resource is visible from the project site given the relatively flat topography. Box Spring Mountains are approximately 14 miles southeast of the project site and views of these mountains are obscured by intervening development. The La Loma Hills are approximately 9 miles southeast of the project site and the Jurupa Hills are approximately 8 miles southwest of the project site. Distant partially obscured views are provided from the project site due to intervening development. While the project site is primarily vacant, it has been heavily disturbed from past use, and no natural scenic resources such as rock outcroppings are present on, or immediately near, the project site.

Scenic Corridors

The project site is not located along a State Scenic Highway. The nearest officially designated State Scenic Highway segment is State Route 38 (Rim of the World Scenic Byway), located approximately 33 miles east of the project site.² The designated scenic and eligible State Scenic Highway segments are not visible from the project site, and the project site is not visible from the designated scenic and eligible State Scenic Highway segments.

Light and Glare

Light and glare in the project site area are typical of that found in urban environments. Sources of light and potential glare in the area include adjacent industrial uses as well as lighting along Locust Avenue and Lowell Street. Stationary source lighting in the area is generated from building interiors and exterior

² California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Retrieved from: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed October 9, 2024.

sources (e.g., building illumination, security lighting, parking lot lighting, and landscape lighting) associated with industrial uses adjacent to the project site. The area is also influenced by light and glare from vehicle headlights, streetlights, and other sources that are present throughout the City. The project site is currently vacant and undeveloped and does not contain any lighting or sources of potential glare.

4.1.5 Methodology

The analysis of visual quality of the proposed Project is based on the land use plan and conceptual landscape plan, as described in **Section 3.0: Project Description**. The assessment of aesthetic/visual changes is based on field reconnaissance; the evaluation of the Rialto Airport Specific Plan Design Guidelines (Chapter IV), and other regulatory requirements; and the evaluation of the proposed site development in comparison to existing conditions. Aesthetics may be defined as visual qualities within a given field of view and may include such considerations as size, shape, color, contextual and general composition, and the relationships between these elements; the potential aesthetic impacts of a project can be evaluated by considering such factors as scale and mass, landscaping, and setbacks.

The Project is evaluated against the significance criteria/thresholds below, as the basis for determining the impact's level of significance concerning aesthetics. In addition to the design characteristics of future development, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

This analysis of impacts on aesthetic resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects-based significance criteria/threshold's application. For each criterion, the analyses address both temporary (construction) and operational impacts, as applicable. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

4.1.6 Thresholds of Significance

The following significance criteria for aesthetic impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, the project has a significant environmental impact if it would conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required:

- Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

The project site is not adjacent to, nor can it be viewed from a designated State scenic highway. The nearest officially designated scenic highway is State Route 38 (Rim of the World Scenic Byway), located approximately 33 miles east of the project site.³

4.1.7 Project Impacts and Mitigation

Threshold 4.1-1: Would the Project have a substantial effect on a scenic vista?

Level of Significance: Less than Significant Impact

The project site is located on vacant land with a General Plan land use designation of General Industrial and zoning of Rialto Airport Specific Plan. The project site has a Rialto Airport Specific Plan Designation of General Manufacturing (I-GM). The project site is located adjacent to properties with I-GM and Planned Industrial Development (I-PID) designations and are developed with industrial, warehouse, and office uses. The project site is not located within an area designated by the City as a scenic vista. The Initial Study for the Rialto Airport Specific Plan EIR noted that there were no scenic vistas or scenic highways within the Specific Plan area.

Scenic vistas can be defined as views or vistas generally panoramic in nature and identified as viewpoints or vistas (e.g., formal turn-outs along roadways) or as identified in planning documents. A substantial adverse effect on a scenic vista or view would occur where the majority of an existing public view would be blocked or substantially interrupted.

As previously identified, from the project site, there are distant views of scenic vistas and resources designated by the City, including the San Gabriel and San Bernardino Mountains, as well as the La Loma Hills, Jurupa Hills, and Box Spring Mountains. However, views of these resources from the project site are already limited and obstructed due to intervening development including warehouses, office, and industrial uses. Views of these resources from the area surrounding the project site are already limited and interrupted. Therefore, project development would not substantially alter existing views of scenic resources from the project site.

General Plan Policy 2-15.1 and Policy 2-15.2 encourage the protection of scenic resources and views of the San Gabriel and San Bernardino Mountains, and the La Loma Hills, Jurupa Hills, and Box Spring Mountains by limiting building heights. The proposed Project would have a maximum building height of 55 feet from finished grade. This is below the 75-foot maximum height allowed within the I-GM designation. The Applicant also proposes a setback of approximately 237 feet from the existing property line along Lowell Street to the warehouse, which is substantially more than the required minimum 25-foot setback from the front property line as identified in Table 9 of the Rialto Airport Specific Plan. In compliance with the Rialto General Plan and the Rialto Airport Specific Plan, the Project would minimize the potential for implementation to substantially block views by proposing a larger front setback and lower building height. Additionally, as described above, existing public views of scenic vistas and resources from the project site are distant and partially obstructed. Therefore, upon compliance with the City's

³ California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Retrieved from: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed October 9, 2024.

design standards and compared to existing conditions, the Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant and no mitigation is required.

Threshold 4.1-2:	Would the Project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). In an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality? Level of Significance: Less than Significant Impact

The Project would be constructed in a predominately urban area of the City which is planned for development as set forth in the General Plan and the Rialto Airport Specific Plan. The project site has a Specific Plan land use designation of I-GM. Therefore, this discussion evaluates whether the Project would conflict with applicable zoning, land use designations, and other regulations governing scenic quality.

The Project would be subject to the development regulations in Section V of the Rialto Airport Specific Plan, which serve as the controlling mechanism for development within the Specific Plan. Per the Rialto Airport Specific Plan, projects designated I-GM are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways. **Figure 3-10: Conceptual Landscape Plan** depicts the proposed landscape plan (see **Section 3.0: Project Description**). The Project would provide 20-foot-wide landscape buffers along the project site frontage of Locust Avenue and Lowell Street. A smaller landscape buffer would be provided along the western project boundary along Lake Padden Lane, which is not a public roadway. The Project would also provide landscaping in parking lot areas and near the driveway entries. The Project would also be subject to compliance with the development standards in Municipal Code Sections 18.61.250 and 18.61.270, which include requirements for plants, landscape maintenance, and landscape buffers. The Rialto Airport Specific Plan landscape requirements are greater than the Municipal Code requirements.

Table 4.1-1: Development Standards Consistency Summary identifies the development regulations applicable to the Project and identifies the Project's consistency with development on sites zoned I-GM.

Table 4.1-1: Development Standards Consistency Summary		
Development Standard	I-GM Zone¹	Proposed Project
Maximum Height	35-75 feet	55 feet
Floor Area Ratio	1.0 ²	0.38
Front Setbacks	25 feet	236.67 feet
Side Setbacks	0 to 15 feet	25.75 feet on the east ³ 197 feet on the east ⁴ 76 feet on the west
Rear Setbacks	0 to 15 feet	110.33 feet
1. Standards are from the Rialto Airport Specific Plan unless otherwise noted. 2. Per Rialto General Plan, page 2-10. 3. Setback is the distance from the parcel boundary to the secured truck trailer parking lot. 4. Setback is the distance from parcel boundary to the warehouse dock doors.		

Section 6.2.5 of the Rialto Airport Specific Plan identifies design guidelines for development on sites proposed for industrial uses, including those with the I-GM designation. Guidelines applicable to the Project are as follows:

- The architectural design shall be compatible throughout the buildings on a parcel with no mixing of strong architectural styles.
- Single structures and satellite buildings within a complex should be made compatible through the use of common colors, building materials, lighting, sign treatment and landscape architecture.
- Ancillary structures, such as trash and outdoor storage facilities, should be enclosed or screened from view, and should be architecturally integrated with the development which they serve.
- Buildings should be designed in a manner which is harmonious with surrounding neighborhoods.
- Building masses, height, and bulk should be comparable to that of nearby surrounding uses and shall be in conformance with applicable height restrictions associated with the Airport.
- Metal buildings are allowed, provided that they are architecturally compatible with the surrounding land use and architecture, and are treated in such a manner that they do not appear to be metal.

The proposed Project is consistent with this guidance. The exterior elevations would be white and grey with blue accents and blue window glazing providing consistency within the project site. Please see **Figure 3-8: Conceptual Enlarged Elevations** in **Section 3.0: Project Description**. With respect to compatibility with surrounding land uses, the project site is in an area of the City comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences approximately 700 feet east of Locust Avenue (a designated truck route) and the Mid-Valley Landfill to the west. Adjacent to the project site, east of Locust Avenue is an undeveloped parcel, and adjacent to the project site west of Lake Padden Lane is Robertson's Ready Mix. The Project would have a maximum building height of up to 55 feet from finished grade; the Airport Specific Plan allows for up to 75 feet in height. Structures proximate to the project site are one- and two-story office, industrial, and manufacturing uses.

To screen the truck docks and trailer parking from public views, the Project would include a 14-foot-high decorative screen wall along the northern boundary of the project site facing Lowell Street; along the eastern boundary of the project site facing Locust Avenue; and along the northeastern portion of the project site's southern boundary facing the existing industrial uses to the south. As mentioned above, a 20-foot-wide landscape buffer would be provided along the project site frontage of Locust Avenue and Lowell Street, which would also screen views from the public rights-of-way. Additional information regarding site design, necessary permits, and land use regulations are provided in **Section 3.0: Project Description** and **Section 4.10: Land Use and Planning**, of this EIR.

As part of the City's Precise Plan of Design review process outlined in Section 7.3 of the Rialto Airport Specific Plan, the Project would be reviewed and only approved by the City after finding that the proposed development, including the uses and the physical design of the development is consistent with the Specific Plan. Although the Rialto Airport Specific Plan does not identify specific regulations governing scenic quality, the City's review process would ensure the physical design of the Project is consistent and compatible with the site and surrounding area. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality and changes associated with Project implementation would be less than significant and no mitigation is required.

Threshold 4.1-3	Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? Level of Significance: Less than Significant Impact

Light pollution, also known as “sky glow,” is an adverse effect of man-made light. It is often used to denote urban sky glow (brightening of the night sky due to man-made lighting) but also includes glare (intense and blinding light) and light trespass (light falling where it is not wanted or needed; spill light). In many cases, sky glow is visible from great distances, particularly in evenings when there is moisture in the air. Minute water droplets in the evening air reflect and scatter light into the atmosphere.

Glare is created by the reflection of sunlight and electric lights from windows and building surfaces. Daytime glare is generally caused by the reflection of sunlight from highly reflective surfaces at or above eye level. Reflective surfaces are typically associated with buildings constructed with broad expanses of highly polished surfaces or broad, light-colored areas of paving. Daytime glare is usually present during early morning and late afternoon hours when the sun is at a low angle and the potential exists for intense reflected light to interfere with vision and driving conditions. Daytime glare may also hinder outdoor activities performed within surrounding land uses. Nighttime glare includes direct, intense, focused light, along with reflected light. Glare generated by direct light typically comes from mobile sources (e.g., automobiles). Glare is also less frequently caused by intense stationary sources, such as floodlights or cargo crane lights. As with daytime sun glare, intense nighttime light may cause undesirable interference with driving or other activities.

The project site is in an urban area of the City with existing light sources including nighttime lighting associated with adjacent industrial businesses including parking lot and security lighting, street lighting on Locust Avenue and Lowell Street, and vehicle headlights traveling at night on roadways. The nearest light-sensitive receptor to the project site is a single-family residential neighborhood located approximately 700 feet east of Locust Avenue.

Construction activities associated with the pouring of concrete for the warehouse foundation may occur during early and/or nighttime hours, necessitating safety and security lighting. This would include the use of lighting fixtures typical of construction sites such as light towers, night lights, and balloon lights. In general, lighting exposure from construction activities would be associated with the use of artificial light during the evening and nighttime hours from construction equipment, lighting fixtures, and security lighting, as well as car/truck headlights. Although the use of lighting for construction activities would create new sources of nighttime lighting, the duration would be expected to occur over a limited number of days, likely ten days or less. Because of the short duration of construction activities requiring the use of additional lighting and because there are no immediately adjacent land uses to the project site, impacts are considered less than significant.

With respect to light and glare, the Project would introduce additional sources of lighting to illuminate the outside of the warehouse building, building entrance areas, signage, and the parking areas. Project lighting would be consistent with existing sources of nighttime lighting in the area associated with the existing industrial and office uses bordering and near the project site, as well as street lighting along Locust Avenue and Lowell Street.

The Project would be required to comply with CCR Title 24 standards which would require all glass used in the building design to have minimal reflectivity to reduce glare to surrounding neighbors. Buildings with large facades constructed of reflective surfaces (e.g., brightly colored building facades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The Project’s proposed design does not include such surfaces or components.

Project lighting would also be designed in accordance with the Municipal Code and would comply with all applicable development standards in Rialto Airport Specific Plan Section 6.2.5, Design Guidelines Industrial (I-AR, I-PID, and I-GM). For instance, new sources of lighting would be oriented to avoid impacts on surrounding properties, freestanding lights would not exceed 25 feet in height, and no light spillage would occur beyond property lines. Additionally, General Plan Policy 2-15.3 requires the use of building materials that do not produce glare, such as polished metals or reflective windows. The Project would comply with General Plan Policy 2-15.3 as well as the development lighting guidelines identified in Section 6.2 of the Rialto Airport Specific Plan Design Guidelines and therefore would preclude significant impacts from the project site related to light and glare. Incorporation of these design features would ensure that the introduction of the new sources of light associated with the Project would be less than significant.

As discussed above, the project area includes existing nighttime lighting from surrounding sources including vehicle headlights, streetlights on Locust Avenue and Lowell Street, and surrounding uses parking lot and security lighting. The Project would introduce additional nighttime lighting on the site; however, this would be consistent with the existing sources of nighttime lighting in the area. Therefore, compliance with the City's established regulatory framework (i.e., Rialto Airport Specific Plan and CCR Title 24), which would be verified through the City's plan review process, would ensure the Project does not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant and no mitigation is required.

4.1.8 Cumulative Impacts

When evaluating cumulative aesthetic impacts, a number of factors are considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which a project is being viewed will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project with the natural surroundings may be less since it would not stand out in contrast as much. For a cumulative aesthetic impact to occur, the aesthetic impacts from cumulative projects would need to occur within the same geographic area to substantially alter the existing view shed or existing scenic character of an area. The cumulative projects would need to be visible together or near each other so a viewer could perceive them in the same view.

As identified in the Rialto Airport Specific Plan EIR, implementation of the Rialto Airport Specific Plan was considered a beneficial impact to the visual quality of the area. With respect to lighting, existing City requirements ensure compliance with applicable regulations and standards which were developed to prevent significant lighting impacts from new development, including the proposed Project. With respect to nighttime illumination, nighttime lighting effects may be considered in a regional context because of the potential for night glow that can extend beyond the boundaries of a site. Therefore, with respect to night lighting, the Project is considered in context to the forecasted growth for the area and with cumulative projects in the area that may contribute to the increased nighttime lighting. Since the Project would be required to comply with lighting requirements to preclude glare and light spillage, the Project's contribution to nighttime lighting would not be cumulatively considerable. As discussed above, the Project would not cause or cumulatively contribute to a significant adverse aesthetic impact. Because the Project would not result in an impact to scenic vistas or be inconsistent with zoning/other regulations governing scenic quality, the Project would not contribute to a cumulatively considerable impact and no mitigation is required.

4.1.9 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.1.10 Level of Significance After Mitigation

No significant aesthetic resource impacts have been identified, and no mitigation is required.

4.1.11 References

California Department of Transportation. ND. *List of eligible and officially designated State Scenic Highways*. Retrieved from: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed October 9, 2024.

City of Rialto. 2010, as amended. *2010 City of Rialto General Plan*. Accessed October 9, 2024.

4.2 AIR QUALITY

4.2.1 Introduction

This section of the EIR identifies potential air quality impacts associated with development and implementation of the Project. The current conditions were observed as the baseline for the analysis and were compared to the potential effects anticipated for the Project. The ambient air quality of the local and regional area is described, along with relevant federal, State, regional, and local air pollutant regulations. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Criteria air pollutant emissions modeling for the proposed Project is included in **Appendix B: Air Quality, Energy, and Greenhouse Gas Modeling Data** of this EIR. The Health Risk Assessment (HRA) for the proposed Project is included in **Appendix C: Health Risk Assessment**.

4.2.2 Regulatory Setting

Federal Regulations

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than or equal to 10 microns in diameter (PM₁₀), particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}), and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 4.2-1: State and Federal Ambient Air Quality Standards**.

Federal Emissions Standards for On-Road Trucks

To reduce emissions from on-road, heavy-duty diesel trucks, the U.S. EPA established a series of increasingly strict emission standards for new engines, starting in 1988. The U.S. EPA promulgated the final and cleanest standards with the 2007 Heavy-Duty Highway Rule. The PM emission standard of 0.01 gram per horsepower-hour (g/hp-hr) is required for new vehicles beginning with model year 2007. Also, the NO_x and nonmethane hydrocarbon (NMHC) standards of 0.20 g/hp-hr and 0.14 g/hp-hr, respectively, were phased in together between 2007 and 2010 on a percent of sales basis: 50 percent from 2007 to 2009 and 100 percent in 2010.

Emission Standards for Off-Road Diesel Engines

To reduce emissions from off-road diesel equipment, the U.S. EPA established a series of cleaner emission standards for new off-road diesel engines. Tier 1 standards were phased in from 1996 to 2000 (year of manufacture), depending on the engine horsepower category. Tier 2 standards were phased in from 2001

to 2006. Tier 3 standards were phased in from 2006 to 2008. Tier 4 standards, which generally require add-on emission control equipment to attain them, were phased in from 2008 to 2015.

State Regulations

California Air Resources Board

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 4.2-1: State and Federal Ambient Air Quality Standards**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment.

Table 4.2-1: State and Federal Ambient Air Quality Standards			
Pollutant	Averaging Time	State Standards¹	Federal Standards²
Ozone (O ₃) ^{2, 5, 7}	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m ³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.10 ppm ¹¹
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁸	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Particulate Matter (PM ₁₀) ^{1, 3, 6}	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	9 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

Table 4.2-1: State and Federal Ambient Air Quality Standards

1. California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
2. National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.
3. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.
4. On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.
5. The national 1-hour O₃ standard was revoked by the U.S. EPA on June 15, 2005.
6. In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.
7. The 8-hour California O₃ standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.
8. On June 2, 2010, the U.S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO₂ NAAQS.
9. In February 2024, U.S. EPA strengthened the annual PM_{2.5} NAAQS from 12.0 to 9.0 µg/m³. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels.
10. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
11. National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *2022 Air Quality Management Plan*, 2022; California Air Resources Board, *Ambient Air Quality Standards*, May 2016; United States Environmental Protection Agency, *National Ambient Air Quality Standards (NAAQS) for PM*, <https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm>. Accessed August 12, 2024.

Diesel Risk Reduction Plan

The identification of diesel particulate matter (DPM) as a toxic air contaminant (TAC) in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (DRRP) in October 2000. The DRRP's goals include an 85 percent reduction in DPM by 2020 from the 2000 baseline.¹ CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects.² The DRRP includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen (NO_x) emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. Beginning January 1, 2023, nearly all trucks and buses are required to have 2010 model year engines or equivalent.

¹ California Air Resources Board, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000.

² California Air Resources Board, *Overview: Diesel Exhaust & Health*. Retrieved from: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Accessed July 11, 2024.

The regulation applies to most privately and federally-owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks and there are several extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Heavy-Duty Vehicle Idling Emission Reduction Program

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

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

Section 2485 and Section 2449 of Title 13 of the California Code of Regulations limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Section 2449 limits idling for off-road diesel-fueled fleets.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- **Zero-Emission Truck Sales:** Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Implementation of these regulations is currently unknown.

CARB Advanced Clean Fleets Regulation

CARB approved Advanced Clean Fleets Regulation (ACF) on April 28, 2023, which includes requirements for drayage trucks transporting cargo to and from California's intermodal seaports and railyards. Drayage trucks will be required to start transitioning to zero-emission technology beginning in 2024, with full implementation by 2035. As noted above, on January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations including the Advanced Clean Fleets Regulations. Implementation of these regulations is currently unknown.

Executive Order N-79-20

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

Regional and Local Regulations

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the 2022 South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan. SCAG is responsible under the CCAA for determining transportation conformity of projects, plans, and programs with the SCAQMD.

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to

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

The SCAQMD is also the lead agency in charge of developing the Air Quality Management Plan (AQMP), with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) and updated emission inventory methodologies for various source categories.

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O_3 . The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O_3 standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020 Connect SoCal and updated emission inventory methodologies for various source categories.

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by CEQA and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on its website.

The State and federal attainment status designations for the SCAB are summarized in **Table 4.2-2: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area with respect to the State O_3 , PM_{10} , and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining State and federal standards.

Table 4.2-2: South Coast Air Basin Attainment Status		
Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Nonattainment	Nonattainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Nonattainment	Nonattainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	-	Nonattainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Nonattainment	TBD
Particulate Matter (PM ₁₀) (24 Hour Standard)	Nonattainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Nonattainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	-	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	-	Unclassifiable/Attainment
Lead (Pb) (30 Day Standard)	-	-
Lead (Pb) (3 Month Standard)	-	Nonattainment (Partial)
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Attainment	–

Source: South Coast Air Quality Management District, *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=23>. Accessed August 26, 2024.

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

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from

crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
 - **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 sf located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Rialto General Plan

The General Plan *Managing Our Land Supply Element* identifies goals that will improve air quality within the City. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:³

³ City of Rialto. 2010, as amended. *The City of Rialto General Plan*. <https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=>. Accessed July 15, 2024.

Goal 2-9	Protect residential, schools, parks, and other sensitive land uses from the impacts associated with industrial and trucking-related land uses, as well as commercial and retail areas.
Policy 2-9.1	Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.
Policy 2-9.2	Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping, and façade and entrance treatments.
Goal 2-18	Provide high-quality and environmentally sustainable landscaping.
Policy 2-18.1	Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.
Goal 2-31	Incorporate green building and other sustainable building practices into development projects.
Policy 2-31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Policy 2-31.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.
Policy 2-31.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
Goal 2-32	Conserve energy resources.
Policy 2-31.1	Require the incorporation of energy conservation features into the design of all new construction and site development activities.
Goal 2-36	Reduce air pollution emissions from both mobile and stationary sources in the City.
Policy 2-36.2	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.
Policy 2-36.3	Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.
Policy 2-36.4	Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.
Goal 2-37	Reduce the amount of fugitive dust released into the atmosphere.
Policy 2-37.2	Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to air quality.

4.2.3 Existing Conditions

Climate and Meteorology

The CARB divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.⁴ Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

⁴ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

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

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the “mixing height.” The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants; of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, O₃ is formed by a chemical reaction between ROG and NO_x in the presence of sunlight; O₃ and NO₂ are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.2-3: Air Contaminants and Associated Public Health Concerns**.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified DPM as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Table 4.2-3: Air Contaminants and Associated Public Health Concerns

Pollutant ¹	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicles exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
Note: Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).		
Source: California Air Resources Board, <i>Common Air Pollutants</i> , Retrieved from: https://ww2.arb.ca.gov/resources/common-air-pollutants . Accessed July 11, 2024.		

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the project site are documented by measurements made by the SCAQMD,

the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the project site that monitors ambient concentrations of these pollutants is the Fontana-Arrow Monitoring Station (located approximately 5.6 miles to the southeast). Local air quality data from 2021 to 2023 are provided in **Table 4.2-4: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of State or federal air quality standards for each year.

Table 4.2-4: Ambient Air Quality Data			
Criteria Pollutant	2021	2022	2023
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.125	0.144	0.131
8-hour Maximum Concentration (ppm)	0.104	0.108	0.111
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	—	—	—
NAAQS 8-hour (>0.070 ppm)	81	68	74
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.931	1.566	1.470
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)²			
1-hour Maximum Concentration (ppm)	67.2	68.7	63.2
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)¹			
National 24-hour Maximum Concentration	73.8	62.4	132.2
State 24-hour Maximum Concentration	70.7	59.8	126.7
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	30.6	32.1
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	—	—	—
CAAQS 24-hour (>50 µg/m ³)	—	—	—
Particulate Matter Less Than 2.5 Microns (PM_{2.5})²			
National 24-hour Maximum Concentration	55.1	38.1	101.1
State 24-hour Maximum Concentration	55.1	38.1	103.5
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	—	—	—
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m ³ = micrograms per cubic meter; — = not measured			
Notes: Measurements taken at the Fontana-Arrow Monitoring Station at 14360 Arrow Highway, Fontana CA 92335 (CARB# 36197).			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the project site are residential uses to the east and southeast. Sensitive land uses nearest to the Project are shown in **Table 4.2-5: Sensitive Receptors**.

Table 4.2-5: Sensitive Receptors		
Receptor Description	Distance and Direction from the Project Site¹	Description
Single-Family Residences	700 feet to the east	Along Carpenter Street
Single-Family Residences	700 feet to the southeast	Along Persimmon Avenue
Wilmer Amina Carter High School	1,745 feet to the southeast	Along Maple Avenue
Alec Ferguson Park	2,240 feet to the northwest	Along Casa Grande Drive
Kucera Middle School	3,340 feet to the north	Along Buena Vista Drive
Single-Family Residences	2,060 feet to the north	Along Casa Grande Drive
1. Distance measured from the project site boundary line to the property line of the sensitive receptor.		
Source: Google Earth, 2024.		

4.2.4 Methodology

This analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model version 2022.1 (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

- **Area Source Emissions.** Area source emissions would be generated due to consumer products, on-site equipment, architectural coating, and landscaping that were previously not present on the site. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. It should be noted that the default area source VOC emission factor developed for CalEEMod is based on a statewide factor and is not applicable to the Project. The entire Project would not use consumer products as specified by the CalEEMod user guide. The warehouse would include office space and may have small kitchen areas and bathrooms that would use cleaning

products, however the majority of the square footage for the Project would be used for warehousing/distribution. Negligible quantities of personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes would be used. As the CalEEMod consumer product rates are based on a statewide average, ROG emissions are likely overestimated for the proposed warehouse Project and therefore is considered a conservative assumption for purposes of this EIR.

- **Energy Source Emissions.** Energy source emissions are typically generated due to electricity and natural gas consumption associated with the use of miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod.
- **Mobile Source Emissions.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation and have been incorporated into CalEEMod, as recommended by the SCAQMD. Using the Warehousing trip generation rate (Institute of Transportation Engineers [ITE] code 150), the Project would generate 1,138 daily vehicle trips, which includes 455 truck trips.

CalEEMod was adjusted to account for the warehouse truck trip length and fleet mix. Warehouse truck trip lengths were increased to 33.2 miles based on CARB estimates.⁵ Warehouse truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Mobile source emissions rates in CalEEMod utilize EMFAC2021 emissions rates consistent with the methodology described in the CalEEMod User's Guide. It should be noted that EMFAC2021 emissions rates include CARB SAFE Rule adjustment factors.

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For the Project, it was assumed that the warehouse would include approximately 14 diesel forklifts and one diesel yard truck for loading and unloading goods per the SCAQMD High Cube Warehouse Truck Trip Study White Paper. It should be noted that the Project does not include cold storage. Therefore, this analysis models the proposed warehouse building as unrefrigerated, and the Project would not include emissions from transport refrigeration units (TRUs).
- **Emergency Backup Generators.** As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an emergency backup generator for the proposed warehouse building were calculated separately from CalEEMod; refer to **Appendix B**. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the

⁵ California Air Resources Board, *Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*, Retrieved from: <https://ww2.arb.ca.gov/sites/default/files/2023-08/appbf.pdf>. Accessed April 11, 2025.

SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

The SCAQMD provides significance thresholds for emissions associated with Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor.

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes area sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). However, the CalEEMod model outputs do not separate on-site and off-site emissions for mobile sources. On-site mobile emissions equate to approximately three and one-half percent of the project-related new mobile sources. The on-site one-way trip length is conservatively anticipated to be 1 mile, which is approximately 3 percent of the 33.2-mile truck trip length modeled in CalEEMod.

Health Risk Assessment

The Health Risk Assessment (HRA) conducted for this Project evaluated potential health risks associated with the emission of DPM resulting from Project implementation. Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. Operational activities would also include the use of heavy-duty diesel trucks.

HRA: Construction Sources

Construction would generate DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, paving, and other construction activities. For construction activity, DPM is the primary TAC of concern because it is the most potent TAC emitted from construction and includes hundreds of chemicals. Although DPM is a subset of PM₁₀ exhaust, the analysis conservatively assumes all PM₁₀ exhaust emissions are DPM. On-road diesel-powered haul trucks traveling to and from the construction site to deliver materials and equipment were included in the analysis, although they are typically less of a concern because they would not stay on the site for long durations.

Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the project site. In compliance with State law (§ 2485 and § 2449 of Title 13 of the California Code of Regulations), construction activities would limit diesel construction truck/equipment idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, DPM emissions would be generated from different locations on the project

site rather than in a single location because different types of construction activities (e.g., site preparation and building construction) would not occur at the same place at the same time. Construction emission rates for PM₁₀ (DPM) were calculated using CalEEMod; refer to **Appendix B**. Project construction is proposed to occur in 2025 over approximately 15 months.

HRA: Operational Sources

Mobile Sources. Due to the increased truck traffic from the Project, the resulting emissions could result in pollutant concentrations at existing sensitive receptors near the project site. An emission rate for PM₁₀ (DPM) was calculated using trip generation data and a EMFAC2021 model run for San Bernardino County; refer to **Appendix B**. EMFAC2021 generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed and type. The model was run for heavy-duty diesel vehicles traveling along off-site roads, circulating the project site, and idling at proposed loading docks.

Off-Road Equipment. This analysis assumes the Project would include 14 forklifts and 1 yard truck for loading and unloading goods per the SCAQMD High Cube Warehouse Truck Trip Study White Paper. This analysis assumes the Project would use diesel off-road cargo handling equipment. Off-road equipment emissions were calculated based on CARB's Carl Moyer Program Guidelines.⁶

Emergency Backup Generators. As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with one backup generator for the proposed warehouse building was included to be conservative. If a backup generator is required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

4.2.5 Thresholds of Significance

The following significance criteria for air quality impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to air quality if it would:

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

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a project would violate any

⁶ California Air Resources Board (CARB), *The Carl Moyer Program Guidelines*, approved April 27, 2017, https://ww2.arb.ca.gov/sites/default/files/classic/msprog/moyer/guidelines/2017/2017_cmpgl.pdf. Accessed August 26, 2024.

ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds**.

Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds		
Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55
Source: South Coast Air Quality Management District, <i>South Coast AQMD Air Quality Significance Thresholds</i> , 2023.		

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds (LSTs) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent State or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within a project site's source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The project site is located within SCAQMD SRA 34 (Central San Bernardino Valley). The nearest sensitive receptors are located approximately 700 feet to the east and southeast from the project site (approximately 213 meters). **Table 4.2-7: Local Significance Thresholds for Construction/Operations** shows the 1-acre, 2-acre, and 5-acre LSTs in SRA 34.

Table 4.2-7: Local Significance Thresholds for Construction/Operations				
Project Size	Maximum Pounds Per Day (Construction/Operation) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
1 Acre	348/348	6,065/6,065	79/19	26/7
2 Acres	391/391	7,081/7,081	88/21	29/8
5 Acres	499/499	9,362/9,362	111/27	39/10
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
1. LST represented in this chart is based on the closest receptor distance of 213 meters.				
Source: South Coast Air Quality Management District, <i>Localized Significance Threshold Methodology</i> , July 2008.				

LSTs associated with all acreage categories are provided in the table for informational purposes, which shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage

disturbed. The operational LST acreage is based on the total area of the project site. Although the project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Health Risk Assessment Thresholds

Project health risks are determined by examining the types and levels of air toxics generated and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the Lead Agency's purview pursuant to the CEQA Guidelines, the SCAQMD recommends that lead agencies use the following air pollution thresholds in determining whether a project's impacts are significant. If the lead agency finds that the project has the potential to exceed the air pollution thresholds, a project's impacts should be considered significant. The TAC emissions thresholds are as follows.

- **Cancer Risk (Individual):** Emit contaminants that result in a maximum individual incremental cancer risk equal to or greater than 10 in one million.
- **Non-Cancer Risk:** Emit contaminants that result in a chronic or acute hazard index equal to or greater than 1.0 (project increment).

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to TAC exposure. This threshold is an upper-bound incremental probability to determine whether or not a given project has a potentially significant development-specific and cumulative impact and to ensure an individual new source does not contribute a cumulatively significant impact. The 10 in one million standard is a health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons, out of one million equally exposed persons, would contract cancer if exposed continuously (24 hours per day) to the TAC levels over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these TACs.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level. A Reference Exposure Level is a concentration at or below which health effects are not likely to occur. A hazard index of less than 1.0 means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

4.2.6 Project Impacts and Mitigation

Threshold 4.2-1:	Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Level of Significance: Less than Significant with mitigation incorporated. Construction and operational emissions have been reduced to less than significant with the incorporation of MM AQ-1 through MM AQ-5.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an

air quality attainment plan to be prepared for areas designated as nonattainment regarding the State and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously discussed, the project site is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 AQMPs. The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The pollutant control strategies in the AQMPs are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020 Connect SoCal, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As identified in **Table 4.2-8: Construction-Related Emissions**, the proposed Project would not exceed construction emission standards with implementation of Mitigation Measure (MM) AQ-1. Further, the Project would not exceed operational emission standards with implementation of MM AQ-2 through MM AQ-5; see **Table 4.2-9: Operational Emissions**. Therefore, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not result in a change of land use designations reflected in the AQMP and is assumed to be consistent with the AQMPs regional emissions inventory for the SCAB. Therefore, the Project is consistent with the second criterion.

The City's population estimate, as of January 2023, is 102,985 persons.⁷ While the Project does not involve residential development, the Project is anticipated to generate approximately 558 employees⁸ and could indirectly induce population growth if future employees move into the City to work at the proposed warehouse. However, the Project would consist of a source of employment within a City with substantial housing stock. Therefore, it is likely that the Project would employ current residents of the

⁷ State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023*. Retrieved from: [Demographics | Department of Finance](#). Accessed April 12, 2024.

⁸ Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 8A*.

City. In the event that the operator of the proposed facility draws employees that are not from the local community, the Project would not directly result in the development of new housing.

As the Project would not directly result in the development of new housing, the Project would not cause the City's General Plan buildout population forecast to be exceeded. The population and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the AQMPs, it can be concluded that the proposed Project would be consistent with the projections. Thus, no impact would occur, as the Project is also consistent with the second criterion.

It is also noted that future tenant(s) of the Project would also be required to comply SCAQMD Rule 2305, which would directly reduce NO_x and particulate matter emissions (refer to South Coast Air Quality Management District under **Section 4.2.2: Regulatory Setting**). As discussed above, the Project would not conflict with or obstruct implementation of the AQMPs or any applicable air quality plan. Impacts would be less than significant with the incorporation of MMs AQ-1 through AQ-5.

Threshold 4.2-2: **Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**

Level of Significance: Less than Significant with mitigation incorporated.
Construction and operational emissions have been reduced to less than significant with the incorporation of MM AQ-1 through MM AQ-5.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction of the Project is anticipated to begin in 2025 and is estimated to be completed within approximately 15 months. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program; see **Appendix B** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4.2-8: Construction-Related Emissions**. It is noted that due to technology improvements for construction equipment, emissions from Project construction activities would likely be lower than those shown in the table if construction were to occur in later years.

Table 4.2-8: Construction-Related Emissions						
Construction Year	Emissions (Maximum Pounds Per Day)¹					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Unmitigated Emissions						

Year 1 (2025)	4.22	41.80	39.99	0.10	21.25	11.41
Year 2 (2026)	77.84	38.51	40.23	0.10	12.92	5.41
Maximum Emissions	77.84	41.80	40.23	0.10	21.25	11.41
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	Yes	No	No	No	No	No
Mitigated Emissions²						
Year 1 (2025)	4.22	41.80	39.99	0.10	21.25	11.41
Year 2 (2026)	11.31	38.51	40.23	0.10	12.92	5.41
Maximum Emissions	11.31	41.80	40.23	0.10	21.25	11.41
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less 1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. 2. Mitigation includes the incorporation of MM AQ-1. MM AQ-1 requires the use of low VOC paints.						
Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the area. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. The Project would be required to comply with SCAQMD rules and regulations, including SCAQMD Rules 402, 403, and 1113.

Table 4.2-8 shows that unmitigated total construction emissions would exceed the SCAQMD threshold for ROG (VOC). Most ROG emissions are generated during the architectural coating phase of construction. Therefore, MM AQ-1 requires the Project to use low VOC paints. With implementation of MM AQ-1, total construction ROG emissions would be below SCAQMD thresholds; impacts would be less than significant.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 4.2-9: Operational Emissions**. The table shows that unmitigated emissions would not exceed SCAQMD thresholds with the exception of NO_x. Therefore, regional unmitigated operational emissions would result in a potentially significant long-term regional air quality impact.

The majority of NO_x emissions are from mobile sources and on-site cargo handling equipment (i.e., forklifts and yard trucks). Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, motor vehicle engine emissions are controlled by State and federal standards and the Project has no control over these standards. Nonetheless, through implementation of MM AQ-2 through MM AQ-5, the Project's operational emissions would be reduced to a less than significant level. MM AQ-2 requires the Project to use all-electric appliances and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections. MM AQ-3 requires landscaping equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand

Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. It should be noted that mitigated emissions shown in **Table 4.2-9** do not account for emissions reductions associated with MM AQ-4. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled. **Table 4.2-9** shows that with implementation of MM AQ-2, MM AQ-3, and MM AQ-5, all criteria pollutant emissions would be below SCAQMD thresholds. Therefore, impacts would be less than significant with implementation of MM AQ-2, MM AQ-3, MM AQ-4, and MM AQ-5.

In addition, pursuant to SCAQMD Rule 2305, all warehouses over 100,000 sf are required to implement various emission reduction measures related to warehouse operations and mobile sources. Compliance with SCAQMD Rule 2305 would further reduce criteria pollutants, specifically NO_x and particulate matter emissions.

Table 4.2-9: Operational Emissions

Source	Emissions (Maximum Pounds Per Day) ¹					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Area Source Emissions	20.85	0.24	28.98	<0.01	0.05	0.04
Energy Emissions	0.19	3.40	2.86	0.02	0.26	0.26
Mobile – Trucks	0.72	47.83	24.13	0.42	14.01	4.21
Mobile – Passenger Cars	2.94	3.75	34.42	0.09	7.95	2.06
Off-Road – Forklifts	0.20	1.05	14.98	0.02	0.04	0.04
Off-Road – Yard Trucks	0.06	0.33	3.31	0.01	0.01	0.01
Back-up Generators	0.67	1.86	1.70	<0.01	0.10	0.10
Total Emissions	25.63	58.47	110.38	0.56	22.42	6.71
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Mitigated Emissions						
Area Source Emissions ²	16.09	0.00	0.00	0.00	0.00	0.00
Energy Emissions ²	0.00	0.00	0.00	0.00	0.00	0.00
Mobile – Trucks	0.72	47.83	24.13	0.42	14.01	4.21
Mobile – Passenger Cars	2.94	3.75	34.42	0.09	7.95	2.06
Off-Road – Forklifts ²	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road – Yard Trucks ²	0.00	0.00	0.00	0.00	0.00	0.00
Back-up Generators	0.67	1.86	1.70	<0.01	0.10	0.10
Total Emissions	20.42	53.44	60.25	0.51	22.05	6.36
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO₂ = Sulfur Dioxide; PM₁₀ = Particulate Matter 10 microns in diameter or less; PM_{2.5} = Particulate Matter 2.5 microns in diameter or less 1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. 2. Mitigation includes the incorporation of MM AQ-2, MM AQ-3, and MM AQ-5. MM AQ-2 requires the use of all-electric appliances and end uses instead of natural gas. MM AQ-3 requires landscaping equipment to be 100 percent electrically powered. MM AQ-5 requires charging stations for cargo handling equipment. Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.						

Threshold 4.2-3:	Would the Project expose sensitive receptors to substantial pollutant concentrations? Level of Significance: Less than Significant with mitigation incorporated. Construction and operational emissions have been reduced to less than significant with the incorporation of MM AQ-1 through MM AQ-5.

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.2-10: Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to NO₂, CO, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 4 acres in a single day during the grading phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, 4-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4-acre threshold were interpolated and used for this analysis.

Table 4.2-10: Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Crawler Tractors	0	0.5	8	0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	3	1	8	3
	Total Acres Graded per Day ¹				
1. Total acres graded each day is based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, not the total acreage of the project site.					
Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.					

The nearest sensitive receptors are single-family residences located approximately 700 feet (213 meters) to the east of Locust Avenue. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at the interpolated distance of 213 meters were used in this analysis consistent with SCAQMD methodology. **Table 4.2-11: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase. The table shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-11: Localized Significance of Construction Emissions				
Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition 2025	22.20	19.92	1.16	0.88
Site Preparation 2025	31.64	30.18	21.02	11.36
Grading 2025	37.62	35.86	11.83	5.19
Grading 2026	34.49	34.99	11.69	5.06
Building Construction 2026	9.85	12.97	0.38	0.35
Paving 2026	7.12	9.94	0.32	0.29
Architectural Coating 2026	0.86	1.13	0.02	0.02
Infrastructure Improvements 2026	11.56	11.12	0.51	0.47
<i>Maximum Emissions</i>	<i>37.62</i>	<i>35.86</i>	<i>21.02</i>	<i>11.36</i>
<i>SCAQMD Localized Screening Threshold (adjusted for 4 acres at 213 meters)</i>	<i>463</i>	<i>8,601</i>	<i>104</i>	<i>36</i>
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes a warehouse, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions for operations.

LSTs thresholds for receptors located at 213 meters in SRA 34 were used in this analysis because the closest receptors to the project site are located approximately 700 feet (213 meters) to the east of Locust Avenue. Although the project site is approximately 40 acres, the 5.0-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site.

For a worst-case scenario assessment, the emissions shown in **Table 4.2-12: Localized Significance of Operational Emissions** conservatively include all on-site Project-related stationary source and three percent of mobile sources.⁹ The table shows that the unmitigated maximum daily emissions of these pollutants for Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

⁹ The on-site one-way trip length is conservatively anticipated to be up to one mile, which is approximately three percent of the 33.2-mile truck trip length modeled in CalEEMod.

Table 4.2-12: Localized Significance of Operational Emissions

Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site, Generators, and Mobile Source Emissions ¹	8.32	52.55	0.88	0.57
SCAQMD Localized Screening Threshold (5.0 acres at 213 meters)	499	9,362	27	10
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less. 1. Includes all on-site and three percent of truck emissions.				
Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review Program and SCAQMD Rule 1303 for new or modified sources. The New Source Review Program¹⁰ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with the attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, Projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 4.2-11** and **Table 4.2-12**). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized and discussed in the Regulatory Section; refer to **Table 4.2-3**. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs with implementation of MM AQ-1 through MM AQ-5 and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

¹⁰ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment New Source Review (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S).

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the vicinity of the project site resulting from 1,138 daily vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Health Risk Assessment

CARB identified DPM as a TAC in 1998. Mobile sources (including trucks, buses, automobiles, trains, ships, and farm equipment) are by far the largest diesel emissions source. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines. As the project site is near existing sensitive receptors (i.e., single-family residential uses located approximately 700 feet to the east and southeast of the project site), an analysis of DPM was performed using the U.S. EPA-approved AERMOD model.

The SCAQMD conducted an in-depth analysis of TACs and their resulting health risks for all of Southern California. The Multiple Air Toxics Exposure Study in the SCAB (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the SCAB, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II.

MATES V also evaluated the population-weighted cancer risk within Environmental Justice (EJ) communities using the SB 535 definition of disadvantaged communities. Between MATES IV and MATES V, air toxic cancer risk decreased by 57 percent in EJ communities overall compared to a 53 percent reduction in non-EJ communities.

MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with SCAB emissions. Therefore, the MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from exposure to TACs is 424 in one million basin-wide. In comparison, the MATES IV basin's average risk was 897 per million. This steady downward trend in health risk is due in larger part due to stricter regulatory requirements and cleaner fuels and engines, which have resulted in improved regional air quality.

These model estimates were based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are near the project site. However, MATES V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 455 in one million for the project site area.¹¹

Carcinogenic Risk

Table 4.2-13: Carcinogenic Risk Assessment shows the unmitigated health risk for Project construction and operations. Based on the State of California Office of Environmental Health Hazard Assessment (OEHHA) Risk Assessment Guidelines, the exposure duration for a resident is 30 years, beginning with the third trimester, and the exposure duration for workers is 25 years. Warehouse-related operations would commence following construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the initial 15 months of the exposure duration and operational concentrations for the remainder of the exposure duration. The Project (construction and operations combined scenario) would result in a maximum cancer risk of 1.41 in one million at the nearest residential receptors, 0.05 in one million at the nearest student receptors, and 1.21 in one million at the nearest worker receptors. Therefore, the SCAQMD threshold of 10 in one million would not be exceeded at the nearest receptors and impacts would be less than significant.

Table 4.2-13: Carcinogenic Risk Assessment			
Exposure Scenario	Cancer Risk (per Million)^{1,2}	Significance Threshold (per Million)	Risk Exceeds Threshold?
Construction			
Residential Receptor (single-family residential use at 1782 Lowell Street)	0.43	10	No
Student Receptor (Wilmer Amina Carter High School)	0.01	10	No
Worker Receptor (Team 101 Restoration at 2824 Locust Avenue)	0.13	10	No
Operations			
Residential Receptor (single-family residential use at 1835 Persimmon Avenue)	1.25	10	No
Student Receptor (Wilmer Amina Carter High School)	0.05	10	No
Worker Receptor (Tubular Steel Inc. at 2750 Locust Avenue)	1.19	10	No
Construction and Operations Combined			
Residential Receptor (single-family residential use at 1782 Lowell Street)	1.41	10	No
Residential Receptor (single-family residential use at 1835 Persimmon Avenue)	1.35	10	No
Student Receptor	0.05	10	No

¹¹ South Coast Air Quality Management District. Nd. *MATES V Estimated Risk*. Retrieved from: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk#data_s=id%3AdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A253. Accessed August 26, 2024.

Table 4.2-13: Carcinogenic Risk Assessment			
Exposure Scenario	Cancer Risk (per Million)^{1,2}	Significance Threshold (per Million)	Risk Exceeds Threshold?
(Wilmer Amina Carter High School)			
Worker Receptor (Team 101 Restoration at 2824 Locust Avenue)	0.99	10	No
Worker Receptor (Tubular Steel Inc. at 2750 Locust Avenue)	1.21	10	No
NA = Not Applicable 1. The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the project site. 2. The cancer risk conservatively assumes that cargo handling equipment (i.e., yard trucks and forklifts) would be diesel powered.			
Source: Refer to Appendix B for modeling data.			

Non-Carcinogenic Risk

The SCAQMD also requires an evaluation of non-cancer risk from TAC exposure stated in terms of a hazard index. As discussed above, construction-related and operational-related activities would result in project-generated DPM emissions, which is the primary TAC of concern. **Table 4.2-14: Chronic Hazard Assessment** shows the chronic non-cancer risk hazard index from Project construction and operational emissions. A chronic non-cancer risk hazard index of 1.0 or greater is considered individually significant. The highest maximum chronic hazard index associated with DPM emissions from Project construction would be 0.0007 at the residential receptors, 0.0002 at the student receptors, and 0.0082 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from Project operations would be 0.0003 at the residential receptors, 0.0001 at the student receptors, and 0.0039 at the worker receptors. It is noted that there is no acute REL for DPM and acute health risk cannot be calculated. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

As concluded above, the Project's cancer and non-cancer risks from construction emissions would be less than significant, as both would be below the SCAQMD's thresholds of significance. It is noted that this analysis assesses the Project's incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific individual incremental thresholds to not be cumulatively significant. Therefore, because the Project's health risks (i.e., cancer and non-cancer) would not exceed the Project-specific incremental thresholds, the Project would not result in a cumulatively significant impact and the Project's contribution would be less than cumulatively considerable.

Table 4.2-14: Chronic Hazard Assessment		
Emissions Sources	Concentration ($\mu\text{g}/\text{m}^3$)¹	Chronic Hazard
Construction		
Residential Receptor (single-family residential use at 1782 Lowell Street)	0.0034	0.0007
Student Receptor (Wilmer Amina Carter High School)	0.0008	0.0002
Worker Receptor (Team 101 Restoration at 2824 Locust Avenue)	0.0411	0.0082
Operations		
Residential Receptor (single-family residential use at 1835 Persimmon Avenue)	0.0016	0.0003
Student Receptor (Wilmer Amina Carter High School)	0.0007	0.0001
Worker Receptor (Tubular Steel Inc. at 2750 Locust Avenue)	0.0193	0.0039
<i>SCAQMD Threshold</i>	<i>N/A</i>	<i>1.0</i>
Threshold Exceeded?	N/A	No
1. The reported pollutant concentration (annual period) is at the closest receptor (maximally exposed individual receptor).		
Source: Refer to Appendix B .		

Threshold 4.2-4	Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? <i>Level of Significance:</i> Less than Significant Impact

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

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

During construction, emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors. However, these standard construction-related odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, the Project would comply with SCAQMD Rule 402, and impacts related to odors associated with the Project's construction-related activities would be less than significant and no mitigation is required.

Operations

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as potentially significant sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors. Therefore, the Project would comply with SCAQMD Rule 402 and operational odor impacts would be less than significant and no mitigation is required.

4.2.7 Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3 , PM_{10} , and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants with the incorporation of MM AQ-1 (see **Table 4.2-8**). Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

Project operational emissions would not exceed the SCAQMD thresholds with the incorporation of MM AQ-2 through MM AQ-5 (see **Table 4.2-9**). As a result, operational emissions associated with the Project

would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

4.2.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Laws, Ordinances, and Regulations

Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures. However, they are included in the Mitigation Program to comprehensively identify Project requirements.

LOR AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

LOR AQ-2 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR AQ-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).

LOR AQ-4 In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR AQ-5 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures

MM AQ-1 Low VOC Paints. The Project shall use “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD’s Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-2 Require All-Electric Development. Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric

appliances and end uses instead of natural gas. The project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas.

MM AQ-3 Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Codes Covenants and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-4 Transportation Demand Management. Prior to the issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

This mitigation measure applies only to tenant occupancy and not the building shell approvals.

MM AQ-5 Non-Diesel Cargo Handling Equipment. The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.

4.2.9 Level of Significance After Mitigation

Impacts can be mitigated to a less than significant level.

4.2.10 References

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4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section of the EIR identifies and evaluates potential impacts related to biological resources associated with implementation of the proposed Project. The analysis in this section is based in part on the *Biological Technical Report* prepared by Rocks Biological Consulting (August 2025) which is included as **Appendix D: Biological Technical Report** of this EIR.

4.3.2 Regulatory Setting

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for these listed species. The FESA regulates the “taking” of any endangered fish or wildlife species, per Section 9 of the FESA. As development is proposed, the responsible agency or individual landowner is required to consult with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts on listed species (including plants) or the critical habitat of a listed species, pursuant to Section 7 and Section 10 of the FESA. The USFWS is required to determine the extent a project would impact a particular species. If USFWS determines that a project is likely to potentially impact a species, measures to avoid or reduce such impacts must be identified.

Following consultation and the issuance of a Biological Opinion, the USFWS may issue an incidental take statement which allows for the take of a species if it is incidental to another authorized activity and will not adversely affect the existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to non-federal parties in conjunction with the development of a habitat conservation plan. Section 7 of the FESA provides for the permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 USC §§ 703-711) is the domestic law that affirms and implements a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. Unless and except as permitted by regulations, the MBTA prohibits the intentional pursuit, hunting, taking, capture, or killing of migratory birds anywhere in the United States. The law also applies to the disturbance and removal of nests occupied by migratory birds or their eggs during the breeding season, whether intentional or incidental.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 80 Federal Register [FR] 37104, June 29, 2015). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit for more than minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit or Regional General Permit.

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), divisions of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide “certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards.” Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for the discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA), in combination with the California Native Plant Protection Act of 1977 (NPPA; Fish and Game Code § 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the State. California also lists Species Of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the California Fish and Game Commission (CFGF) as rare on or before January 1, 1985, is a threatened species.” Candidate species are defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the CFGF has published a notice of proposed regulation to add the species to either list.” Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the CFGF. Unlike FESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating “no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.” Under CESA, “take” is defined as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Exceptions authorized by the State to allow “take” require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. California Fish and Game Code Sections 1901 and 1913 provide that notification is required prior to disturbance. The California Department of Fish and Wildlife (CDFW) is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed species are addressed through the issuance of a 2081 Permit (Memorandum of Understanding).

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to an applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and an applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

Within California, fish, wildlife, and native plant resources are protected and managed by CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the California Fish and Game Code address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the California Fish and Game Code.

California Native Plant Protection Act (California Fish and Game Code Sections 1900–1913)

The California Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. The California Native Plant Protection Act prohibits the take of such plants, with certain exceptions.

California Desert Native Plant Act (California Food and Agriculture Code Sections 80001–80201)

The California Desert Native Plants Act prohibits the removal of certain species of California desert native plants on public and privately owned lands without a valid permit from the sheriff or commissioner of the county where collecting would occur. This act applies within the boundaries of San Bernardino, Imperial, Inyo, Kern, Los Angeles, Mono, Riverside, and San Diego counties.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional and Local Regulations

County of San Bernardino

The Planning Division of the County's Land Use Services has developed Biotic Resources Overlay Maps to identify sensitive biotic resources that may occur within specific areas of the County. All discretionary permit applications must disclose potential impacts on these identified resources and propose mitigation measures to eliminate or reduce significant impacts.

According to the County's Biotic Resources Overlay Map, the project site is located within the Burrowing Owl Overlay Zone¹; the burrowing owl (*Athene cunicularia*) is a candidate species for listing under CESA. Therefore, land development permit applications must include an analysis of potential impacts on burrowing owl and provide proposed mitigation measures, if necessary, to reduce or eliminate such impacts. Though the site does not occur in unincorporated county land, the mapping provides a useful guide for identifying potential habitat for this species. The County's owl requirements fall within the State requirements and are followed herein.

Rialto General Plan

The primary role of Chapter 2, Managing Our Land Supply of the Rialto General Plan is to direct the use of the City's land resources in the most equitable and productive manner possible, to provide a high quality of life for residents and the overall community. The Rialto General Plan notes that Rialto is predominantly developed but some areas remain substantially undisturbed. Most undisturbed areas are in the northern portion of the City. The Managing Our Land Supply Element indicates that the City will continue to protect local biological resources through careful land designation of resource areas, and by requiring development projects proximate to wildlife corridors to incorporate mitigation measures to minimize impacts to such biological resources.

The following Rialto General Plan goal and policy have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Policy 2-39.3 Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands Flower-loving Fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

Goal 2-40 **Conserve and enhance Rialto's biological resources.**

Policy 2-40.1 Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan serves as the zoning ordinance for properties within the Specific Plan area. The Rialto Airport Specific Plan land use designation for the project site is General Manufacturing (I-GM), which permits wholesale and warehousing operations. The Rialto Municipal Airport ceased operations in

¹ County of San Bernardino. 2012. *Biotic Resources Map*. Retrieved from: <https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf>. Accessed September 4, 2024.

2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The project site remains within the Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. For projects within the Rialto Airport Specific Plan area, policies and standards in the Specific Plan take precedence over more general policies and standards applied throughout the rest of the City.

The Rialto Airport Specific Plan states that there were no sensitive plant species observed during the field surveys conducted for the Specific Plan area in June 1995 and May 1996. Also, the only sensitive wildlife species observed during a field survey conducted for the Specific Plan area in June 1995 was a coast horned lizard (*P. blainvillii*).

City of Rialto Municipal Code

Rialto Municipal Code Title 18 (Zoning) functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. As noted above, the project site has a Specific Plan land use designation of I-GM. The development guidelines for the I-GM designation are identified in the Rialto Airport Specific Plan.

4.3.3 Existing Conditions

The project site is composed of disturbed and undisturbed Riversidean sage scrub, as well as chaparral, disturbed land, and developed land. Disturbed land is dominant in the northern portion of the site and is characterized by non-native grasses. Portions of the project site are partially fenced, and lands immediately surrounding the project site contain human impacts, such as scrap metal and rock piles, a detention basin, berms, and heavy machinery operations. Overhead electric utilities are located along the northwestern project boundary along North Locust Avenue. The project site is bounded by developed land, composed of commercial and industrial properties, paved roads and lots, and disturbed land.

Topography and Soils

The project site is relatively flat with moderate topographic relief occurring along the southern boundary. On-site elevation ranges from approximately 1,590 to 1,650 feet above mean sea level and generally slopes from northwest to southeast. Soils mapped on site include Soboba stony loamy sand, 2 to 9 percent slopes, and Soboba gravelly loamy sand, 0 to 9 percent slopes (**Appendix D**). On-site soils have been mechanically disturbed and heavily compacted from human disturbance.

Vegetation and Land Cover

The project site is primarily vacant, but areas within the site boundaries have historically been used for concrete asphalt production and associated stockpiling and storage activities. The project parcel is 39.9 acres, with off-site improvements planned on an additional 4.3 acres adjacent to the site. The project site and off-site improvement areas support several land cover types including developed land, disturbed land, Riversidean sage scrub, and chaparral **Appendix D**.

Developed. Developed land is typically classified as lands regularly utilized by humans that are devoid of natural habitat. Developed land within the project site consists of World War II-era bunker structure remnants and rail spurs in the southern portion of the project site. In total, developed land occurs on 8.4

acres of the project site and offsite improvement areas. Developed habitat is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Disturbed. Disturbed land is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g., disturbed Riversidean sage scrub). Non-native annual species and perennial broadleaf species typically dominate the habitat. Disturbed land on site is primarily vegetated by short-pod mustard (*Hirschfeldia incana*) and other non-native species, such as tocalote (*Centaurea melitensis*), Russian thistle (*Salsola sp.*), and slender wild oat (*Avena barbata*). There are a few scattered native species throughout the disturbed land, such as common sunflower (*Helianthus annuus*), California croton (*Croton californicus*), and mule fat (*Baccharis salicifolia*); however, they are isolated occurrences and do not function as separate vegetation communities or land cover types. Disturbed land occurs on 7.2 acres of the project site and offsite improvement areas. Disturbed land is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Riversidean Sage Scrub. Riversidean sage scrub is a coastal scrub community typically occupying xeric sites with steep slopes and well-draining soils. Vegetation cover usually stands fairly open and is dominated by coastal sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and brittlebush (*Encelia farinosa*). Riversidean sage scrub occurs within 5.4 acres of the project site in the northeast portion and is primarily composed of California buckwheat, coastal sagebrush, California matchweed (*Gutierrezia californica*), and black sage (*Salvia mellifera*). Riversidean scrub is ranked as G5/S5, meaning it is “demonstrably secure because of its worldwide/statewide abundance” (CDFW, 2024); therefore, it is not considered a sensitive natural community under CEQA.

Disturbed Riversidean Sage Scrub. Disturbed Riversidean sage scrub is Riversidean sage scrub that has a marked disturbance resulting in an atypical vegetation community. The disturbed Riversidean sage scrub primarily occurs in two distinct areas within the project site, one in the north and one in the south, totaling 12.9 acres. The northern area is dominated by short-pod mustard, tocalote, Spanish-clover (*Acmispon glaber*), coastal sagebrush, and tree tobacco (*Nicotiana glauca*). The southern area is denser and is dominated by California buckwheat, holly-leaf cherry (*Prunus ilicifolia*), and spiny redberry (*Rhamnus crocea*). Small patches of disturbed Riversidean sage scrub also occur within the developed areas in the southernmost portion of the site. Riversidean sage scrub is ranked as G5/S5, meaning it is “demonstrably secure because of its worldwide/statewide abundance”; therefore, it is not considered a sensitive natural community under CEQA.

Chamise Chaparral. Chamise chaparral is a one- to three-meters tall chaparral vegetation community overwhelmingly dominated by chamise (*Adenostoma fasciculatum*) with little to no herbaceous understory. The on-site chaparral habitat is dominated by chamise, holly-leaf cherry, Vasey’s prickly pear (*Opuntia vaseyi*), California matchweed, and valley cholla (*Cylindropuntia bernardina*). Some disturbances were observed within this vegetation community, including disturbed bare earth, trash, and an encampment. Chamise chaparral occurs densely in a south-central portion of the project site on 10.4 acres. Chamise chaparral is ranked as G5/S5, meaning it is “demonstrably secure because of its worldwide/statewide abundance”; therefore, it is not considered a sensitive natural community under CEQA.

Special-Status Biological Resources

A literature review and records search was conducted for special-status biological resources potentially occurring on or proximate to the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project site were determined through a review of pertinent literature and databases, including but not limited to the following (**Appendix D**).

- CDFW California Natural Diversity Database
- California Native Plant Society (CNPS)
- USFWS Special-Status Species Database
- USFWS Information for Planning and Consulting (IPaC) Database
- USFWS National Wetlands Inventory (NWI) Database
- USGS National Hydrography Dataset (NHD) Database
- Natural Resources Conservation Service (NRCS) Soils Survey Database

Special-status wildlife and plant species and their potential to occur within the project site is presented in **Table 4.3-1: Special-Status Species Potential to Occur within the Project Site**. The table includes federally and state-listed species, candidate species, and other state-designated special-status species that have been reported within three miles of the project site (CNDDB and USFWS Special-Status Species Database) and determined to be potentially present in the IPaC Database, as well as California Rare Plant Rank (CRPR) 1 and 2 species that occur within the “Nine Quads” search within an elevational range of approximately 1,590 to 1,650 feet above mean sea level. The CNPS “Nine Quads” search queries the USGS quadrangle in which the Project site is located and the surrounding eight quadrangles, which includes Devore, Silverwood Lake, San Bernardino South, San Bernardino North, Telegraph Peak, Cajon, Guasti, Fontana, and Cucamonga Peak. The potential for special-status species to occur on the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources. Please note the special-status species with low potential to occur or that are not expected to occur are not addressed further in this EIR as no impacts are anticipated to these species; see **Appendix D** for the full list of species.

Special-Status Plants

One special-status plant species, Parry’s spineflower (*Chorizanthe parryi* var. *parryi*), was observed on the site. No additional special-status plant species were observed or have a high probability for occurrence based on the lack of suitable habitat on site. The project site has been subject to varying degrees of human disturbances from on-site materials-extraction operations, off-road vehicular access, and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the project site. Although special-status plant species were not observed during the general biological field survey, Parry’s spineflower was assessed to have a moderate potential to occur within the project site based on the presence of suitable habitat. Focused rare plant surveys were conducted during appropriate blooming period for this target species, and surveys were positive for Parry’s spineflower. All other special-status plant species with low potential to occur or not expected to occur are presumed absent from the project site, due to a high degree of habitat fragmentation and routine on-site disturbances. Additionally, CRPR 3 and 4 species were omitted from the potential to occur analysis below due to their relatively low threat status, consistent with standard practice.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site			
Scientific Name Common Name	Status	Habitat	Potential to Occur
PLANT SPECIES			
California satintail (<i>Imperata brevifolia</i>)	CRPR 2B.1	Perennial rhizomatous herb. Blooms September-May. Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, and riparian scrub. Elevation 0-3,985 feet.	Low. Sage scrub and chaparral habitats are present on site, however, suitable aquatic habitat such as wet springs, meadows, streambanks, and floodplains are not present, and species has not been documented within the project vicinity since 1907.
Chaparral ragwort (<i>Senecio aphanactis</i>)	CRPR 2B.2	Annual herb. Blooms January-April. Chaparral, cismontane woodland, and coastal scrub. Elevation 50-2,625 feet.	Low. Native scrub habitat on site is isolated and disturbed, and woodland habitat is not present in the project site or surrounding landscape. Chaparral is present on site; however, no recent occurrences of this species are documented within vicinity of project site.
Mesa horkelia (<i>Horkelia cuneata</i> var. <i>puberula</i>)	CRPR 1B.1	Perennial herb. Blooms February-September. Maritime chaparral, cismontane woodland, and coastal scrub. Elevation 230-2,657 feet.	Low. Chaparral habitat and dry loamy sands present on site. Species prefers foothill habitat, which is not found on site. No contemporary occurrences recorded within the vicinity of the project site.
Nevin's barberry (<i>Berberis nevinii</i>)	FE; SE; CNPR 1B.1	Perennial evergreen shrub. Blooms (February) March-June. Chaparral, cismontane woodland, coastal scrub, and Riparian scrub. Elevation 230-2,705 feet.	Low. Occurs in riparian habitat and/or washes that are not present on site; however, chaparral is found on site. Species is a conspicuous perennial that would have been observed if present.
Parry's spineflower (<i>Chorizanthe parryi</i> var. <i>parryi</i>)	CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevation 900-4,000 feet.	Present. Suitable chaparral habitat with sandy soil present on site. Species observed in 2012 less than one-half mile south of the project site in loamy sand conditions similar to those found on site. Observed during 2025 focused rare plant surveys.
Slender-horned spineflower (<i>Dodecahema leptoceras</i>)	FE; SE; CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, alluvial fan coastal scrub. Elevation 655-2,490 feet.	Low. Chaparral with sand and gravel substrate habitat is present on site, however, local occurrences are restricted to alluvial benches in Lytle Creek Wash and Cajon Wash, which are the preferred habitat for this species. Not observed during 2025 focused rare plant surveys.
Smooth tarplant (<i>Centromadia pungens</i> ssp. <i>laevis</i>)	CRPR 1B.1	Annual herb. Blooms April-September. Chenopod scrub, meadows and seeps, playa, riparian woodland, valley and foothill grassland. Elevation 0-2,100 feet.	Low. Species prefers open, poorly drained flats and waterway banks/beds. Contemporary observations of this species from the project vicinity are restricted to the floodplain, which does not overlap with the project site. Not observed during 2025 focused rare plant surveys.
White rabbit-tobacco (<i>Pseudognaphalium leucocephalum</i>)	CRPR 2B.2	Perennial herb. Blooms (July) August-November (December). Chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevation 0-6,890 feet.	Low. Chaparral and disturbed sage scrub habitats are present on site. However, this species is most commonly associated with washes, streams, and canyon bottoms, which are not found on site, and this species is not known to occur within project vicinity.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name Common Name	Status	Habitat	Potential to Occur
White-bracted spineflower (<i>Chorizanthe xanti</i> var. <i>leucotheca</i>)	CRPR 1B.2	Annual herb. Blooms April-June. Coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevation 985-3,935 feet.	Low. Although sage scrub habitat with sandy to gravelly soils are present on site, this species prefers alluvial fans which are not present on site. Species was documented in 2012 less than two miles northeast of project site at lower Lytle Creek in sand-gravel substrate. Not observed during 2025 focused rare plant surveys.
WILDLIFE SPECIES			
Crotch's bumble bee (<i>Bombus crotchii</i>)	CSE	Arid shrublands and grasslands in coastal and foothill areas of southern California. Nectar plants include milkweeds, buckwheat, and lupines.	Present. Crotch's bumble bee was observed on site during 2025 focused surveys. This species can persist in semi-natural habitats surrounded by intensely modified landscapes, such as the sparse disturbed scrub habitat within the project site. Suitable potential nectar sources and small mammal burrows are present on the site. Species have been reported approximately 1.3 miles northwest of the site in 2024.
Delhi Sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>)	FE	Found in sandy areas composed of Delhi fine sands, stabilized by sparse native vegetation.	Low. Delhi fine sands are present in the region; however, on-site soils are Soboba gravelly and stony loamy sands, which are not suitable for this species.
Monarch butterfly, California overwintering population (<i>Danaus plexippus plexippus</i> pop. 1)	FPT	Found in a variety of habitats across the United States and Mexico (e.g., grasslands, urban land, mountains, and coastal habitats). Exclusively oviposit on milkweed. Nectivorous adults require flowering plants. Roost in eucalyptus, Monterey pines, and Monterey cypresses in California.	Low, no potential for overwintering. Many potential nectar sources observed; however, overwintering habitat does not occur on site.
California glossy snake (<i>Arizona elegans occidentalis</i>)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral habitats. Prefers habitats containing open areas and loose soils for burrowing.	Low. Chaparral and sage scrub habitat on site are marginally suitable for this species; however, local occurrences are restricted to rocky washes which are not present on site. Loose soils suitable for burrowing occur on site in dense shrubby habitat.
Coastal whiptail (<i>Aspidoscelis tigris stejnegeri</i>)	SSC	A variety of rocky, sandy, dry habitats including sage scrub, chaparral, woodlands on friable loose soil.	Present. Chaparral and sage scrub habitat on site are suitable for this species. Suitable loose soils are present on site in dense shrubby habitat.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

<i>Scientific Name</i> Common Name	Status	Habitat	Potential to Occur
Coast horned lizard (<i>Phrynosoma blainvillii</i>)	SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	Low-to-Moderate. Suitable chaparral and sage scrub habitats with sandy and friable soils are present on site in dense shrubby habitat.
Southern California legless lizard (<i>Anniella stebbinsi</i>)	SSC	Found in a variety of habitats including coastal dunes, chaparral, coastal scrub, sandy washes, and alluvial fans, containing moist, loose soils.	Moderate. Suitable chaparral and disturbed sage scrub habitats with leaf litter under shrubs and loose sandy soils present on site. Species has been documented approximately two miles northwest of project site in 2018, and there have been two observations reported within 1.5 miles of the site since 2023. Species was searched for during 2025 focused surveys and not found.
Western spadefoot (<i>Spea hammondi</i>)	FPT; SSC	Found in temporary ponds, vernal pools, and backwaters of flowing creeks, as well as adjacent upland habitats such as grasslands and coastal sage scrub for burrowing. May use kangaroo rat (<i>Dipodomys</i> spp.) or other burrows for cover during hot, dry season.	Low. Aquatic resources required by this species do not occur on site. Though potentially suitable upland habitat is present, it is isolated from suitable aquatic resources.
Bell's sparrow (<i>Artemisiospiza belli belli</i>)	WL	Found in sagebrush, alkali desert scrub, and desert scrub in low, dense stands of shrubs. Frequently associated with <i>Atriplex</i> spp. in desert habitats.	Low. Dense and low areas of sage scrub habitat on site is marginally suitable for this species.; however preferred habitat is not present.
Burrowing owl (<i>Athene cunicularia</i>)	CSE; SSC	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	Moderate (Surveys Negative). Suitable open scrub habitat is present on site. A relatively small number of California ground squirrel burrow complexes occur on site. This species is known to occur locally and has been recorded less than two miles southeast of the project site. Focused non-breeding surveys were negative; however, future occupation is possible based on suitable habitat.
California gull (<i>Larus californicus</i>)	WL	Preferred coastal habitats include sandy beaches, mudflats, rocky intertidal, and pelagic areas of marine and estuarine habitats, as well as fresh and saline emergent wetlands. In inland settings, his species frequents lacustrine, riverine, and cropland habitats in addition to landfill dumps, and open lawns in cities.	Low. This species is known to occur inland and utilize landfill dumps as foraging habitat. The Mid-Valley Landfill, located immediately southwest of the project site, provides suitable habitat. However, suitable habitat for nesting and foraging is not present on the project site.
Coastal California gnatcatcher	FT; SSC	Found in sage scrub habitats, often on slopes. Nests in shrubs including sagebrush, buckwheat, and sage. Diegan coastal	Low. Sage scrub habitat present on site is fragmented and disturbed. Species was observed in a now developed area adjacent to the site in

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

<i>Scientific Name</i> Common Name	Status	Habitat	Potential to Occur
<i>(Poliophtila californica californica)</i>		sage scrub and other similar open scrub habitats in coastal areas, with most populations occurring below 1,500 feet in elevation.	1997, but the species is likely extirpated from the immediate area. The most recent, nearby observation of this species was approximately three miles east of the project site near Lytle Creek Wash. Would have likely been detected during surveys if present (e.g., focused burrowing owl, rare plant, and Crotch's bumble bee surveys).
California horned lark (<i>Eremophila alpestris actia</i>)	WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	Moderate. Suitable habitat is present. Species is known to be tolerant of development and can inhabit a variety of habitats. This species has been observed in the project vicinity in habitats with similar conditions.
Cooper's hawk (<i>Accipiter cooperii</i>)	WL	Found in oak woodlands and occasionally in willow or eucalyptus woodlands.	Present. Species was observed flying above site before it perched atop a building adjacent to the northern project boundary. Individual was not observed directly using the project site.
Costa's hummingbird (<i>Calypte costae</i>)	BCC	Breeds in desert scrub. Occurs in Sonoran and Mojave Desert scrub, coastal California chaparral, California sage scrub, deciduous forest, and desert scrub.	Present. Observed on the project site on May 8, 2025. Suitable foraging and nesting habitat are present.
Ferruginous hawk (<i>Buteo regalis</i>)	WL	Found in open grasslands, agricultural areas, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats.	Low. Open areas within disturbed and sage scrub habitat on site are marginally suitable for species foraging. Migrates through the region but is not a resident species.
Golden eagle (<i>Aquila chrysaetos</i>)	FP; WL	Found in open and semi open country featuring native vegetation across most of the northern hemisphere. Nest on cliffs and steep escarpments in grassland, chaparral, shrubland, forest, and other vegetated areas.	Low. Suitable nesting and overwintering habitat are not present on site. Disturbed land in northern portion of site may provide marginally suitable habitat for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Lawrence's goldfinch (<i>Spinus lawrencei</i>)	BCC	Found in chaparral, coastal scrub, pinyon pine-juniper woodlands, oak woodlands, riparian, and disturbed habitats. Also found in semi-urban, weedy, and agricultural environments. Generally associated with a water source, especially in drier regions.	Present. Observed on the project site on May 8, 2025. Site is highly suitable for foraging and moderately suitable for nesting.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	SSC	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting. Species requires vegetation with spines or thorns (Yosef 1996), or artificial objects such as barbed wire to impale its prey species.	Moderate. Suitable chaparral and dense vegetation found on site. Project site contains barbed wire and sharp fencing appropriate for species feeding techniques. This species has been observed in the project vicinity in habitats with similar conditions.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name Common Name	Status	Habitat	Potential to Occur
Merlin (<i>Falco columbarius</i>)	WL	Found in edges of grasslands and deserts. In open country, clumps of trees or windbreaks are required for roosting.	Low-to-Moderate. Semi-open disturbed habitats marginally suitable for foraging are present on site. Species does not nest in southern California. This species has been observed in the project vicinity in habitats with similar conditions.
Prairie falcon (<i>Falco mexicanus</i>)	WL	Found in desert shrubland and grasslands. Primarily forage in grassland habitats.	Low-to-Moderate. Species tends to forage in areas with lower and sparser vegetation than found on site. Suitable breeding habitat is not present. This species has been observed in the project vicinity in habitats with similar conditions.
Northern harrier (<i>Circus cyaneus</i>)	SSC	Found in meadows, grasslands, open rangelands, desert sinks, and fresh and saltwater emergent wetlands. Nest on the ground, often near an aquatic resource or within the waterbody itself using sticks or sedge tussocks as a foundation. May also nest in grasslands, grain fields, or sagebrush flats several miles from water.	Low. Disturbed land in the northern portion of site may provide marginally suitable habitat suitable for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Southern California rufous-crowned sparrow (<i>Aimophila ruficeps canescens</i>)	WL	Found in mostly in sage scrub and chaparral, but also grassland habitats with scattered scrubs. Prefers open habitat with rocky slopes. May also be found in open sage scrub/grassy areas of successional growth for example, after a fire.	Low. Sage scrub and chaparral habitat on site are marginally suitable for this species; however, preferred rocky slopes are not present and this species is not generally tolerant of human disturbance.
Los Angeles pocket mouse (<i>Perognathus longimembris brevinasus</i>)	SSC	Found in low elevation grassland, alluvial sage scrub, and coastal sage scrub.	Low. Sage scrub habitat on site is marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. This species was previously recorded adjacent to the project site in 2003; however, that land has since been developed. Species was also observed near the project site in 2015 prior to the development of Sierra Lakes Commerce Center. Very few small mammal burrows were observed on site and friable sandy soils are limited to dense shrubby areas.
Northwestern San Diego pocket mouse (<i>Chaetodipus fallax fallax</i>)	SSC	Inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities.	Low. Disturbed scrub and chaparral on site are marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. Species observations were recorded adjacent to the project site in 2003 prior to development of Target

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

<i>Scientific Name</i> Common Name	Status	Habitat	Potential to Occur
			Distribution Center. Very few small mammal burrows were observed on site.
San Bernardino kangaroo rat (<i>Dipodomys merriami parvus</i>)	FE; SE; SSC	Found along floodplains, washes and alluvial fans in scrub and chaparral habitats. Soft soil required to burrow.	Low. Riversidean alluvial fan, floodplains, and washes are not present on site. Sandy soils for burrowing do not occur within open areas on the project site; openings are compacted and non-friable. Friable soils are present on site but occur in areas of dense vegetation not suitable for San Bernardino kangaroo rat. Very few small mammal burrows were observed on site. The site is isolated from other areas of suitable habitat. Final critical habitat for this species is located less than 700 feet west of the site but has since been developed for Target Distribution Center and habitat for San Bernardino kangaroo rat no longer occurs in this location. The nearest extant population is greater than 0.5 mile to the north within Lytle Creek Wash; however, San Bernardino kangaroo rats only disperse up to 0.3 mile (USFWS 2009) and no suitable habitat is present between this population and the project site.
Western yellow bat (<i>Lasiurus xanthinus</i>)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands, and sometimes even residential areas.	Low. Species prefers roosting in trees over three meters (10 feet) tall, which are not present on site but occur as ornamental pines in the southern buffer zone. However, sage scrub and chaparral habitat within the project site is unlikely to be used by this species.

Notes:

BCC: USFWS Birds of Conservation Concern

CSE: Candidate Species under CESA

FE: Federally Endangered

FT: Federally Threatened

FPT: Federally Proposed Threatened

FP: CDFW Fully Protected

SE: State Endangered

SSC: CDFW Species of Special Concern

WL: CDFW Watch List Species

California Native Plant Society (CNPS) California Rare Plant Rank (CRPR)

1A Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere

1B Plants Rare, Threatened, or Endangered in California and Elsewhere

2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere

4 Plants of Limited distribution (Watch List)

CNPS Threat Ranks

0.1 Seriously threatened in California

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site			
Scientific Name Common Name	Status	Habitat	Potential to Occur
0.2 Moderately threatened in California 0.3 Not very threatened in California Source: Rocks Biological Consulting, <i>Biological Technical Report</i> , included as Appendix D to this EIR.			

Special-Status Wildlife

Of the special-status wildlife species evaluated five special-status wildlife species, Crotch's bumble bee (state candidate for listing under the CESA), Cooper's hawk (*Accipiter cooperii*; CDFW Watch List [WL]), coastal whiptail (*Aspidoscelis tigris stejnegeri*; CDFW Species of Special Concern [SSC]), Costa's hummingbird (*Calypte costae*; USFWS Bird of Conservation Concern [BCC]), and Lawrence's goldfinch (*Spinus lawrencei*; USFWS BCC), were observed during project field surveys, and seven additional species have a low-to-moderate or moderate potential to occur within the project site based on the presence of suitable habitat. Please note that special-status wildlife species with low potential to occur or not expected to occur are not addressed further in this report; due to a high degree of habitat fragmentation and routine on-site disturbances no impacts are anticipated with these species.

Critical Habitat

The ESA defines critical habitat as a specific geographic area, or areas, that contains features essential for the survival and recovery of endangered and threatened species. The USFWS designates critical habitat for endangered and threatened species and may include sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Critical habitat may also include areas that are not currently occupied by the species, but that will be needed for its recovery.

No USFWS designated critical habitat overlaps with the project site; however, there is critical habitat for San Bernadino kangaroo rat less than 700 feet west of the site. This area of critical habitat is separated from the project site by a paved road and is now developed. Additional critical habitat can be found approximately 0.5-mile north of the site but is separated from the project site by dense development. Refer to Figure 3a in **Appendix D**.

Wildlife Corridors

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

Based on a review of the CDFW Biogeographic Information and Observation System data, no wildlife movement corridors are mapped within the project site (**Appendix D**). The land within and around the project site is designated as Rank 1, "Limited Connectivity Opportunity," and Rank 2, "Large Natural Habitat Areas." These ranks are the two lowest within the Terrestrial Connectivity, Areas of Conservation Emphasis (ACE) dataset (CDFW 2025c). Although the project site supports chaparral and Riversidean sage scrub habitat, it is surrounded by development and has been previously disturbed. There are no large areas of native vegetation contiguous with the habitat on site; however, the project site is less than one mile south of a "less permeable" California Essential Habitat Connectivity (CEHC) Essential Connectivity Area and a Natural Landscape Block associated with Lytle Creek Wash. Lytle Creek Wash also contains a Missing Linkage in California's Landscape as mapped by the Science & Collaboration for Connected Wildlands organization.

Jurisdictional Waters and Streambed

No aquatic resources were identified within the project site and 50-foot buffer during desktop review of the NWI, NHD databases, and historic aerial photos. Additionally, during the constraints-level aquatic resources assessment on October 29, 2024, no aquatic resources potentially jurisdictional per the USACE, RWQCB, and/or CDFW were observed within the project site. Lastly, all soil types documented within the review area are not considered hydric, nor are there vegetation communities occurring within the review area contain riparian and/or hydrophytic species.

4.3.4 Methodology

This analysis considers the CEQA Guidelines Appendix G thresholds, as described above, in determining whether Project implementation would result in a substantial impact to biological resources (i.e., environmental study areas, protected wetlands, marine resources). The evaluation was based on a review of regulations and determining their applicability to the Project. The determination that the Project would or would not result in “substantial” temporary or permanent impact to biological resources considers the relevant policies and regulations established by local and regional agencies and the Project’s compliance with these policies. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project’s potentially significant environmental impacts.

Outlined in the *Biological Technical Report* prepared for the Project, biologists conducted database research, vegetation mapping, habitat assessments for special-status species, and an initial general biological survey on October 29, 2024 (**Appendix D**). Biologists also examined the site for the presence of potentially jurisdictional aquatic resources; however, a formal aquatic resources delineation to identify areas that may be considered jurisdictional under the USACE pursuant to Section 404 of the CWA, under the RWQCB pursuant to Section 401 of the CWA and the Porter-Cologne Water Quality Control Act, and under the CDFW pursuant to Section 1602 of the California Fish and Game Code, was not conducted. The general biological survey, vegetation mapping, and habitat assessments were conducted within the approximately 44.2-acre project site and a surrounding 100-foot buffer (survey area) for a total of 66.7 acres. The constraints-level aquatic resources assessment was conducted within the project site plus a surrounding 50-foot buffer for a total of 55.3 acres. **Table 4.3-2: Summary of Biological Surveys Conducted** lists survey dates and conditions.

Date	Activity	Surveyor(s)	Time (Start- End)	Temp. (F) (Start-End)	Cloud Cover (%) (Start-End)	Wind Range (mph) (Start; End)
10/29/2024	Burrowing owl survey	AG, HS	0730-1100	49-64	25-50	3-5; 3-5
10/29/2024	General biological survey, vegetation mapping, constraints-level aquatic resources assessment	AG, HS	1100-1145	64-64	50-50	3-5; 3-5
11/26/2024	Burrowing owl survey	HS, KW	0700-0900	51-55	95-95	0-2; 0-2
1/7/2025	Burrowing owl survey	AG, MT	0730-0930	51-54	100-90	15-25; 10-15
1/16/2025	Burrowing owl survey	AG, KW	0715-0915	54-56	0-0	5-8; 3-5
1/31/2025	Burrowing owl survey	IB, KW	0750-0940	41-52	10-15	0-2; 0-2

4/29/2025	Crotch's bumble bee survey	IH, KW	1030-1430	65-76	0-20	0-2; 4-8
5/8/2025	Rare plant survey	JR, AG	1000-1530	69-80	0-0	1-3; 1-3
5/22/2025	Crotch's bumble bee survey	IH	1045-1430	81-87	10-5	0-3; 3-7
5/22/2025	Rare plant survey	JR, AG	1045-1430	81-87	10-5	0-3; 3-7
6/9/2025	Crotch's bumble bee survey	IH, IB	0945-1345	67-80	50-20	3-6; 1-4
6/18/2025	Parry's spineflower assessment	JR	1015-1405	87-96	0-0	1-3; 2-6
Notes: AG=Alec Goodman, HS=Hannah Swarthout, IB=Imran Badar, IH=Ian Hirschler, JR=Jim Rocks, KW=Kelsey Woldt, MT=Melissa Tamarkin Source: Rocks Biological Consulting, <i>Biological Technical Report</i> , included as Appendix D to this EIR.						

Burrowing owl surveys were conducted within the project site and a surrounding 500-foot buffer, resulting in a burrowing owl survey area of 168 acres. Focused non-breeding season burrowing owl surveys were conducted on October 29, 2024, November 26, 2024, January 7, 2025, January 16, 2025, and January 31, 2025. All surveys were scheduled to be conducted at least three weeks apart, in accordance with CDFW BUOW Guidelines. However, wind conditions caused the third survey on January 7, 2025, to be partially out of protocol. As a result, this survey was repeated on January 16, 2025, resulting in the final two focused surveys occurring two weeks apart. Surveys were conducted by walking transects spaced approximately 20 meters apart throughout all suitable habitat within the survey area. All observed burrows suitable for burrowing owl occupation were examined for sign, including feathers, pellets, prey remains, whitewash, and/or decoration at or near burrow entrances. No burrowing owl individuals, or active sign, or evidence of burrowing owls were observed.

Focused rare plant surveys were conducted on May 8 and May 22, 2025, and an additional Parry's spineflower (*Chorizanthe parryi* var. *parryi*) assessment was conducted on June 18, 2025. Surveys were conducted during the appropriate blooming periods for the target species, Parry's spineflower. The survey was conducted on the project site plus a 50-foot buffer by walking meandering transects within suitable habitat. Any special-status plants observed were mapped using a GPS; population size, phenology, and other relevant field observations were recorded. Biologists identified all plant species on site to species, subspecies, or varietal level and a compendium of all plant species identified on site was generated. Plants that could not be identified to the species, subspecies, or varietal level in the field were collected and identified in the laboratory using a microscope and dichotomous key. Additional details of survey methodology can be found in **Appendix D**.

Focused Crotch's bumble bee (*Bombus crotchii*) surveys were conducted on April 29, May 22, and June 9, 2025, within the time period when detection of Crotch's bumble bee is greatest (i.e., April through August). Three surveys were performed in accordance with the *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (CDFW 2024b). Surveys were conducted by walking transects through the project site focusing on areas where ample nectar sources were present, with a minimum of one person-hour of searching per three acres of suitable habitat. Surveyors were prepared to record the location of any observed Crotch's bumble bee, along with population size and nesting status, and to collect non-lethal photo vouchers captured at various angles to confirm accurate identification. All arthropods and potential nectar sources were identified and recorded. Full survey methods, details, and species lists can be found in **Appendix D**.

4.3.5 Thresholds of Significance

The following significance criteria for biological resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS.
- Have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required in the EIR:

- Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

The project site is not located with an active HCP or NCCP area.²

4.3.6 Project Impacts and Mitigation

Threshold 4.3-1:	Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?
	Level of Significance: Less than Significant with the incorporation of MM BIO-1 through MM BIO-6.

The proposed Project involves ground disturbance (e.g., grubbing, clearing and grading) and construction of a warehouse, access roadways, and other needed infrastructure and improvements that could result in impacts to special status plant and wildlife species during construction. Impacts to special-status species could also occur during project operations from either direct (e.g., destruction of potential habitat, disturbance of species located on the site) or indirect impacts (e.g., disturbance of habitat or species as a result of increased noise, vibration, dust, nighttime lighting, and human activity in the area). Potential impacts are discussed in more detail below.

Special-Status Plant Species

Parry's spineflower. Parry's spineflower is native and endemic to Southern California and blooms from April to June. Parry's spineflower is a CRPR rank 1B.1 species, meaning it is rare, threatened, or

² Rocks Biological Consulting. 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

endangered in California and elsewhere and eligible for state-listing under CEQA. Parry's spineflower is also a State Rank S2, meaning it is imperiled because of rarity making it very vulnerable to extirpation.

Parry's spineflower was not detected on the project site during the general biological survey; however, this species was observed during focused rare plant surveys conducted within the species' typical blooming period (April – June) in 2025. Parry's spineflower was found within the chaparral vegetation community near the center of the project site. Occurrences were primarily associated with open shallow basins consisting of lower growing perennial species such as California matchweed with larger chaparral species such as chamise and holly-leaved cherry (*Prunus Illicifolia*) on the margins. Approximately 1,200 individuals of Parry's spineflower were documented on site; please refer to **Appendix D** for the full survey results. Surveys were positive for Parry's spineflower; therefore, this species would be impacted with Project implementation.

Project implementation could result in a potentially significant impact due to crushing of adult plants, bulbs, or seeds during vegetation removal or operation of heavy machinery associated with construction activities which could result in harm or mortality of Parry's spineflower. Additionally, a potentially significant impact could occur if invasive plants are introduced during or after construction activities because invasive species produce competition which could adversely impact the proliferation and survivorship of Parry's spineflower. As set forth in MM BIO-1, compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat at a minimum ratio of 1:1 and a rare plant mitigation plan would be developed and implemented. Therefore, with mitigation, the removal of Parry's spineflower on site would not result in a substantial adverse effect on the species. Additionally, the Project would implement MM BIO-2, which would require the avoidance of invasive species in landscaping. This would ensure that competition from invasive species would not negatively impact the proliferation and survivorship of Parry's spineflower. Impacts to Parry's spineflower can be mitigated to a less than significant level.

The proposed Project would not impact other special-status plants as no additional special-status species were observed and none have a moderate to high potential to occur within the project site due to lack of suitable habitat.

Threatened and Endangered Wildlife Species

Despite negative survey results, suitable habitat for burrowing owl (State candidate species for listing under the CESA) is present on site; therefore, this species may be impacted by project implementation if present on site during construction, as discussed below. Crotch's bumble bee (State candidate for listing under the CESA) was observed on the project site and may be impacted by project implementation, as discussed further below.

The proposed project will not impact any additional federally and/or state-listed wildlife species, as no additional listed species were observed during general biological surveys and none have moderate to high potential to occur on site based on lack of suitable habitat and the isolated nature of the site.

Burrowing Owl. On October 10, 2024, the California Fish and Game Commission unanimously approved the listing of burrowing owl as a candidate species for listing under CESA. The species will undergo a one-year review prior to the issuance of a final decision on listing. As a candidate for potential listing, the species is temporarily awarded the same protections as a state-listed endangered or threatened species.

As noted above, the project is within the Burrowing Owl Overlay Zone per the San Bernardino County Museum Biological Species Database and General Plan. No burrowing owl individuals, active sign, or evidence of burrowing owls were observed during the general biological survey on October 29, 2024, or during focused burrowing owl surveys between October 29, 2024 and January 31, 2025. Suitable habitat and mapped burrows were inspected during focused surveys for Crotch's bumble bee and rare plants in spring and early summer of 2025 and continued burrowing owl absence was recorded. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site.

With Project implementation, a potentially significant impact on burrowing owl could occur in the form of death, injury, or harassment of nesting birds, their eggs, and their young, if owls are present. Such impacts, if they were to occur, are potentially significant due to the direct reduction in local populations and loss of genetic diversity. Injury or mortality occurs most frequently during the vegetation clearing stage of construction and affects eggs, nestlings, and recently fledged young that cannot safely avoid equipment. In addition, impacts on burrowing owl could occur if owls were to enter the project site during active construction. Burrowing owls are particularly susceptible to vehicle strikes because they utilize roadways and adjacent areas for hunting. Burrowing owls are known to use manmade materials, such as pipes and culverts, for shelter and nesting. Impacts on burrowing owl, if they were to subsequently inhabit the site, are potentially significant. To avoid direct impacts on burrowing owls, pre-construction clearance surveys, CDFW consultation, and best management practices as outlined in MM BIO-2, MM BIO-3A, and MM BIO-3B would be implemented. With implementation of the mitigation measures, direct impacts on burrowing owls, if present, would be reduced to less than significant.

Additionally, a potentially significant impact could occur if burrowing owl is present adjacent to the project site during nighttime construction that involves the use of lighting. Such impacts are potentially significant because lights could reduce burrowing owls' hunting success and make burrowing owls easier targets for predators. To avoid potential impacts on burrowing owl from nighttime construction and lighting, construction would occur during the day as outlined specifically in MM BIO-2(c).

Further, a potentially significant impact could occur if burrowing owl is present in the suitable habitat west of the project site due to elevated noise, vibration, and dust levels generated by construction equipment. However, these disturbances are temporary and relatively short in duration, thus unlikely to affect burrowing owl behavior. In addition, as outlined in MM BIO-3A and MM BIO-3B, burrowing owl pre-construction surveys would include a 500-foot buffer around the project site; therefore, burrowing owls occurring near to the site would be detected, if present. If burrowing owls are detected within 500 feet of the project site, CDFW would be consulted for additional guidance. As such, impacts during project construction are anticipated to be less than significant. Therefore, with adherence to MM BIO-1, MM BIO-3A, and MM BIO-3B, potential impacts to burrowing owl would be reduced to less than significant.

Crotch's Bumble Bee. The Crotch's bumble bee is currently a candidate for listing under the CESA based on a 2018 petition submitted by the Xerces Society for Invertebrate Conservation, Defenders of Wildlife and Center for Food Safety (**Appendix D**). One Crotch's bumble bee was observed on the project site during a focused survey on June 9, 2025. Suitable nectar sources and habitat (i.e., small rodent burrows) are present on the project site and, although nests were not observed, the potential for nesting is moderate. Due to species presence, the Project could result in potentially significant impacts on Crotch's bumble bee in the form of death, injury, or harassment and if present in the future could result in the destruction of nesting sites which could result in significant direct take of Crotch's bumble bee.

Prior to initial ground disturbing activities, as required by MM BIO-1(j), construction personnel would be provided training with instructions to follow in the event a Crotch's bumble bee nest is observed or suspected to be on site. In accordance with MM BIO-4A, pre-construction surveys would be conducted to locate any active Crotch's bumble bee nests within or adjacent to construction areas, if nests are detected, as required under MM BIO-4B. Avoidance and minimization measures as outlined in project-specific permits (i.e., CESA ITP) would be followed to ensure unauthorized take does not occur. In addition to nests, impacts could occur to Crotch's bumble bee if a bee enters the project site during active construction. In compliance with MM BIO-4C, a biological monitor would be present on site during removal of suitable nectar sources and if an individual is identified would stop construction work to allow Crotch's bumble bee to move out of harm's way. MM BIO-1 would also require compliance with construction BMPs to further avoid or minimize the potential for direct adverse impacts to Crotch's bumble bee during construction activities.

Project implementation could still result in a potentially significant impact on Crotch's bumble bee through destruction or degradation of suitable habitat, including nectar sources and potential nest burrows located on the project site. However, as set forth in MM BIO-4B, ITP compensatory mitigation shall be provided by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. Therefore, with mitigation, the removal of Crotch's bumble bee habitat on-site would not result in a substantial adverse effect on the species.

Indirect impacts on Crotch's bumble bee, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Crotch's bumble bee behavior. As such, indirect impacts during project construction are anticipated to be less than significant in this regard.

Adherence with the mitigation measures listed above would ensure impacts to Crotch's bumble bee would be less than significant. It should be noted, if Crotch's bumble bee is no longer a candidate or listed species under CESA at the time of Project construction, then these mitigation measures would not be required.

Special-Status Wildlife Species

As identified in **Table 4.3-1**, it was determined that six additional non-listed special-status wildlife species have a moderate to low-to-moderate potential to occur on the project site; California horned lark, loggerhead shrike, prairie falcon, merlin, coast horned lizard, and Southern California legless lizard. Additionally, four non-listed special-status species were observed on-site; Cooper's hawk, coastal whiptail, Costa's hummingbird, and Lawrence's goldfinch. None of the special-status wildlife species identified above are federally or State listed as endangered or threatened. The Project's potential to impact species or indirectly impact foraging and movement behavior of species is discussed in detail below.

California Horned Lark, Costa's Hummingbird, Lawrence's Goldfinch, and Loggerhead Shrike. Costa's hummingbird and Lawrence's goldfinch were observed on site and California horned lark and loggerhead shrike have moderate potential to occur on the project site; therefore, direct impacts through loss of suitable foraging habitat could occur with Project implementation. Suitable foraging habitat for Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike is present within

proximity to the project site and is abundant throughout the region. In addition, as required by MM BIO-4B, compensatory habitat mitigation lands for Crotch's bumble bee are likely to be suitable for these four non-listed avian species. As such, removal of suitable foraging habitat would be less than significant.

However, Project construction activities could result in potentially significant impacts on nesting Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike, if nests are present. Vegetation trimming or removal of suitable habitat within an active breeding territory could result in harassment, injury, damage or destruction of an active nest, and/or death of adults, eggs, and/or young during construction activities. The Project would implement MM BIO-2, which would require best management practices including flushing species from the site prior to vegetation removal. Additionally, MM BIO-5A and MM BIO-5B would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 avoidance of nesting season if feasible, nesting bird surveys 3 days prior to site disturbance, and buffers to be established around active nests.

Indirect impacts on Costa's hummingbird, Lawrence's goldfinch, California horned lark, and loggerhead shrike, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Costa's hummingbird, Lawrence's goldfinch, California horned lark, or loggerhead shrike behavior. As such, indirect impacts during project construction are anticipated to be less than significant.

Overall, with implementation of MM BIO-2, MM BIO-4B, MM BIO-5A, and MM BIO-5B, impacts to Costa's hummingbird, Lawrence's goldfinch, California Horned Lark and Loggerhead Shrike would be less than significant.

Cooper's Hawk, Prairie Falcon, and Merlin. One adult Cooper's hawk was observed flying overhead during a biological survey. The hawk flew over the project site and was not observed directly using it. Although the project site supports suitable foraging habitat for Cooper's hawk, this species is not expected to rely on the habitat on the project site. Removal of foraging habitat as a result of project implementation is anticipated to be less than significant due to the abundance of suitable Cooper's hawk habitat throughout the region. Prairie falcon and merlin both have low-to-moderate potential to occur on the project site. Due to the low-quality foraging habitat on site and proximity to preferred foraging areas, these species are also not expected to rely on the project site. Suitable nesting habitat is not present for any of these raptor species. Prairie falcon primarily nests on ledges and cliffs which are absent from the project site, and merlin is not known to nest in Southern California. The project site also lacks woodlands appropriate for Cooper's hawk nesting. Therefore, these species are not anticipated to nest on or immediately adjacent to the site and impacts on Cooper's hawk, prairie falcon, and merlin would be less than significant.

Coastal Whiptail, Coast Horned Lizard, and Southern California Legless Lizard. Coastal whiptail was observed on-site and coast horned lizard and Southern California legless lizard have moderate or low-to-moderate potential to occur on site. The project site supports approximately 28.6 acres of native upland habitat, the on-site chaparral and sage scrub are disturbed and isolated from other areas of suitable native habitat. Coastal whiptail, coast horned lizard, and Southern California legless lizard exhibit high site fidelity and are not capable of dispersing long distances through urban environments. As such, on site habitat, if occupied by special-status lizards, does not contribute to the species' long-term survival. The surrounding urban landscape acts as a barrier to dispersal, cutting off special-status lizard populations, if present, from

other populations, limiting genetic diversity and effectively creating a 'sink'. Other natural lands in the project vicinity, such as Lytle Creek, Jurupa Hills, the Santa Ana River corridor, and the Cucamonga Wilderness provide suitable habitat with connectivity to other populations. As such, loss of on-site suitable habitat would not result in a significant impact on the species or habitat due to the lack of value this land provides to the long-term viability of the species.

However, vegetation clearing and grading and other construction activities could result in harassment, injury, and/or death of coastal whiptail, coast horned lizard and Southern California legless lizard. Therefore, Project construction activities could result in a potentially significant impact on these special-status species, if present on site. As set forth in MM BIO-2 construction best management practices would be implemented. As outlined in MM BIO-6A and MM BIO-6B, pre-construction surveys for the special-status lizard species would be required, if identified and avoidance is not feasible, species would be relocated. Therefore, Project implementation would not result in potential direct harassment, injury, and/or mortality of coastal whiptail, coast horned lizard, and Southern California legless lizard and impacts would be less than significant with MM BIO-2, BIO-6A, and MM BIO-6B.

Threshold 4.3-2:	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS? <i>Level of Significance:</i> Less than Significant Impact

Riparian areas are ecosystems bordering a river or stream, where soil moisture is more or less permanently available. Riparian areas are highly productive transitional areas between streams and terrestrial uplands and support a diverse community of plants and animals. The project site is currently vacant undeveloped land and does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils (**Appendix D**). Further, the constraints-level aquatic resources assessment and NWI and NHD database research did not reveal any jurisdictional drainage and/or wetland features, blueline streams, or riparian habitat. Therefore, Project implementation would not adversely affect any riparian habitat and no mitigation is required.

As discussed above in Section 4.3.3, Existing Conditions, the proposed project would result in impacts on five land uses/vegetation communities, developed land, disturbed land, Riversidean sage scrub, disturbed Riversidean sage scrub, and chamise chaparral. Developed land and disturbed land are not considered native vegetation communities. Although chamise chaparral, Riversidean sage scrub, and disturbed Riversidean sage scrub are native upland habitat they are not considered sensitive natural communities under CEQA and impacts on these communities are not anticipated to be significant due to their abundance in the region. Therefore, impacts to native vegetation communities resulting from the Project would be less than significant and no mitigation is required.

Threshold 4.3-3:	Would the Project have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? <i>Level of Significance:</i> No Impact

As previously addressed and verified during the field investigation, there are no riparian habitats or federally protected wetlands or resources on the project site or in its immediate vicinity. The project site

does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would project implementation potentially affect wetlands. Additionally, the U.S. Fish and Wildlife Service National Wetlands Inventory and U.S. Geological Survey National Hydrography Dataset databases do not map any features within the project site (**Appendix D**). Therefore, the Project would not have a substantial adverse effect on any State or federally protected wetlands and no impact would occur.

Threshold 4.3-4: **Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Level of Significance: Less than Significant with incorporation of MM BIO-5.

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species.

As previously discussed, the project site does not function as part of a wildlife corridor. However, important connectivity corridors occur less than one mile north of the project site in association with Lytle Creek Wash, which is identified in the Rialto General Plan as unique and valuable habitat. Due to the site's proximity to an important connectivity area, the project area could potentially be used by wildlife as a refuge between larger areas of naturally occurring habitat. However, the project site does not contain large areas of contiguous native vegetation and is surrounded by development. Therefore, only species capable of flight would be able to use the site as a stepping stone between habitats. Implementation of the Project would preclude the use of the site as a stepping-stone refuge. However, other nearby green spaces, such as Alec Fergusson Park, Sierra Lakes, and Roger Birdsall Park, provide suitable refugia for flight-capable species. As such, project implementation would not substantially interfere with wildlife movement opportunities or a wildlife corridor, and impacts would be less than significant.

The Project has the potential to impact nesting migratory birds which have acclimated to urban life and nest and forage in the local trees and shrubs. The project site contains habitat with the potential to support avian nests and impacts on nesting birds. The proposed Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season. The direct injury or death of a migratory bird due to construction or other disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a significant impact as impacts on nesting birds are prohibited by the MBTA and/or California Fish and Game Code Section 3503. The Project would implement MM BIO-5A which would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513, avoidance of nesting season if feasible, nesting bird surveys three days prior to site disturbance, and MM BIO-5B which would require buffers to be established around active nests. Adherence to MM BIO-5A and MM BIO-5B would ensure Project implementation would result in a less than significant impact to migratory birds. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Threshold 4.3-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Level of Significance: Less than Significant with incorporation of MM BIO-3A.

As previously discussed, the project site is within the Burrowing Owl Overlay Zone identified on San Bernardino County Biotic Resources Map. However, the project site has been subject to a variety of human disturbances and is bordered by industrial development. These disturbances have heavily impacted the natural plant communities, which reduces potential foraging and nesting/denning opportunities for wildlife species.

Pursuant to San Bernardino requirements, focused surveys and pre-construction surveys for burrowing owl are necessary to determine presence/absence within the project site. As noted above, focused surveys have been conducted, and no burrowing owl individuals or active signs were observed during the general biological survey on October 29, 2024, nor during focused surveys between October 29, 2024, and January 31, 2025. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site. As set forth in MM BIO-3A, pre-construction clearance surveys for burrowing owls would be conducted in accordance with CDFW's Staff Report on Burrowing Owl Mitigation. As such, the project would not conflict with the County of San Bernardino Biotic Resources Overlay Zones.

As noted above, Rialto General Plan Policy 2-39.3 outlines continued support for the Delhi Sands Flower-loving Fly. It was determined the project site does not contain suitable soils for Delhi Sands flower-loving fly. As such, protocol surveys are not required, and the Rialto General Plan policy related to this species is not applicable. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources.

4.3.7 Cumulative Impacts

Past, present and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. With implementation of MM BIO-1 through MM BIO-6, the proposed Project would not cause a significant impact to biological resources. Mitigation would include construction BMPs to avoid potential impacts and disturbance to special status species, and Parry's spineflower, burrowing owl, nesting bird, Crotch's bumble bee, Coastal whiptail, Coast horned lizard, and Southern California legless lizard pre-construction surveys and avoidance measures. Project level impacts would be less than significant with the implementation of these measures and therefore would not contribute to a cumulative impact. Additionally, as discussed in this section, the project site does not contain riparian habitat or any other water resources. Additionally, the project site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the CWA. The project site is not located within a designated protected area, which may support species and habitats that are sensitive and rare within the region or may function as a migration corridor for wildlife. Lastly, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, with the implementation of MM BIO-1 through MM BIO-6, the Project would not contribute to a cumulative effect

on biological resources including sensitive species, protected habitat, or wetland resources. Therefore, the Project would not contribute to a cumulatively considerable impact.

4.3.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM BIO-1: Rare Plant Mitigation Plan. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted).

If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW.

If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

MM BIO-2: Best Management Practices. To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:

- a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site.
- b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the project biologist for wildlife before such material is moved, buried, or capped.

- c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code.
- d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owl, from suitable habitat areas within the project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitat to be imminently removed and towards adjacent open space.
- e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday.
- f. Contractors shall not permit pets on the construction site.
- g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night.
- h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction.
- i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping.
- j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning

work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety (“tailgate”) meetings, as needed.

MM BIO-3A: Burrowing Owl Preconstruction Surveys. No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owl.

The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, ‘qualified biologist’ is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).

MM BIO-3B: Burrowing Owl Preconstruction Surveys. If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owl shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan.

If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

- MM BIO-4A: Crotch's Bumble Bee Surveys.** At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.
- MM BIO-4B: Crotch's Bumble Bee CESA ITP.** Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.
- MM BIO-4C: Crotch's Bumble Bee Biological Monitor.** A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.
- MM BIO-5A: Nesting Bird Surveys.** To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.
- MM BIO-5B: Nesting Bird Surveys.** If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds.

If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.

MM BIO-6A: Special-Status Preconstruction Lizard Surveys. Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, and equipment and vehicle access, parking, and staging.

The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.

MM BIO-6B: Special-Status Preconstruction Lizard Surveys. If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.

4.3.9 Level of Significance After Mitigation

Potential impacts to biological resources would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.3.10 References

California Department of Fish and Wildlife (CDFW). 2024. *California Natural Community List*. Retrieved from: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline>. Accessed July 1, 2024.

County of San Bernardino. December 2021. *Biotic Resources Map*. Retrieved from: <https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf>. Accessed September 4, 2024.

Rocks Biological Consulting. August 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR

4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section of the EIR identifies and evaluates potential impacts related to biological resources associated with implementation of the proposed Project. The analysis in this section is based in part on the *Biological Technical Report* prepared by Rocks Biological Consulting (August 2025) which is included as **Appendix D: Biological Technical Report** of this EIR.

4.3.2 Regulatory Setting

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for these listed species. The FESA regulates the “taking” of any endangered fish or wildlife species, per Section 9 of the FESA. As development is proposed, the responsible agency or individual landowner is required to consult with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts on listed species (including plants) or the critical habitat of a listed species, pursuant to Section 7 and Section 10 of the FESA. The USFWS is required to determine the extent a project would impact a particular species. If USFWS determines that a project is likely to potentially impact a species, measures to avoid or reduce such impacts must be identified.

Following consultation and the issuance of a Biological Opinion, the USFWS may issue an incidental take statement which allows for the take of a species if it is incidental to another authorized activity and will not adversely affect the existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to non-federal parties in conjunction with the development of a habitat conservation plan. Section 7 of the FESA provides for the permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 USC §§ 703-711) is the domestic law that affirms and implements a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. Unless and except as permitted by regulations, the MBTA prohibits the intentional pursuit, hunting, taking, capture, or killing of migratory birds anywhere in the United States. The law also applies to the disturbance and removal of nests occupied by migratory birds or their eggs during the breeding season, whether intentional or incidental.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 80 Federal Register [FR] 37104, June 29, 2015). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit for more than minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit or Regional General Permit.

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), divisions of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide “certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards.” Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for the discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA), in combination with the California Native Plant Protection Act of 1977 (NPPA; Fish and Game Code § 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the State. California also lists Species of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the California Fish and Game Commission (CFGF) as rare on or before January 1, 1985, is a threatened species.” Candidate species are defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the CFGF has published a notice of proposed regulation to add the species to either list.” Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the CFGF. Unlike FESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating “no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.” Under CESA, “take” is defined as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Exceptions authorized by the State to allow “take” require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. California Fish and Game Code Sections 1901 and 1913 provide that notification is required prior to disturbance. The California Department of Fish and Wildlife (CDFW) is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed species are addressed through the issuance of a 2081 Permit (Memorandum of Understanding).

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to an applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and an applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

Within California, fish, wildlife, and native plant resources are protected and managed by CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the California Fish and Game Code address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the California Fish and Game Code.

California Native Plant Protection Act (California Fish and Game Code Sections 1900–1913)

The California Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. The California Native Plant Protection Act prohibits the take of such plants, with certain exceptions.

California Desert Native Plant Act (California Food and Agriculture Code Sections 80001–80201)

The California Desert Native Plants Act prohibits the removal of certain species of California desert native plants on public and privately owned lands without a valid permit from the sheriff or commissioner of the county where collecting would occur. This act applies within the boundaries of San Bernardino, Imperial, Inyo, Kern, Los Angeles, Mono, Riverside, and San Diego counties.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional and Local Regulations

County of San Bernardino

The Planning Division of the County's Land Use Services has developed Biotic Resources Overlay Maps to identify sensitive biotic resources that may occur within specific areas of the County. All discretionary permit applications must disclose potential impacts on these identified resources and propose mitigation measures to eliminate or reduce significant impacts.

According to the County's Biotic Resources Overlay Map, the project site is located within the Burrowing Owl Overlay Zone¹; the burrowing owl (*Athene cunicularia*) is a candidate species for listing under CESA. Therefore, land development permit applications must include an analysis of potential impacts on burrowing owl and provide proposed mitigation measures, if necessary, to reduce or eliminate such impacts. Though the site does not occur in unincorporated county land, the mapping provides a useful guide for identifying potential habitat for this species. The County's owl requirements fall within the State requirements and are followed herein.

Rialto General Plan

The primary role of Chapter 2, Managing Our Land Supply of the Rialto General Plan is to direct the use of the City's land resources in the most equitable and productive manner possible, to provide a high quality of life for residents and the overall community. The Rialto General Plan notes that Rialto is predominantly developed but some areas remain substantially undisturbed. Most undisturbed areas are in the northern portion of the City. The Managing Our Land Supply Element indicates that the City will continue to protect local biological resources through careful land designation of resource areas, and by requiring development projects proximate to wildlife corridors to incorporate mitigation measures to minimize impacts to such biological resources.

The following Rialto General Plan goal and policy have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Policy 2-39.3 Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands Flower-loving Fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

Goal 2-40 **Conserve and enhance Rialto's biological resources.**

Policy 2-40.1 Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan serves as the zoning ordinance for properties within the Specific Plan area. The Rialto Airport Specific Plan land use designation for the project site is General Manufacturing (I-GM), which permits wholesale and warehousing operations. The Rialto Municipal Airport ceased operations in

¹ County of San Bernardino. 2012. *Biotic Resources Map*. Retrieved from: <https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf>. Accessed September 4, 2024.

2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The project site remains within the Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. For projects within the Rialto Airport Specific Plan area, policies and standards in the Specific Plan take precedence over more general policies and standards applied throughout the rest of the City.

The Rialto Airport Specific Plan states that there were no sensitive plant species observed during the field surveys conducted for the Specific Plan area in June 1995 and May 1996. Also, the only sensitive wildlife species observed during a field survey conducted for the Specific Plan area in June 1995 was a coast horned lizard (*P. blainvillii*).

City of Rialto Municipal Code

Rialto Municipal Code Title 18 (Zoning) functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. As noted above, the project site has a Specific Plan land use designation of I-GM. The development guidelines for the I-GM designation are identified in the Rialto Airport Specific Plan.

4.3.3 Existing Conditions

The project site is composed of disturbed and undisturbed Riversidean sage scrub, as well as chaparral, disturbed land, and developed land. Disturbed land is dominant in the northern portion of the site and is characterized by non-native grasses. Portions of the project site are partially fenced, and lands immediately surrounding the project site contain human impacts, such as scrap metal and rock piles, a detention basin, berms, and heavy machinery operations. Overhead electric utilities are located along the northwestern project boundary along North Locust Avenue. The project site is bounded by developed land, composed of commercial and industrial properties, paved roads and lots, and disturbed land.

Topography and Soils

The project site is relatively flat with moderate topographic relief occurring along the southern boundary. On-site elevation ranges from approximately 1,590 to 1,650 feet above mean sea level and generally slopes from northwest to southeast. Soils mapped on site include Soboba stony loamy sand, 2 to 9 percent slopes, and Soboba gravelly loamy sand, 0 to 9 percent slopes (**Appendix D**). On-site soils have been mechanically disturbed and heavily compacted from human disturbance.

Vegetation and Land Cover

The project site is primarily vacant, but areas within the site boundaries have historically been used for concrete asphalt production and associated stockpiling and storage activities. The project parcel is 39.9 acres, with off-site improvements planned on an additional 4.3 acres adjacent to the site. The project site and off-site improvement areas support several land cover types including developed land, disturbed land, Riversidean sage scrub, and chaparral **Appendix D**.

Developed. Developed land is typically classified as lands regularly utilized by humans that are devoid of natural habitat. Developed land within the project site consists of World War II-era bunker structure remnants and rail spurs in the southern portion of the project site. In total, developed land occurs on 8.4

acres of the project site and offsite improvement areas. Developed habitat is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Disturbed. Disturbed land is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g., disturbed Riversidean sage scrub). Non-native annual species and perennial broadleaf species typically dominate the habitat. Disturbed land on site is primarily vegetated by short-pod mustard (*Hirschfeldia incana*) and other non-native species, such as tocalote (*Centaurea melitensis*), Russian thistle (*Salsola sp.*), and slender wild oat (*Avena barbata*). There are a few scattered native species throughout the disturbed land, such as common sunflower (*Helianthus annuus*), California croton (*Croton californicus*), and mule fat (*Baccharis salicifolia*); however, they are isolated occurrences and do not function as separate vegetation communities or land cover types. Disturbed land occurs on 7.2 acres of the project site and offsite improvement areas. Disturbed land is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Riversidean Sage Scrub. Riversidean sage scrub is a coastal scrub community typically occupying xeric sites with steep slopes and well-draining soils. Vegetation cover usually stands fairly open and is dominated by coastal sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and brittlebush (*Encelia farinosa*). Riversidean sage scrub occurs within 5.4 acres of the project site in the northeast portion and is primarily composed of California buckwheat, coastal sagebrush, California matchweed (*Gutierrezia californica*), and black sage (*Salvia mellifera*). Riversidean scrub is ranked as G5/S5, meaning it is “demonstrably secure because of its worldwide/statewide abundance” (CDFW, 2024); therefore, it is not considered a sensitive natural community under CEQA.

Disturbed Riversidean Sage Scrub. Disturbed Riversidean sage scrub is Riversidean sage scrub that has a marked disturbance resulting in an atypical vegetation community. The disturbed Riversidean sage scrub primarily occurs in two distinct areas within the project site, one in the north and one in the south, totaling 12.9 acres. The northern area is dominated by short-pod mustard, tocalote, Spanish-clover (*Acmispon glaber*), coastal sagebrush, and tree tobacco (*Nicotiana glauca*). The southern area is denser and is dominated by California buckwheat, holly-leaf cherry (*Prunus ilicifolia*), and spiny redberry (*Rhamnus crocea*). Small patches of disturbed Riversidean sage scrub also occur within the developed areas in the southernmost portion of the site. Riversidean sage scrub is ranked as G5/S5, meaning it is “demonstrably secure because of its worldwide/statewide abundance”; therefore, it is not considered a sensitive natural community under CEQA.

Chamise Chaparral. Chamise chaparral is a one- to three-meters tall chaparral vegetation community overwhelmingly dominated by chamise (*Adenostoma fasciculatum*) with little to no herbaceous understory. The on-site chaparral habitat is dominated by chamise, holly-leaf cherry, Vasey’s prickly pear (*Opuntia vaseyi*), California matchweed, and valley cholla (*Cylindropuntia bernardina*). Some disturbances were observed within this vegetation community, including disturbed bare earth, trash, and an encampment. Chamise chaparral occurs densely in a south-central portion of the project site on 10.4 acres. Chamise chaparral is ranked as G5/S5, meaning it is “demonstrably secure because of its worldwide/statewide abundance”; therefore, it is not considered a sensitive natural community under CEQA.

Special-Status Biological Resources

A literature review and records search was conducted for special-status biological resources potentially occurring on or proximate to the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project site were determined through a review of pertinent literature and databases, including but not limited to the following (**Appendix D**).

- CDFW California Natural Diversity Database
- California Native Plant Society (CNPS)
- USFWS Special-Status Species Database
- USFWS Information for Planning and Consulting (IPaC) Database
- USFWS National Wetlands Inventory (NWI) Database
- USGS National Hydrography Dataset (NHD) Database
- Natural Resources Conservation Service (NRCS) Soils Survey Database

Special-status wildlife and plant species and their potential to occur within the project site is presented in **Table 4.3-1: Special-Status Species Potential to Occur within the Project Site**. The table includes federally and state-listed species, candidate species, and other state-designated special-status species that have been reported within three miles of the project site (CNDDDB and USFWS Special-Status Species Database) and determined to be potentially present in the IPaC Database, as well as California Rare Plant Rank (CRPR) 1 and 2 species that occur within the “Nine Quads” search within an elevational range of approximately 1,590 to 1,650 feet above mean sea level. The CNPS “Nine Quads” search queries the USGS quadrangle in which the Project site is located and the surrounding eight quadrangles, which includes Devore, Silverwood Lake, San Bernardino South, San Bernardino North, Telegraph Peak, Cajon, Guasti, Fontana, and Cucamonga Peak. The potential for special-status species to occur on the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources. Please note the special-status species with low potential to occur or that are not expected to occur are not addressed further in this EIR as no impacts are anticipated to these species; see **Appendix D** for the full list of species.

Special-Status Plants

One special-status plant species, Parry’s spineflower (*Chorizanthe parryi* var. *parryi*), was observed on the site. No additional special-status plant species were observed or have a high probability for occurrence based on the lack of suitable habitat on site. The project site has been subject to varying degrees of human disturbances from on-site materials-extraction operations, off-road vehicular access, and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the project site. Although special-status plant species were not observed during the general biological field survey, Parry’s spineflower was assessed to have a moderate potential to occur within the project site based on the presence of suitable habitat. Focused rare plant surveys were conducted during appropriate blooming period for this target species, and surveys were positive for Parry’s spineflower. All other special-status plant species with low potential to occur or not expected to occur are presumed absent from the project site, due to a high degree of habitat fragmentation and routine on-site disturbances. Additionally, CRPR 3 and 4 species were omitted from the potential to occur analysis below due to their relatively low threat status, consistent with standard practice.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site			
Scientific Name Common Name	Status	Habitat	Potential to Occur
PLANT SPECIES			
California satintail (<i>Imperata brevifolia</i>)	CRPR 2B.1	Perennial rhizomatous herb. Blooms September-May. Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, and riparian scrub. Elevation 0-3,985 feet.	Low. Sage scrub and chaparral habitats are present on site, however, suitable aquatic habitat such as wet springs, meadows, streambanks, and floodplains are not present, and species has not been documented within the project vicinity since 1907.
Chaparral ragwort (<i>Senecio aphanactis</i>)	CRPR 2B.2	Annual herb. Blooms January-April. Chaparral, cismontane woodland, and coastal scrub. Elevation 50-2,625 feet.	Low. Native scrub habitat on site is isolated and disturbed, and woodland habitat is not present in the project site or surrounding landscape. Chaparral is present on site; however, no recent occurrences of this species are documented within vicinity of project site.
Mesa horkelia (<i>Horkelia cuneata</i> var. <i>puberula</i>)	CRPR 1B.1	Perennial herb. Blooms February-September. Maritime chaparral, cismontane woodland, and coastal scrub. Elevation 230-2,657 feet.	Low. Chaparral habitat and dry loamy sands present on site. Species prefers foothill habitat, which is not found on site. No contemporary occurrences recorded within the vicinity of the project site.
Nevin's barberry (<i>Berberis nevinii</i>)	FE; SE; CNPR 1B.1	Perennial evergreen shrub. Blooms (February) March-June. Chaparral, cismontane woodland, coastal scrub, and Riparian scrub. Elevation 230-2,705 feet.	Low. Occurs in riparian habitat and/or washes that are not present on site; however, chaparral is found on site. Species is a conspicuous perennial that would have been observed if present.
Parry's spineflower (<i>Chorizanthe parryi</i> var. <i>parryi</i>)	CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevation 900-4,000 feet.	Present. Suitable chaparral habitat with sandy soil present on site. Species observed in 2012 less than one-half mile south of the project site in loamy sand conditions similar to those found on site. Observed during 2025 focused rare plant surveys.
Slender-horned spineflower (<i>Dodecahema leptoceras</i>)	FE; SE; CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, alluvial fan coastal scrub. Elevation 655-2,490 feet.	Low. Chaparral with sand and gravel substrate habitat is present on site, however, local occurrences are restricted to alluvial benches in Lytle Creek Wash and Cajon Wash, which are the preferred habitat for this species. Not observed during 2025 focused rare plant surveys.
Smooth tarplant (<i>Centromadia pungens</i> ssp. <i>laevis</i>)	CRPR 1B.1	Annual herb. Blooms April-September. Chenopod scrub, meadows and seeps, playa, riparian woodland, valley and foothill grassland. Elevation 0-2,100 feet.	Low. Species prefers open, poorly drained flats and waterway banks/beds. Contemporary observations of this species from the project vicinity are restricted to the floodplain, which does not overlap with the project site. Not observed during 2025 focused rare plant surveys.
White rabbit-tobacco (<i>Pseudognaphalium leucocephalum</i>)	CRPR 2B.2	Perennial herb. Blooms (July) August-November (December). Chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevation 0-6,890 feet.	Low. Chaparral and disturbed sage scrub habitats are present on site. However, this species is most commonly associated with washes, streams, and canyon bottoms, which are not found on site, and this species is not known to occur within project vicinity.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name Common Name	Status	Habitat	Potential to Occur
White-bracted spineflower (<i>Chorizanthe xanti</i> var. <i>leucotheca</i>)	CRPR 1B.2	Annual herb. Blooms April-June. Coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevation 985-3,935 feet.	Low. Although sage scrub habitat with sandy to gravelly soils are present on site, this species prefers alluvial fans which are not present on site. Species was documented in 2012 less than two miles northeast of project site at lower Lytle Creek in sand-gravel substrate. Not observed during 2025 focused rare plant surveys.
WILDLIFE SPECIES			
Crotch's bumble bee (<i>Bombus crotchii</i>)	CSE	Arid shrublands and grasslands in coastal and foothill areas of southern California. Nectar plants include milkweeds, buckwheat, and lupines.	Present. Crotch's bumble bee was observed on site during 2025 focused surveys. This species can persist in semi-natural habitats surrounded by intensely modified landscapes, such as the sparse disturbed scrub habitat within the project site. Suitable potential nectar sources and small mammal burrows are present on the site. Species have been reported approximately 1.3 miles northwest of the site in 2024.
Delhi Sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>)	FE	Found in sandy areas composed of Delhi fine sands, stabilized by sparse native vegetation.	Low. Delhi fine sands are present in the region; however, on-site soils are Soboba gravelly and stony loamy sands, which are not suitable for this species.
Monarch butterfly, California overwintering population (<i>Danaus plexippus plexippus</i> pop. 1)	FPT	Found in a variety of habitats across the United States and Mexico (e.g., grasslands, urban land, mountains, and coastal habitats). Exclusively oviposit on milkweed. Nectarivorous adults require flowering plants. Roost in eucalyptus, Monterey pines, and Monterey cypresses in California.	Low, no potential for overwintering. Many potential nectar sources observed; however, overwintering habitat does not occur on site.
California glossy snake (<i>Arizona elegans occidentalis</i>)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral habitats. Prefers habitats containing open areas and loose soils for burrowing.	Low. Chaparral and sage scrub habitat on site are marginally suitable for this species; however, local occurrences are restricted to rocky washes which are not present on site. Loose soils suitable for burrowing occur on site in dense shrubby habitat.
Coastal whiptail (<i>Aspidoscelis tigris stejnegeri</i>)	SSC	A variety of rocky, sandy, dry habitats including sage scrub, chaparral, woodlands on friable loose soil.	Present. Chaparral and sage scrub habitat on site are suitable for this species. Suitable loose soils are present on site in dense shrubby habitat.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site			
Scientific Name Common Name	Status	Habitat	Potential to Occur
Coast horned lizard (<i>Phrynosoma blainvillii</i>)	SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	Low-to-Moderate. Suitable chaparral and sage scrub habitats with sandy and friable soils are present on site in dense shrubby habitat.
Southern California legless lizard (<i>Anniella stebbinsi</i>)	SSC	Found in a variety of habitats including coastal dunes, chaparral, coastal scrub, sandy washes, and alluvial fans, containing moist, loose soils.	Moderate. Suitable chaparral and disturbed sage scrub habitats with leaf litter under shrubs and loose sandy soils present on site. Species has been documented approximately two miles northwest of project site in 2018, and there have been two observations reported within 1.5 miles of the site since 2023. Species was searched for during 2025 focused surveys and not found.
Western spadefoot (<i>Spea hammondi</i>)	FPT; SSC	Found in temporary ponds, vernal pools, and backwaters of flowing creeks, as well as adjacent upland habitats such as grasslands and coastal sage scrub for burrowing. May use kangaroo rat (<i>Dipodomys</i> spp.) or other burrows for cover during hot, dry season.	Low. Aquatic resources required by this species do not occur on site. Though potentially suitable upland habitat is present, it is isolated from suitable aquatic resources.
Bell's sparrow (<i>Artemisiospiza belli</i>)	WL	Found in sagebrush, alkali desert scrub, and desert scrub in low, dense stands of shrubs. Frequently associated with <i>Atriplex</i> spp. in desert habitats.	Low. Dense and low areas of sage scrub habitat on site is marginally suitable for this species.; however preferred habitat is not present.
Burrowing owl (<i>Athene cunicularia</i>)	CSE; SSC	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	Moderate (Surveys Negative). Suitable open scrub habitat is present on site. A relatively small number of California ground squirrel burrow complexes occur on site. This species is known to occur locally and has been recorded less than two miles southeast of the project site. Focused non-breeding surveys were negative; however, future occupation is possible based on suitable habitat.
California gull (<i>Larus californicus</i>)	WL	Preferred coastal habitats include sandy beaches, mudflats, rocky intertidal, and pelagic areas of marine and estuarine habitats, as well as fresh and saline emergent wetlands. In inland settings, his species frequents lacustrine, riverine, and cropland habitats in addition to landfill dumps, and open lawns in cities.	Low. This species is known to occur inland and utilize landfill dumps as foraging habitat. The Mid-Valley Landfill, located immediately southwest of the project site, provides suitable habitat. However, suitable habitat for nesting and foraging is not present on the project site.
Coastal California gnatcatcher	FT; SSC	Found in sage scrub habitats, often on slopes. Nests in shrubs including sagebrush, buckwheat, and sage. Diegan coastal sage scrub and other similar open scrub	Low. Sage scrub habitat present on site is fragmented and disturbed. Species was observed in a now developed area adjacent to the site in 1997, but the species is likely extirpated from the immediate area. The most recent, nearby

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site			
Scientific Name Common Name	Status	Habitat	Potential to Occur
<i>(Polioptila californica californica)</i>		habitats in coastal areas, with most populations occurring below 1,500 feet in elevation.	observation of this species was approximately three miles east of the project site near Lytle Creek Wash. Would have likely been detected during surveys if present (e.g., focused burrowing owl, rare plant, and Crotch's bumble bee surveys).
California horned lark (<i>Eremophila alpestris actia</i>)	WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	Moderate. Suitable habitat is present. Species is known to be tolerant of development and can inhabit a variety of habitats. This species has been observed in the project vicinity in habitats with similar conditions.
Cooper's hawk (<i>Accipiter cooperii</i>)	WL	Found in oak woodlands and occasionally in willow or eucalyptus woodlands.	Present. Species was observed flying above site before it perched atop a building adjacent to the northern project boundary. Individual was not observed directly using the project site.
Costa's hummingbird (<i>Calypte costae</i>)	BCC	Breeds in desert scrub. Occurs in Sonoran and Mojave Desert scrub, coastal California chaparral, California sage scrub, deciduous forest, and desert scrub.	Present. Observed on the project site on May 8, 2025. Suitable foraging and nesting habitat are present.
Ferruginous hawk (<i>Buteo regalis</i>)	WL	Found in open grasslands, agricultural areas, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats.	Low. Open areas within disturbed and sage scrub habitat on site are marginally suitable for species foraging. Migrates through the region but is not a resident species.
Golden eagle (<i>Aquila chrysaetos</i>)	FP; WL	Found in open and semi open country featuring native vegetation across most of the northern hemisphere. Nest on cliffs and steep escarpments in grassland, chaparral, shrubland, forest, and other vegetated areas.	Low. Suitable nesting and overwintering habitat are not present on site. Disturbed land in northern portion of site may provide marginally suitable habitat for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Lawrence's goldfinch (<i>Spinus lawrencei</i>)	BCC	Found in chaparral, coastal scrub, pinyon pine-juniper woodlands, oak woodlands, riparian, and disturbed habitats. Also found in semi-urban, weedy, and agricultural environments. Generally associated with a water source, especially in drier regions.	Present. Observed on the project site on May 8, 2025. Site is highly suitable for foraging and moderately suitable for nesting.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	SSC	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting. Species requires vegetation with spines or thorns (Yosef 1996), or artificial objects such as barbed wire to impale its prey species.	Moderate. Suitable chaparral and dense vegetation found on site. Project site contains barbed wire and sharp fencing appropriate for species feeding techniques. This species has been observed in the project vicinity in habitats with similar conditions.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site			
Scientific Name Common Name	Status	Habitat	Potential to Occur
Merlin (<i>Falco columbarius</i>)	WL	Found in edges of grasslands and deserts. In open country, clumps of trees or windbreaks are required for roosting.	Low-to-Moderate. Semi-open disturbed habitats marginally suitable for foraging are present on site. Species does not nest in southern California. This species has been observed in the project vicinity in habitats with similar conditions.
Prairie falcon (<i>Falco mexicanus</i>)	WL	Found in desert shrubland and grasslands. Primarily forage in grassland habitats.	Low-to-Moderate. Species tends to forage in areas with lower and sparser vegetation than found on site. Suitable breeding habitat is not present. This species has been observed in the project vicinity in habitats with similar conditions.
Northern harrier (<i>Circus cyaneus</i>)	SSC	Found in meadows, grasslands, open rangelands, desert sinks, and fresh and saltwater emergent wetlands. Nest on the ground, often near an aquatic resource or within the waterbody itself using sticks or sedge tussocks as a foundation. May also nest in grasslands, grain fields, or sagebrush flats several miles from water.	Low. Disturbed land in the northern portion of site may provide marginally suitable habitat suitable for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Southern California rufous-crowned sparrow (<i>Aimophila ruficeps canescens</i>)	WL	Found in mostly in sage scrub and chaparral, but also grassland habitats with scattered scrubs. Prefers open habitat with rocky slopes. May also be found in open sage scrub/grassy areas of successional growth for example, after a fire.	Low. Sage scrub and chaparral habitat on site are marginally suitable for this species; however, preferred rocky slopes are not present and this species is not generally tolerant of human disturbance.
Los Angeles pocket mouse (<i>Perognathus longimembris brevinasus</i>)	SSC	Found in low elevation grassland, alluvial sage scrub, and coastal sage scrub.	Low. Sage scrub habitat on site is marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. This species was previously recorded adjacent to the project site in 2003; however, that land has since been developed. Species was also observed near the project site in 2015 prior to the development of Sierra Lakes Commerce Center. Very few small mammal burrows were observed on site and friable sandy soils are limited to dense shrubby areas.
Northwestern San Diego pocket mouse (<i>Chaetodipus fallax fallax</i>)	SSC	Inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities.	Low. Disturbed scrub and chaparral on site are marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. Species observations were recorded adjacent to the project site in 2003 prior to development of Target Distribution Center. Very few small mammal burrows were observed on site.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name Common Name	Status	Habitat	Potential to Occur
San Bernardino kangaroo rat (<i>Dipodomys merriami parvus</i>)	FE; SE; SSC	Found along floodplains, washes and alluvial fans in scrub and chaparral habitats. Soft soil required to burrow.	Low. Riversidean alluvial fan, floodplains, and washes are not present on site. Sandy soils for burrowing do not occur within open areas on the project site; openings are compacted and non-friable. Friable soils are present on site but occur in areas of dense vegetation not suitable for San Bernardino kangaroo rat. Very few small mammal burrows were observed on site. The site is isolated from other areas of suitable habitat. Final critical habitat for this species is located less than 700 feet west of the site but has since been developed for Target Distribution Center and habitat for San Bernardino kangaroo rat no longer occurs in this location. The nearest extant population is greater than 0.5 mile to the north within Lytle Creek Wash; however, San Bernardino kangaroo rats only disperse up to 0.3 mile (USFWS 2009) and no suitable habitat is present between this population and the project site.
Western yellow bat (<i>Lasiurus xanthinus</i>)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands, and sometimes even residential areas.	Low. Species prefers roosting in trees over three meters (10 feet) tall, which are not present on site but occur as ornamental pines in the southern buffer zone. However, sage scrub and chaparral habitat within the project site is unlikely to be used by this species.

Notes:

BCC: USFWS Birds of Conservation Concern

CSE: Candidate Species under CESA

FE: Federally Endangered

FT: Federally Threatened

FPT: Federally Proposed Threatened

FP: CDFW Fully Protected

SE: State Endangered

SSC: CDFW Species of Special Concern

WL: CDFW Watch List Species

California Native Plant Society (CNPS) California Rare Plant Rank (CRPR)

1A Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere

1B Plants Rare, Threatened, or Endangered in California and Elsewhere

2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere

4 Plants of Limited Distribution (Watch List)

CNPS Threat Ranks

0.1 Seriously threatened in California

0.2 Moderately threatened in California

0.3 Not very threatened in California

Source:

Rocks Biological Consulting, *Biological Technical Report*, included as **Appendix D** to this EIR.

Special-Status Wildlife

Of the special-status wildlife species evaluated five special-status wildlife species, Crotch's bumble bee (state candidate for listing under the CESA), Cooper's hawk (*Accipiter cooperii*; CDFW Watch List [WL]), coastal whiptail (*Aspidoscelis tigris stejnegeri*; CDFW Species of Special Concern [SSC]), Costa's hummingbird (*Calypte costae*; USFWS Bird of Conservation Concern [BCC]), and Lawrence's goldfinch (*Spinus lawrencei*; USFWS BCC), were observed during project field surveys, and seven additional species have a low-to-moderate or moderate potential to occur within the project site based on the presence of suitable habitat. Please note that special-status wildlife species with low potential to occur or not expected to occur are not addressed further in this report; due to a high degree of habitat fragmentation and routine on-site disturbances no impacts are anticipated with these species.

Critical Habitat

The ESA defines critical habitat as a specific geographic area, or areas, that contains features essential for the survival and recovery of endangered and threatened species. The USFWS designates critical habitat for endangered and threatened species and may include sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Critical habitat may also include areas that are not currently occupied by the species, but that will be needed for its recovery.

No USFWS designated critical habitat overlaps with the project site; however, there is critical habitat for San Bernardino kangaroo rat less than 700 feet west of the site. This area of critical habitat is separated from the project site by a paved road and is now developed. Additional critical habitat can be found approximately 0.5-mile north of the site but is separated from the project site by dense development. Refer to Figure 3a in **Appendix D**.

Wildlife Corridors

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

Based on a review of the CDFW Biogeographic Information and Observation System data, no wildlife movement corridors are mapped within the project site (**Appendix D**). The land within and around the project site is designated as Rank 1, "Limited Connectivity Opportunity," and Rank 2, "Large Natural Habitat Areas." These ranks are the two lowest within the Terrestrial Connectivity, Areas of Conservation Emphasis (ACE) dataset (CDFW 2025c). Although the project site supports chaparral and Riversidean sage scrub habitat, it is surrounded by development and has been previously disturbed. There are no large areas of native vegetation contiguous with the habitat on site; however, the project site is less than one mile south of a "less permeable" California Essential Habitat Connectivity (CEHC) Essential Connectivity Area and a Natural Landscape Block associated with Lytle Creek Wash. Lytle Creek Wash also contains a Missing Linkage in California's Landscape as mapped by the Science & Collaboration for Connected Wildlands organization.

Jurisdictional Waters and Streambed

No aquatic resources were identified within the project site and 50-foot buffer during desktop review of the NWI, NHD databases, and historic aerial photos. Additionally, during the constraints-level aquatic resources assessment on October 29, 2024, no aquatic resources potentially jurisdictional per the USACE, RWQCB, and/or CDFW were observed within the project site. Lastly, all soil types documented within the review area are not considered hydric, nor are there vegetation communities occurring within the review area contain riparian and/or hydrophytic species.

4.3.4 Methodology

This analysis considers the CEQA Guidelines Appendix G thresholds, as described above, in determining whether Project implementation would result in a substantial impact to biological resources (i.e., environmental study areas, protected wetlands, marine resources). The evaluation was based on a review of regulations and determining their applicability to the Project. The determination that the Project would or would not result in “substantial” temporary or permanent impact to biological resources considers the relevant policies and regulations established by local and regional agencies and the Project’s compliance with these policies. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project’s potentially significant environmental impacts.

Outlined in the *Biological Technical Report* prepared for the Project, biologists conducted database research, vegetation mapping, habitat assessments for special-status species, and an initial general biological survey on October 29, 2024 (**Appendix D**). Biologists also examined the site for the presence of potentially jurisdictional aquatic resources; however, a formal aquatic resources delineation to identify areas that may be considered jurisdictional under the USACE pursuant to Section 404 of the CWA, under the RWQCB pursuant to Section 401 of the CWA and the Porter-Cologne Water Quality Control Act, and under the CDFW pursuant to Section 1602 of the California Fish and Game Code, was not conducted. The general biological survey, vegetation mapping, and habitat assessments were conducted within the approximately 44.2-acre project site and a surrounding 100-foot buffer (survey area) for a total of 66.7 acres. The constraints-level aquatic resources assessment was conducted within the project site plus a surrounding 50-foot buffer for a total of 55.3 acres. **Table 4.3-2: Summary of Biological Surveys Conducted** lists survey dates and conditions.

Burrowing owl surveys were conducted within the project site and a surrounding 500-foot buffer, resulting in a burrowing owl survey area of 168 acres. Focused non-breeding season burrowing owl surveys were conducted on October 29, 2024, November 26, 2024, January 7, 2025, January 16, 2025, and January 31, 2025. All surveys were scheduled to be conducted at least three weeks apart, in accordance with CDFW BUOW Guidelines. However, wind conditions caused the third survey on January 7, 2025, to be partially out of protocol. As a result, this survey was repeated on January 16, 2025, resulting in the final two focused surveys occurring two weeks apart. Surveys were conducted by walking transects spaced approximately 20 meters apart throughout all suitable habitat within the survey area. All observed burrows suitable for burrowing owl occupation were examined for sign, including feathers, pellets, prey remains, whitewash, and/or decoration at or near burrow entrances. No burrowing owl individuals, or active sign, or evidence of burrowing owls were observed.

Table 4.3-2: Summary of Biological Surveys Conducted

Date	Activity	Surveyor(s)	Time (Start- End)	Temp. (F) (Start-End)	Cloud Cover (%) (Start-End)	Wind Range (mph) (Start; End)
10/29/2024	Burrowing owl survey	AG, HS	0730-1100	49-64	25-50	3-5; 3-5
10/29/2024	General biological survey, vegetation mapping, constraints-level aquatic resources assessment	AG, HS	1100-1145	64-64	50-50	3-5; 3-5
11/26/2024	Burrowing owl survey	HS, KW	0700-0900	51-55	95-95	0-2; 0-2
1/7/2025	Burrowing owl survey	AG, MT	0730-0930	51-54	100-90	15-25; 10-15
1/16/2025	Burrowing owl survey	AG, KW	0715-0915	54-56	0-0	5-8; 3-5
1/31/2025	Burrowing owl survey	IB, KW	0750-0940	41-52	10-15	0-2; 0-2
4/29/2025	Crotch's bumble bee survey	IH, KW	1030-1430	65-76	0-20	0-2; 4-8
5/8/2025	Rare plant survey	JR, AG	1000-1530	69-80	0-0	1-3; 1-3
5/22/2025	Crotch's bumble bee survey	IH	1045-1430	81-87	10-5	0-3; 3-7
5/22/2025	Rare plant survey	JR, AG	1045-1430	81-87	10-5	0-3; 3-7
6/9/2025	Crotch's bumble bee survey	IH, IB	0945-1345	67-80	50-20	3-6; 1-4
6/18/2025	Parry's spineflower assessment	JR	1015-1405	87-96	0-0	1-3; 2-6
Notes: AG=Alec Goodman, HS=Hannah Swarthout, IB=Imran Badar, IH=Ian Hirschler, JR=Jim Rocks, KW=Kelsey Woldt, MT=Melissa Tamarkin Source: Rocks Biological Consulting, <i>Biological Technical Report</i> , included as Appendix D to this EIR.						

Focused rare plant surveys were conducted on May 8 and May 22, 2025, and an additional Parry's spineflower (*Chorizanthe parryi* var. *parryi*) assessment was conducted on June 18, 2025. Surveys were conducted during the appropriate blooming periods for the target species, Parry's spineflower. The survey was conducted on the project site plus a 50-foot buffer by walking meandering transects within suitable habitat. Any special-status plants observed were mapped using a GPS; population size, phenology, and other relevant field observations were recorded. Biologists identified all plant species on site to species, subspecies, or varietal level and a compendium of all plant species identified on site was generated. Plants that could not be identified to the species, subspecies, or varietal level in the field were collected and identified in the laboratory using a microscope and dichotomous key. Additional details of survey methodology can be found in **Appendix D**.

Focused Crotch's bumble bee (*Bombus crotchii*) surveys were conducted on April 29, May 22, and June 9, 2025, within the time period when detection of Crotch's bumble bee is greatest (i.e., April through August). Three surveys were performed in accordance with the *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (CDFW 2024b). Surveys were conducted by walking transects through the project site focusing on areas where ample nectar sources were present, with a minimum of one person-hour of searching per three acres of suitable habitat. Surveyors were prepared to record the location of any observed Crotch's bumble bee, along with population size and nesting status, and to collect non-lethal photo vouchers captured at various angles to confirm accurate identification. All arthropods and potential nectar sources were identified and recorded. Full survey methods, details, and species lists can be found in **Appendix D**.

4.3.5 Thresholds of Significance

The following significance criteria for biological resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS.
- Have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required in the EIR:

- Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

The project site is not located with an active HCP or NCCP area.²

4.3.6 Project Impacts and Mitigation

Threshold 4.3-1:	Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS? Level of Significance: Less than Significant with the incorporation of MM BIO-1 through MM BIO-6.

The proposed Project involves ground disturbance (e.g., grubbing, clearing and grading) and construction of a warehouse, access roadways, and other needed infrastructure and improvements that could result in impacts to special status plant and wildlife species during construction. Impacts to special-status species could also occur during project operations from either direct (e.g., destruction of potential habitat, disturbance of species located on the site) or indirect impacts (e.g., disturbance of habitat or species as a

² Rocks Biological Consulting. 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

result of increased noise, vibration, dust, nighttime lighting, and human activity in the area). Potential impacts are discussed in more detail below.

Special-Status Plant Species

Parry's spineflower. Parry's spineflower is native and endemic to Southern California and blooms from April to June. Parry's spineflower is a CRPR rank 1B.1 species, meaning it is rare, threatened, or endangered in California and elsewhere and eligible for state-listing under CEQA. Parry's spineflower is also a State Rank S2, meaning it is imperiled because of rarity making it very vulnerable to extirpation.

Parry's spineflower was not detected on the project site during the general biological survey; however, this species was observed during focused rare plant surveys conducted within the species' typical blooming period (April – June) in 2025. Parry's spineflower was found within the chaparral vegetation community near the center of the project site. Occurrences were primarily associated with open shallow basins consisting of lower growing perennial species such as California matchweed with larger chaparral species such as chamise and holly-leaved cherry (*Prunus Illicifolia*) on the margins. Approximately 1,200 individuals of Parry's spineflower were documented on site; please refer to **Appendix D** for the full survey results. Surveys were positive for Parry's spineflower; therefore, this species would be impacted with Project implementation.

Project implementation could result in a potentially significant impact due to crushing of adult plants, bulbs, or seeds during vegetation removal or operation of heavy machinery associated with construction activities which could result in harm or mortality of Parry's spineflower. Additionally, a potentially significant impact could occur if invasive plants are introduced during or after construction activities because invasive species produce competition which could adversely impact the proliferation and survivorship of Parry's spineflower. As set forth in MM BIO-1, compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat at a minimum ratio of 1:1 and a rare plant mitigation plan would be developed and implemented. Therefore, with mitigation, the removal of Parry's spineflower on site would not result in a substantial adverse effect on the species. Additionally, the Project would implement MM BIO-2, which would require the avoidance of invasive species in landscaping. This would ensure that competition from invasive species would not negatively impact the proliferation and survivorship of Parry's spineflower. Impacts to Parry's spineflower can be mitigated to a less than significant level.

The proposed Project would not impact other special-status plants as no additional special-status species were observed and none have a moderate to high potential to occur within the project site due to lack of suitable habitat.

Threatened and Endangered Wildlife Species

Despite negative survey results, suitable habitat for burrowing owl (State candidate species for listing under the CESA) is present on site; therefore, this species may be impacted by project implementation if present on site during construction, as discussed below. Crotch's bumble bee (State candidate for listing under the CESA) was observed on the project site and may be impacted by project implementation, as discussed further below.

The proposed project will not impact any additional federally and/or state-listed wildlife species, as no additional listed species were observed during general biological surveys and none have moderate to high potential to occur on site based on lack of suitable habitat and the isolated nature of the site.

Burrowing Owl. On October 10, 2024, the California Fish and Game Commission unanimously approved the listing of burrowing owl as a candidate species for listing under CESA. The species will undergo a one-year review prior to the issuance of a final decision on listing. As a candidate for potential listing, the species is temporarily awarded the same protections as a state-listed endangered or threatened species.

As noted above, the project is within the Burrowing Owl Overlay Zone per the San Bernardino County Museum Biological Species Database and General Plan. No burrowing owl individuals, active sign, or evidence of burrowing owls were observed during the general biological survey on October 29, 2024, or during focused burrowing owl surveys between October 29, 2024 and January 31, 2025. Suitable habitat and mapped burrows were inspected during focused surveys for Crotch's bumble bee and rare plants in spring and early summer of 2025 and continued burrowing owl absence was recorded. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site.

With Project implementation, a potentially significant impact on burrowing owl could occur in the form of death, injury, or harassment of nesting birds, their eggs, and their young, if owls are present. Such impacts, if they were to occur, are potentially significant due to the direct reduction in local populations and loss of genetic diversity. Injury or mortality occurs most frequently during the vegetation clearing stage of construction and affects eggs, nestlings, and recently fledged young that cannot safely avoid equipment. In addition, impacts on burrowing owl could occur if owls were to enter the project site during active construction. Burrowing owls are particularly susceptible to vehicle strikes because they utilize roadways and adjacent areas for hunting. Burrowing owls are known to use manmade materials, such as pipes and culverts, for shelter and nesting. Impacts on burrowing owl, if they were to subsequently inhabit the site, are potentially significant. To avoid direct impacts on burrowing owls, pre-construction clearance surveys, CDFW consultation, and best management practices as outlined in MM BIO-2, MM BIO-3A, and MM BIO-3B would be implemented. With implementation of the mitigation measures, direct impacts on burrowing owls, if present, would be reduced to less than significant.

Additionally, a potentially significant impact could occur if burrowing owl is present adjacent to the project site during nighttime construction that involves the use of lighting. Such impacts are potentially significant because lights could reduce burrowing owls' hunting success and make burrowing owls easier targets for predators. To avoid potential impacts on burrowing owl from nighttime construction and lighting, construction would occur during the day as outlined specifically in MM BIO-2(c).

Further, a potentially significant impact could occur if burrowing owl is present in the suitable habitat west of the project site due to elevated noise, vibration, and dust levels generated by construction equipment. However, these disturbances are temporary and relatively short in duration, thus unlikely to affect burrowing owl behavior. In addition, as outlined in MM BIO-3A and MM BIO-3B, burrowing owl pre-construction surveys would include a 500-foot buffer around the project site; therefore, burrowing owls occurring near to the site would be detected, if present. If burrowing owls are detected within 500 feet of the project site, CDFW would be consulted for additional guidance. As such, impacts during project construction are anticipated to be less than significant. Therefore, with adherence to MM BIO-1, MM BIO-3A, and MM BIO-3B, potential impacts to burrowing owl would be reduced to less than significant.

Crotch's Bumble Bee. The Crotch's bumble bee is currently a candidate for listing under the CESA based on a 2018 petition submitted by the Xerces Society for Invertebrate Conservation, Defenders of Wildlife and Center for Food Safety (**Appendix D**). One Crotch's bumble bee was observed on the project site

during a focused survey on June 9, 2025. Suitable nectar sources and habitat (i.e., small rodent burrows) are present on the project site and, although nests were not observed, the potential for nesting is moderate. Due to species presence, the Project could result in potentially significant impacts on Crotch's bumble bee in the form of death, injury, or harassment and if present in the future could result in the destruction of nesting sites which could result in significant direct take of Crotch's bumble bee.

Prior to initial ground disturbing activities, as required by MM BIO-1(j), construction personnel would be provided training with instructions to follow in the event a Crotch's bumble bee nest is observed or suspected to be on site. In accordance with MM BIO-4A, pre-construction surveys would be conducted to locate any active Crotch's bumble bee nests within or adjacent to construction areas, if nests are detected, as required under MM BIO-4B. Avoidance and minimization measures as outlined in project-specific permits (i.e., CESA ITP) would be followed to ensure unauthorized take does not occur. In addition to nests, impacts could occur to Crotch's bumble bee if a bee enters the project site during active construction. In compliance with MM BIO-4C, a biological monitor would be present on site during removal of suitable nectar sources and if an individual is identified would stop construction work to allow Crotch's bumble bee to move out of harm's way. MM BIO-1 would also require compliance with construction BMPs to further avoid or minimize the potential for direct adverse impacts to Crotch's bumble bee during construction activities.

Project implementation could still result in a potentially significant impact on Crotch's bumble bee through destruction or degradation of suitable habitat, including nectar sources and potential nest burrows located on the project site. However, as set forth in MM BIO-4B, ITP compensatory mitigation shall be provided by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. Therefore, with mitigation, the removal of Crotch's bumble bee habitat on-site would not result in a substantial adverse effect on the species.

Indirect impacts on Crotch's bumble bee, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Crotch's bumble bee behavior. As such, indirect impacts during project construction are anticipated to be less than significant in this regard.

Adherence with the mitigation measures listed above would ensure impacts to Crotch's bumble bee would be less than significant. It should be noted, if Crotch's bumble bee is no longer a candidate or listed species under CESA at the time of Project construction, then these mitigation measures would not be required.

Special-Status Wildlife Species

As identified in **Table 4.3-1**, it was determined that six additional non-listed special-status wildlife species have a moderate to low-to-moderate potential to occur on the project site; California horned lark, loggerhead shrike, prairie falcon, merlin, coast horned lizard, and Southern California legless lizard. Additionally, four non-listed special-status species were observed on-site; Cooper's hawk, coastal whiptail, Costa's hummingbird, and Lawrence's goldfinch. None of the special-status wildlife species identified above are federally or State listed as endangered or threatened. The Project's potential to impact species or indirectly impact foraging and movement behavior of species is discussed in detail below.

California Horned Lark, Costa's Hummingbird, Lawrence's Goldfinch, and Loggerhead Shrike. Costa's hummingbird and Lawrence's goldfinch were observed on site and California horned lark and loggerhead shrike have moderate potential to occur on the project site; therefore, direct impacts through loss of suitable foraging habitat could occur with Project implementation. Suitable foraging habitat for Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike is present within proximity to the project site and is abundant throughout the region. In addition, as required by MM BIO-4B, compensatory habitat mitigation lands for Crotch's bumble bee are likely to be suitable for these four non-listed avian species. As such, removal of suitable foraging habitat would be less than significant.

However, Project construction activities could result in potentially significant impacts on nesting Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike, if nests are present. Vegetation trimming or removal of suitable habitat within an active breeding territory could result in harassment, injury, damage or destruction of an active nest, and/or death of adults, eggs, and/or young during construction activities. The Project would implement MM BIO-2, which would require best management practices including flushing species from the site prior to vegetation removal. Additionally, MM BIO-5A and MM BIO-5B would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 avoidance of nesting season if feasible, nesting bird surveys 3 days prior to site disturbance, and buffers to be established around active nests.

Indirect impacts on Costa's hummingbird, Lawrence's goldfinch, California horned lark, and loggerhead shrike, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Costa's hummingbird, Lawrence's goldfinch, California horned lark, or loggerhead shrike behavior. As such, indirect impacts during project construction are anticipated to be less than significant.

Overall, with implementation of MM BIO-2, MM BIO-4B, MM BIO-5A, and MM BIO-5B, impacts to Costa's hummingbird, Lawrence's goldfinch, California Horned Lark and Loggerhead Shrike would be less than significant.

Cooper's Hawk, Prairie Falcon, and Merlin. One adult Cooper's hawk was observed flying overhead during a biological survey. The hawk flew over the project site and was not observed directly using it. Although the project site supports suitable foraging habitat for Cooper's hawk, this species is not expected to rely on the habitat on the project site. Removal of foraging habitat as a result of project implementation is anticipated to be less than significant due to the abundance of suitable Cooper's hawk habitat throughout the region. Prairie falcon and merlin both have low-to-moderate potential to occur on the project site. Due to the low-quality foraging habitat on site and proximity to preferred foraging areas, these species are also not expected to rely on the project site. Suitable nesting habitat is not present for any of these raptor species. Prairie falcon primarily nests on ledges and cliffs which are absent from the project site, and merlin is not known to nest in Southern California. The project site also lacks woodlands appropriate for Cooper's hawk nesting. Therefore, these species are not anticipated to nest on or immediately adjacent to the site and impacts on Cooper's hawk, prairie falcon, and merlin would be less than significant.

Coastal Whiptail, Coast Horned Lizard, and Southern California Legless Lizard. Coastal whiptail was observed on-site and coast horned lizard and Southern California legless lizard have moderate or low-to-moderate potential to occur on site. The project site supports approximately 28.6 acres of native upland

habitat, the on-site chaparral and sage scrub are disturbed and isolated from other areas of suitable native habitat. Coastal whiptail, coast horned lizard, and Southern California legless lizard exhibit high site fidelity and are not capable of dispersing long distances through urban environments. As such, on site habitat, if occupied by special-status lizards, does not contribute to the species' long-term survival. The surrounding urban landscape acts as a barrier to dispersal, cutting off special-status lizard populations, if present, from other populations, limiting genetic diversity and effectively creating a 'sink'. Other natural lands in the project vicinity, such as Lytle Creek, Jurupa Hills, the Santa Ana River corridor, and the Cucamonga Wilderness provide suitable habitat with connectivity to other populations. As such, loss of on-site suitable habitat would not result in a significant impact on the species or habitat due to the lack of value this land provides to the long-term viability of the species.

However, vegetation clearing and grading and other construction activities could result in harassment, injury, and/or death of coastal whiptail, coast horned lizard and Southern California legless lizard. Therefore, Project construction activities could result in a potentially significant impact on these special-status species, if present on site. As set forth in MM BIO-2 construction best management practices would be implemented. As outlined in MM BIO-6A and MM BIO-6B, pre-construction surveys for the special-status lizard species would be required, if identified and avoidance is not feasible, species would be relocated. Therefore, Project implementation would not result in potential direct harassment, injury, and/or mortality of coastal whiptail, coast horned lizard, and Southern California legless lizard and impacts would be less than significant with MM BIO-2, BIO-6A, and MM BIO-6B.

Threshold 4.3-2:	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?
	<i>Level of Significance:</i> Less than Significant Impact

Riparian areas are ecosystems bordering a river or stream, where soil moisture is more or less permanently available. Riparian areas are highly productive transitional areas between streams and terrestrial uplands and support a diverse community of plants and animals. The project site is currently vacant undeveloped land and does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils (**Appendix D**). Further, the constraints-level aquatic resources assessment and NWI and NHD database research did not reveal any jurisdictional drainage and/or wetland features, blueline streams, or riparian habitat. Therefore, Project implementation would not adversely affect any riparian habitat and no mitigation is required.

As discussed above in Section 4.3.3, Existing Conditions, the proposed project would result in impacts on five land uses/vegetation communities, developed land, disturbed land, Riversidean sage scrub, disturbed Riversidean sage scrub, and chamise chaparral. Developed land and disturbed land are not considered native vegetation communities. Although chamise chaparral, Riversidean sage scrub, and disturbed Riversidean sage scrub are native upland habitat they are not considered sensitive natural communities under CEQA and impacts on these communities are not anticipated to be significant due to their abundance in the region. Therefore, impacts to native vegetation communities resulting from the Project would be less than significant and no mitigation is required.

Threshold 4.3-3: **Would the Project have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Level of Significance: No Impact

As previously addressed and verified during the field investigation, there are no riparian habitats or federally protected wetlands or resources on the project site or in its immediate vicinity. The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would project implementation potentially affect wetlands. Additionally, the U.S. Fish and Wildlife Service National Wetlands Inventory and U.S. Geological Survey National Hydrography Dataset databases do not map any features within the project site (**Appendix D**). Therefore, the Project would not have a substantial adverse effect on any State or federally protected wetlands and no impact would occur.

Threshold 4.3-4: **Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Level of Significance: Less than Significant with incorporation of MM BIO-5.

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species.

As previously discussed, the project site does not function as part of a wildlife corridor. However, important connectivity corridors occur less than one mile north of the project site in association with Lytle Creek Wash, which is identified in the Rialto General Plan as unique and valuable habitat. Due to the site's proximity to an important connectivity area, the project area could potentially be used by wildlife as a refuge between larger areas of naturally occurring habitat. However, the project site does not contain large areas of contiguous native vegetation and is surrounded by development. Therefore, only species capable of flight would be able to use the site as a stepping stone between habitats. Implementation of the Project would preclude the use of the site as a stepping-stone refuge. However, other nearby green spaces, such as Alec Fergusson Park, Sierra Lakes, and Roger Birdsall Park, provide suitable refugia for flight-capable species. As such, project implementation would not substantially interfere with wildlife movement opportunities or a wildlife corridor, and impacts would be less than significant.

The Project has the potential to impact nesting migratory birds which have acclimated to urban life and nest and forage in the local trees and shrubs. The project site contains habitat with the potential to support avian nests and impacts on nesting birds. The proposed Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season. The direct injury or death of a migratory bird due to construction or other disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a significant impact as impacts on nesting birds are prohibited by the MBTA and/or California Fish and Game Code Section 3503. The Project would implement MM BIO-5A which would require compliance with California Fish and Game

Code Sections 3503, 3503.5, and 3513, avoidance of nesting season if feasible, nesting bird surveys three days prior to site disturbance, and MM BIO-5B which would require buffers to be established around active nests. Adherence to MM BIO-5A and MM BIO-5B would ensure Project implementation would result in a less than significant impact to migratory birds. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Threshold 4.3-5: **Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Level of Significance: Less than Significant with incorporation of MM BIO-3A.

As previously discussed, the project site is within the Burrowing Owl Overlay Zone identified on San Bernardino County Biotic Resources Map. However, the project site has been subject to a variety of human disturbances and is bordered by industrial development. These disturbances have heavily impacted the natural plant communities, which reduces potential foraging and nesting/denning opportunities for wildlife species.

Pursuant to San Bernardino requirements, focused surveys and pre-construction surveys for burrowing owl are necessary to determine presence/absence within the project site. As noted above, focused surveys have been conducted, and no burrowing owl individuals or active signs were observed during the general biological survey on October 29, 2024, nor during focused surveys between October 29, 2024, and January 31, 2025. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site. As set forth in MM BIO-3A, pre-construction clearance surveys for burrowing owls would be conducted in accordance with CDFW's Staff Report on Burrowing Owl Mitigation. As such, the project would not conflict with the County of San Bernardino Biotic Resources Overlay Zones.

As noted above, Rialto General Plan Policy 2-39.3 outlines continued support for the Delhi Sands Flower-loving Fly. It was determined the project site does not contain suitable soils for Delhi Sands flower-loving fly. As such, protocol surveys are not required, and the Rialto General Plan policy related to this species is not applicable. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources.

4.3.7 Cumulative Impacts

Past, present and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. With implementation of MM BIO-1 through MM BIO-6, the proposed Project would not cause a significant impact to biological resources. Mitigation would include construction BMPs to avoid potential impacts and disturbance to special status species, and Parry's spineflower, burrowing owl, nesting bird, Crotch's bumble bee, Coastal whiptail, Coast horned lizard, and Southern California legless lizard pre-construction surveys and avoidance measures. Project level impacts would be less than significant with the implementation of these measures and therefore would not contribute to a

cumulative impact. Additionally, as discussed in this section, the project site does not contain riparian habitat or any other water resources. Additionally, the project site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the CWA. The project site is not located within a designated protected area, which may support species and habitats that are sensitive and rare within the region or may function as a migration corridor for wildlife. Lastly, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, with the implementation of MM BIO-1 through MM BIO-6, the Project would not contribute to a cumulative effect on biological resources including sensitive species, protected habitat, or wetland resources. Therefore, the Project would not contribute to a cumulatively considerable impact.

4.3.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM BIO-1 Rare Plant Mitigation Plan. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted).

If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW.

If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

MM BIO-2 Best Management Practices. To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:

- a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site.

- b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the project biologist for wildlife before such material is moved, buried, or capped.
- c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code.
- d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owl, from suitable habitat areas within the project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitat to be imminently removed and towards adjacent open space.
- e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday.
- f. Contractors shall not permit pets on the construction site.
- g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night.
- h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction.
- i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping.
- j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the

project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety (“tailgate”) meetings, as needed.

MM BIO-3A Burrowing Owl Preconstruction Surveys. No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owl.

The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, ‘qualified biologist’ is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).

MM BIO-3B Burrowing Owl Preconstruction Surveys. If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owl shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan.

If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or

mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

MM BIO-4A Crotch's Bumble Bee Surveys. At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.

MM BIO-4B Crotch's Bumble Bee CESA ITP. Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

MM BIO-4C Crotch's Bumble Bee Biological Monitor. A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.

MM BIO-5A Nesting Bird Surveys. To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.

MM BIO-5B Nesting Bird Surveys. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency

recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds.

If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.

MM BIO-6A Special-Status Preconstruction Lizard Surveys. Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, and equipment and vehicle access, parking, and staging.

The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.

MM BIO-6B Special-Status Preconstruction Lizard Surveys. If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.

4.3.9 Level of Significance After Mitigation

Potential impacts to biological resources would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.3.10 References

California Department of Fish and Wildlife (CDFW). 2024. *California Natural Community List*. Retrieved from: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline>. Accessed July 1, 2024.

County of San Bernardino. December 2021. *Biotic Resources Map*. Retrieved from: <https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf>. Accessed September 4, 2024.

Rocks Biological Consulting. August 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

4.4 CULTURAL RESOURCES

4.4.1 Introduction

This section provides contextual background information on resources on or near the project site, including the area's prehistoric, ethnographic, and historical settings. The extent to which development of the proposed Project could impact existing historic or prehistoric resources is evaluated. A Cultural Resources Assessment was completed for the proposed Project by Kimley-Horn and Associates, Inc. in May 2024 and is included as **Appendix E** of this EIR.

Tribal cultural resources as defined in Public Resources Code Section 21074 (sites, features, places, cultural landscapes, sacred places, and objectives with cultural value to a California Native American tribe) are addressed in **Section 4.16: Tribal Cultural Resources**, of this EIR. Paleontological resources are addressed in **Section 4.6: Geology and Soils**.

4.4.2 Regulatory Setting

Federal Regulations

National Historic Preservation Act of 1966

Pursuant to the National Historic Preservation Act (NHPA) of 1966, as amended, the federal government, acting through the U.S. Department of the Interior's National Park Service, maintains an inventory of historic and archaeological resources — referred to as the National Register of Historic Places (NRHP) — that are worthy of preservation based on meeting certain criteria. The NHPA established the Advisory Council on Historic Preservation and provided procedures for the agency to follow if a proposed action affects a property that is included or may be eligible for inclusion, on the NRHP. The NRHP was developed as a direct result of the NHPA.

The NRHP was established by the NHPA of 1966, as “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (*Code of Federal Regulations* [CFR] 36 § 60.2). To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. A property (districts, sites, buildings, structures, and objects of potential significance) is eligible for the NRHP if it is significant under one or more of the following four established criteria:

- Criterion A: Associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Associated with the lives of persons significant in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for listing in the NRHP. In addition to meeting the criteria of significance, a property must have the integrity of location, design, setting, materials, workmanship, feeling, and association. Sites that meet one or more NRHP eligibility criteria but do not retain integrity are not eligible for the NRHP. Guidance regarding the integrity of location, design, setting, materials, workmanship, feeling, and association is provided by National Register Bulletin 15.¹

State Regulations

California Register of Historic Resources (CRHR)

In 1992, Assembly Bill (AB) 2881 was signed into law establishing the California Register of Historical Resources (CRHR). The CRHR is an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. Eligibility for the CRHR is determined by the California Office of Historic Preservation in a formal review process in which a resource is proposed for listing. A resource deemed eligible for the NRHP is typically deemed eligible for the CRHR. Certain resources are determined by the statute to be included in the CRHR, including California properties formally determined eligible for or listed in the NRHP, as well as State Landmarks and State Points of Interest. The CRHR is maintained by the Office of Historic Preservation's State Historic Preservation Officer.

For a historic resource to be listed, the resource must meet one or more of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- B. Is associated with lives of persons important in our past;
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

California Public Resources Code

The Public Resources Code establishes the definition and criteria for historical resources. "Historical resources," according to Public Resources Code Section 5020.1(j), "includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." Section 15064.5(a) of the State CEQA Guidelines states that "[g]enerally, a resource shall be considered by the Lead Agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources."

CEQA has established statutory requirements for the formal review and analysis of projects that fall under its jurisdiction. CEQA maintains that any property listed in, determined, or found eligible for listing in the CRHR is a "historical resource" and shall be considered historically significant. Pursuant to Public Resources Code Section 21084.1, a "project that may cause a substantial adverse change in the

¹ NRHP. 2002. *National Register Bulletin 15*. Retrieved from: <https://www.nrc.gov/docs/ML1912/ML19120A529.pdf>. Accessed September 12, 2024.

significance of a historical resource is a project that may have a significant effect on the environment.” Public Resources Code Section 21083.2 additionally requires agencies to determine whether proposed projects would have effects on “unique archaeological resources.”

Impacts to cultural resources are considered significant if a project (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance; and/or (3) introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

The Lead Agency must concurrently determine whether a project will cause damage to a unique archaeological resource (as defined in Public Resources Code § 21083.2(b)) and, if so, must make reasonable efforts to permit the resources to be preserved in place or left undisturbed. An archaeological resource must be determined to be “unique” or “historic” for an impact to the resource to be considered significant. Section 21083.2(g) of CEQA defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be demonstrated that without merely adding to the existing body of archaeological knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If a resource is neither unique nor historical, the effects of a project on that resource will not be considered significant effects on the environment (CEQA Guidelines § 15064(C)(4)).

California Health And Safety Code

California Health and Safety Code Sections 7050.5-7055 govern the process for reporting inadvertent discoveries of human remains to the County Coroner; the process for the County Coroner to report human remains of Native American descent to the Native American Heritage Commission (NAHC); and the protections offered against removal or desecration of human remains.

California Code of Regulations

The California Code of Regulations governs the nomination of resources to the CRHR (14 California Code of Regulations §4850). The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and other resources that have special considerations.

California Historic Building Code

The California Historic Building Code-California Code of Regulations, Title 24, Part 8- provides regulations for dealing with structures designated as historical buildings or properties. The California Historic Building Code provides solutions for preservation of these structures, promotes sustainability, provides disability access, provides a cost-effective approach to preservation, and provides for safety of occupants or users.

Local Regulations

Rialto General Plan

General Plan Chapter 7 *Our Roots: Cultural and Historic Resources Element*, recognizes that the “future of Rialto is linked strongly to its past.” The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 7-1	Preserve Rialto’s significant historical resources as a source of community identity, stability, aesthetic character, and social value.
Policy 7-1.1	Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.
Goal 7-3	Identify, document, and protect significant archaeological resources in Rialto.
Policy 7-3.1	Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.
Policy 7-3.3	Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.
Policy 7-3.4	Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to cultural resources.

City of Rialto Municipal Code

Municipal Code Chapter 2.20 establishes the Historical Preservation Commission. The commission is authorized to make recommendations, decisions and determinations concerning the designation, preservation, protection, enhancement, and perpetuation of these historical and cultural resources which contribute to the culture and aesthetic values of the City. Government Code Section 37361 empowers cities to adopt regulations and incentives for the protection, enhancement, perpetuation and use of such places, buildings, structures and other objects. The adoption of reasonable and fair regulations is necessary as a means of recognition, documentation, preservation and maintenance of resources of cultural, aesthetic, or historical significance. Such regulation serves to integrate the preservation of resources and the extraction of relevant data from such resources into public and private land management and development processes, and to identify as early as possible and resolve conflicts

between the preservation of cultural resources and alternative land uses. Chapter 2.20 is intended to carry out the goals and policies of the General Plan.

4.4.3 Existing Conditions

Natural Setting

The project site is situated to the southwest of the Cajon Pass, 2.5 miles southeast of the San Bernardino National Forest in the northwestern portion of the City of Rialto. On-site elevations range from approximately 1,612 to 1,649 feet above mean sea level; the site generally slopes from northwest to southeast on an approximately 2 to 9 percent grade. The City is largely urbanized and bordered by other developed areas; the setting surrounding the project site is primarily light and heavy industrial. Residential land uses are located east of Locust Avenue. Previous on-site land uses include a historic ammunition complex and stockpiling and storage activities. The project site has been heavily disturbed and currently vacant and contains vegetation noted as a mix of chaparral and non-native grasslands.

Historic Setting

Typical of many San Bernardino County towns, the area that would one day become Rialto was a fertile agricultural area due to the warm, dry climate. Southern California's citrus culture can be traced to the Mission San Gabriel; an orange grove was planted on mission lands in 1804. In 1841, William Wolfskill used seedlings from the San Gabriel orchard to plant his own larger orchard. Wolfskill is credited with establishing citrus commercially. Small ranching operations were established in the Rialto area in the mid-19th century. In 1887, the first railroad connection was established and the land that now comprises Rialto was purchased by the Semi Tropic Land and Water Company. The company named the community Rialto and began development in the area. Shortly thereafter, a group of midwestern Methodists immigrated to Rialto and furthered its development. By the late 19th century, Rialto was an agricultural community for which citrus was the main crop. In 1893, the community contained approximately 35 homes with 250 residents, a few local businesses, and the Hotel del Rialto. The first citrus packing house was built in 1894, and a citrus association was established.

Rialto was incorporated in 1911. Citrus agriculture was the most important industry to Rialto in the 20th century. Connections to improved transportation resulted in steady growth as the small agricultural community was able to expand the market for their local product. In addition to the Santa Fe Railroad connection, in 1914, Pacific Electric Railway completed the San Bernardino line through the City. Improved transportation through Rialto not only included the rail line but also the repaving of Foothill Boulevard (the main east-west transportation route) in 1913, which eventually became part of U.S. Highway 66, better known as the transnational Route 66. With these improved transportation connections, small local agricultural operations developed into a robust citrus packing industry.

The project site was vacant until the 1940s when the City expanded its infrastructure to support the war effort, when the U.S. Army built rail spurs and bunkers for weapon and ammunition storage. The ammunitions bunker area was over 2,000 acres of land located in the northern portion of the City that overlaps with the project site. The bunkers were abandoned after the war effort and used as a place for storing, manufacturing, and storing explosives until 1994.

Since then, the site has been mainly clear of any development with limited portions of the site used for additional storage by various facilities adjacent to the site. Site reconnaissance identified an empty

munitions bunker remaining from the U.S. Army use and two empty poly totes (**Appendix G1**).² The bunker as well as a small brick and mortar structure were observed at the southern portion of the L-shaped project site.

Native American Tribal Setting

Please refer to **Section 4.16: Tribal Cultural Resources**, of this EIR.

4.4.4 Methodology

An archaeological and historical records search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historic Resources Inventory System on April 3, 2024, by Kimley-Horn, which included the project site and a half-mile buffer around the site. The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. A Sacred Lands File search for the project site and immediate vicinity through the Native American Heritage Commission was also performed. Historic aerial photographs and historic USGS topographic maps of the project site were consulted. Kimley-Horn Cultural Resources Management staff conducted a pedestrian survey of the project site on April 9, 2024. Transects were spaced approximately 15 meters apart and all surface exposures were inspected. Ground visibility ranged from poor to excellent, with graded/vacant areas having high visibility and densely vegetated areas having low visibility.

Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.4.5 Thresholds of Significance

The following significance criteria for cultural resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.

4.4.6 Project Impacts and Mitigation

Threshold 4.4-1:	Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
	Level of Significance: Less than Significant with the incorporation of MM CUL-1 through MM CUL-5.

CEQA Guidelines Section 16064.5 defines "historical resources" as being a resource listed in or eligible for listing as a significant resource in State or local registers of historical resources, or by determination of a

² Phase I Environmental Site Assessment (ESA), Hazard Management Consulting, Inc., July 2023; **Appendix G1** of this EIR.

lead agency which is supported by substantial evidence. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Public Resources Code § 5020.1(k)), or identified in an historical resources survey (meeting the criteria in Public Resources Code § 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Kimley-Horn conducted a records search of cultural resources at the SCCIC for the project site plus a 0.5-mile buffer. The results of the record search indicated that three cultural resources have been previously recorded within the search area, with one historic age resource, CA-SBR-8696H, partially located within the southwestern portion of the project site.

The record search results also identified 12 cultural resource studies that had been completed within the search area, four of which include a portion of the project site. Three of the studies overlap with the project site and focus on cultural resource CA-SBR-8696H; no other resources were identified. The fourth study was conducted in 2007 and analyzed the same area as the project site. Again, the only resource identified was CA-SBR-8969H.

Resource CA-SBR-8696H is a historic-age resource originally recorded in 1996 and encompasses 2,822 acres including a World War II-era complex with 20 earth-covered bunkers, one of which is located within the boundaries of the project site and was given the resource name Rialto Military Munitions Bunker Complex. Upon review of previous reports and site records, it was noted that different portions of the historic site were re-visited in 1997, 1998, 2006, and 2010, with the 1998 visitation resulting in a large-scale evaluation effort for the entirety of the site (**Appendix E**). As a result of this evaluation, CA-SBR-8969H was not recommended eligible for listing in the National Register of Historic Places (NRHP) under any criteria. During the 2006 site visit, it was noted that much of the site had been destroyed by development and it was recommended that the site was not eligible for listing in the NRHP or the California Register of Historical Resources (CRHR). The site visit in 2010 noted additional destruction to the historic site and overall lack of integrity. None of the previous cultural resource studies conducted found resource CA-SBR-8969H eligible for listing in the NRHP or the CRHR.

The intensive-level pedestrian survey conducted of the project site for this EIR found the entire site highly disturbed due to prior grading and development with various instances of modern dumping and squatting observed. The field survey also confirmed the presence of resource CA-SBR-8696H at the project site and noted the collapsing entry structure to the bunker and historic debris. As such, Kimley-Horn cultural staff concurred with the prior recommendations that CA-SBR-8696H is not eligible for listing in the NRHP or CRHR and further noted that the site does not meet the definition of a “Historical Resource” or “Unique Archaeological Resource” under CEQA. No new or other resources were identified at the project site as a result of the survey.

In addition to the walkover survey, research within the National Register, California Register, National Historic Landmarks list, and other cultural databases revealed no other cultural resources. Historical aerial imagery was also reviewed for the presence of a potential resource. The imagery revealed development associated with the Rialto Military Munitions Bunker Complex and grading activities occurring in the northern and southern portions of the project site from the 1980s through the 2000s. No other potential cultural resources were revealed.

Although the project site was noted as highly disturbed due to prior grading and development, and no known NRHP or CRHR eligible historical resources were identified, there is the potential for Project implementation to unearth and impact unknown, subsurface cultural resources. Therefore, Mitigation Measure (MM) CUL-1 requires the retention of an archaeologist, MM CUL-2 requires the preparation of a Cultural Resource Management Plan for the project, MM CUL-3 requires cultural sensitivity training, MM CUL-4 requires archaeological monitoring, and MM CUL-5 outlines appropriate protocol and treatment in the event a cultural resource is discovered. MM CUL-1 through MM CUL-5 would ensure that if an unknown cultural resource is unearthed during Project construction it would not result in a substantial adverse change in the significance of the resource. Therefore, potential impacts to historical resources pursuant to Section 15064.5 would be reduced to a less than significant level.

Impact 4.4-2:	Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? Level of Significance: Less than Significant with the incorporation of MM CUL-1 through MM CUL-5.

As noted above, one cultural resource, the World War II-era complex CA-SBR-8696H, was identified as partially located within the southwestern portion of the project site. In concurrence with prior recommendations, CA-SBR-8696H was found not eligible for listing in the NRHP or CRHR, and the site does not meet the definition of a “Historical Resource” or “Unique Archaeological Resource” under CEQA.

The intensive-level pedestrian survey conducted for the project site found the entire site highly disturbed due to prior grading and development. The field survey confirmed the presence of CA-SBR-8696H at the project site and noted the collapsing entry structure to the bunker and historic debris. No new or other cultural resources (including other architectural historical resources, prehistoric archaeological resources, or historic archaeological resources) were identified on the project site as a result of the survey. Further, the extent of prior disturbance indicates there is low potential for intact buried cultural resources at the project site.

Although low, there is the potential for Project implementation to unearth and impact an unknown, subsurface archaeological resource that could be determined a “Unique Archaeological Resource.” Despite the low likelihood of discovery, if a “Unique Archaeological Resource” is discovered during the Project’s ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. As outlined above the Project would comply with MM CUL-1 through MM CUL-5, which would ensure the discovery of unrecorded cultural resources during construction activities would not result in potential impacts to archaeological resources pursuant to Section 15064.5 and impacts would be less than significant.

Impact 4.4-3:	Would the Project disturb any human remains, including those interred outside of formal cemeteries? Level of Significance: Less than Significant Impact

There are no dedicated cemeteries on or near the project site. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the project site is not near an identified archaeological resource and the pedestrian survey conducted did

not identify any human remains (**Appendix E**). Additionally, as noted above the project site is highly disturbed. Given the absence of known archaeological resources and the extent of on-site disturbance, there is low potential for Project excavation and grading to encounter human remains. Despite the low likelihood of discovery, if previously unknown human remains are discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. Therefore, in the event human remains are encountered during excavation or disturbance activities, compliance with the California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, outlined below and identified in Standard Condition (SC) CUL-1 would preclude significant impacts to human remains.

Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 require proper treatment in accordance with applicable laws and describe the general provisions for the treatment of human remains. Specifically, Health and Safety Code Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during site excavation. Health and Safety Code Section 7050.5 also requires that all activities cease immediately and that a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the future development facilitated by the Project would implement the procedures set forth in Public Resources Code Section 5087.98, including evaluation by the County Coroner and notification of the NAHC in the unlikely event that Native American human remains are discovered during ground disturbing activities. The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. If excavation results in the discovery of human remains, the future development would halt excavation near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Therefore, following compliance with the established regulatory framework, specifically SC CUL-1, future development facilitated by the Project would have a less than significant impact concerning human remains. No mitigation is required.

4.4.7 Cumulative Impacts

For purposes of cumulative impact analysis to cultural resources, the geographic context for cumulative analysis of the Project is regional and considers both direct and indirect impacts over a wide area. This geographic scope of analysis is appropriate because the archaeological and historical resources within this area are expected to be similar to those that occur on the project site due to their similar environment, geology, and hydrology. This discussion is focused on the Project's potential for resulting in site-specific impacts that could contribute to a cumulative loss. However, cultural resources impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or a significant affected resource extends off the site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical and archaeological resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resources.

The Project could result in potential site-specific impacts to unknown cultural resources discovered during Project construction, especially ground-disturbing activities. However, implementation of MM CUL-1 through MM CUL-5 would reduce the Project's incremental potential impacts to historical and archaeological resources to less than significant and ensure site-specific impacts to cultural resources would not be cumulatively considerable. Other projects within the cumulative study area also have the

potential to result in damage and/or loss to unknown cultural resources. Similar to the proposed Project, past, present, and reasonably foreseeable projects in the City would be required to comply with all applicable State, federal, and local regulations concerning preservation, salvage, or handling of cultural resources. Therefore, the Project's contribution to cumulative impacts would be less than significant.

As discussed above, Project construction has the potential to disturb unknown human remains. Compliance with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in SC CUL-1, would require proper treatment in accordance with applicable laws for human remains and reduce potential site-specific impacts to less than significant. Similar to the proposed Project, past, present, and reasonably foreseeable projects in the City would also be required to comply with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 which would reduce potential adverse impacts to human remains in the cumulative study area. Therefore, the Project's incremental effect is not cumulatively considerable when viewed in connection with the effects of other closely related past projects, the effects of other current projects, and the effects of probable future projects. Thus, cumulative impacts to cultural resources would be less than significant.

4.4.8 Mitigation Program

Standard Conditions

SC CUL-1: If human remains are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.

Mitigation Measures

MM CUL-1: Retention of Archaeologist. Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained.

MM CUL-2: Cultural Resources Management Plan. Prior to any ground-disturbing activities the Project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/ Conditions of Approval (COA), contact information for all pertinent parties, parties'

responsibilities, procedures for each MM or COA, and an overview of the Project schedule.

MM CUL-3: Cultural Resources Sensitivity Training. A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan.

MM CUL-4: Archaeological Monitoring. The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2.

MM CUL-5: Inadvertent Discovery of Cultural Resources. In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible,

treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis.

Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).

4.4.9 Level of Significance After Mitigation

Potential impacts to cultural resources would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.4.10 References

Hazard Management Consulting, Inc. July 2023. *Phase I Environmental Site Assessment (ESA)*, included as **Appendix G1** to this EIR.

Kimley-Horn and Associates, Inc. May 2024. *Cultural Resources Assessment for the Locust Gateway Logistics Project*, included as **Appendix E** to this EIR.

NRHP, 2002. *National Register Bulletin 15*, Retrieved from:
<https://www.nrc.gov/docs/ML1912/ML19120A529.pdf>, Accessed September 12, 2024.

4.5 ENERGY

4.5.1 Introduction

This EIR section examines the existing setting as it relates to energy conservation, identifies associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. Energy calculations for the Project are included in **Appendix B: Air Quality, Energy, and Greenhouse Gas Modeling Data** of this EIR.

4.5.2 Regulatory Setting

Federal Regulations

National Energy Conservation Policy Act

The National Energy Conservation Policy Act serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, it has been regularly updated and amended by subsequent laws and regulations. This Act is the foundation of most federal energy requirements.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the interstate transmission of natural gas, oil, and electricity. FERC also regulates natural gas and hydropower projects. As part of that responsibility, FERC regulates the transmission and sale of natural gas for resale in interstate commerce, the transmission of oil by pipeline in interstate commerce, and the transmission and wholesale sales of electricity in interstate commerce. FERC also licenses and inspects private, municipal, and state hydroelectric projects; approves the siting and abandonment of interstate natural gas facilities, including pipeline, storage, and liquefied natural gas facilities; oversees environmental matters related to natural gas and hydroelectricity projects as well as major electricity policy initiatives; and administers accounting and financial reporting regulations and the conduct of regulated companies. Electricity is run by the states; however, FERC has jurisdiction over certain matters.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. The act includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. The Act requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in the Act. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the Energy Policy Act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by former President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture

and storage. Under the EISA, the Renewable Fuel Standard program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required U.S. Environmental Protection Agency (U.S. EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State Regulations

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires the California Air Resources Board (CARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions.

In September 2016, then Governor Jerry Brown signed into legislation Senate Bill (SB) 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. Adopted December 15, 2022, CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing statewide GHG emissions to 1990 levels by 2020, the SB 32 goal of 40 percent below 1990 levels by 2030, and the AB 1279 goal of 85 percent below 1990 levels by 2045; see **Section 4.7: Greenhouse Gas Emissions** for a discussion of AB 32, SB 32, and AB 1279). To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel

fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen.

Advanced Clean Cars II

The Advanced Clean Cars II regulations will rapidly scale down light-duty-passenger, pickup truck and sports utility vehicle emissions starting with the 2026 model year through 2035. The regulations will first amend the Zero-emission Vehicle Regulation to require an increasing number of zero-emission vehicles and rely on currently available advanced vehicle technologies (i.e., battery-electric, hydrogen fuel cell electric and plug-in hybrid) to meet air quality and climate change emissions standards. Second, the Low-emission Vehicle Regulations were amended to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions. The regulations will substantially reduce air pollutants that cause climate change and threaten public health. In addition, the regulations will provide public health benefits of at least 12 billion dollars over the life of reductions by reducing premature deaths, hospitalizations and lost workdays associated with exposure to air pollution.

Advanced Clean Trucks

The Advanced Clean Trucks regulations is a manufacturer zero-emissions vehicle (ZEV) sales requirement and a one-time reporting requirement for fleets and large entities. The development and use of advanced clean trucks will help CARB achieve its emissions reduction strategies as outlined in the State Implementation Plan (SIP), Sustainable Freight Action Plan, SB 350, and AB 32.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Implementation of these regulations is currently unknown.

Renewable Portfolio Standards¹

In 2002, California established its Renewable Portfolio Standard program with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least one percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code §399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board (CARB) under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation SB 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030.

¹ California Public Utilities Commission. 2021. *Renewable Portfolio Standard (RPS) Program*. Retrieved from: <https://www.cpuc.ca.gov/rps/>. Accessed August 9, 2024.

SB 100 established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target. Approved in 2022, SB 1020 revised the State policy to provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035; 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040; 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045; and, 100 percent of electricity procured to serve all State agencies by December 31, 2035.

California ISO

The California Independent System Operator (Cal ISO) is a non-profit Independent System Operator serving California. The California ISO manages the flow of electricity across high-voltage, long-distance power lines, operates a competitive wholesale energy market, and oversees transmission planning by and to its member utilities.

State of California Energy Plan

The California Energy Commission (CEC) is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

The Code California Energy Code (Title 24, Part 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations) by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. In general, Title 24 energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The CEC updates the Title 24 Energy Efficiency Standards every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Title 24 Energy Efficiency Standards conserve nonrenewable resources, such as natural gas, and ensure renewable resources are extended as far as possible to reduce the need for constructing new power plants.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December 2022, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic (PV) and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

The Title 24 Energy Efficiency Standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances: air conditioning systems; heat pumps; water chillers; gas- and oil-fired boilers; cooling equipment; water heaters and equipment; pool and spa heaters and

equipment; gas-fired equipment including furnaces and stoves/ovens; windows and exterior doors; joints and other building structure openings (envelope); insulation and cool roofs; lighting control devices; and solar PV systems.

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar PV systems for new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The CEC approved the 2022 California Green Building Standards Code on September 30, 2022, and the code went into effect on January 1, 2023.

2008 California Energy Action Plan

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the State of California's principal energy planning and policy document (CPUC and CEC, 2008). The plan continues the goals of the original Energy Action Plan, describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

CEQA Guidelines Appendix F

CEQA Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended CEQA Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, CEQA Guidelines Section 15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created CEQA Guidelines Appendix F – Energy Conservation.

Pursuant to Appendix F, an EIR must include a “discussion of the potential energy impacts of proposed projects...”² However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the CEQA Guidelines in 2009 “to ensure that lead agencies comply with the substantive directive in § 21100(b)(3).” CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required is a “discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.” Potential impacts that may be discussed include:

- A project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of a project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of a project on local and regional energy supplies and on requirements for additional capacity.
- The effects of a project on peak and base period demands for electricity and other forms of energy.
- The degree to which a project complies with existing energy standards.
- The effects of a project on energy resources.
- A project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

CEQA Guidelines, Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary use of energy.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, then Governor Jerry Brown issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities

² California Association of Environmental Professionals (AEP). 2025. *California Environmental Quality Act, Appendix F Energy Conservation*. Retrieved from: https://www.califaep.org/docs/CEQA_Handbook_2025combined.pdf.

Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Order B-55-18 to Achieve Carbon Neutrality

In September 2018, then Governor Jerry Brown issued Executive Order B-55-18, which established a new statewide goal to achieve carbon neutrality no later than 2045 and maintain net negative emissions thereafter. The law requires CARB to work with relevant state agencies to develop a framework that implements and tracks the progress toward said goal. CARB will also be required to work with relevant state agencies to ensure future Scoping Plans identify measures to achieve the carbon neutrality goal (State of California, 2018, p.2). Carbon neutrality, or having a net zero carbon footprint, refers to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether.

Regional and Local Regulations

Rialto General Plan

The General Plan Chapter 2 *Managing Our Land Supply Element* identifies goals and policies for conservation techniques to reduce energy use and minimize depletion of energy resources. The *Managing Our Land Supply Element* describes the conservation goals and policies that the City of Rialto has identified for implementation to provide a high quality of life for residents and the overall community. The following includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-31 Incorporate green building and other sustainable building practices into development projects.

Policy 2-31.1 Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Policy 2-31.2 Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

Policy 2-31.3 Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Goal 2-32 Conserve energy resources.

Policy 2-32.1 Require the incorporation of energy conservation features into the design of all new construction and site development activities.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City

in 2010. The Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to energy.

*City of Rialto Climate Adaptation Plan*³

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

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

4.5.3 Existing Conditions

Existing Electricity and Natural Gas Supplies

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the area by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.⁴ SCE provides electrical services to the City of Rialto (City) through State-regulated public utility contracts. SCE produces and purchases their energy from a mix of conventional and renewable generating sources. **Table 4.5-1: Energy Resources Used to Generate Electricity for SCE** shows the SCE electric power mix in 2022 compared to the statewide

³ City of Rialto. 2021. *Climate Adaptation Plan*. Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/2248/Final-Rialto-Climate-Adaptation-Plan>. Accessed August 9, 2024.

⁴ SCE. 2020. *By the Numbers: Who We Serve*. Retrieved from: <https://www.sce.com/about-us/who-we-are>. Accessed August 9, 2024.

2022 power mix. In 2022, electricity use attributable to the County of San Bernardino was approximately 16,630 GWh from non-residential and residential sectors.⁵

Table 4.5-1: Energy Resources Used to Generate Electricity for SCE (2022)		
Energy Resources	2022 SCE Power Mix	2022 CA Power Mix
Eligible Renewable:	33.2%:	35.8%:
<i>Biomass and Biowaste</i>	0.1%	2.1%
<i>Geothermal</i>	5.7%	4.7%
<i>Eligible Hydroelectric</i>	0.5%	1.1%
<i>Solar</i>	17.0%	17.0%
<i>Wind</i>	9.8%	10.8%
Coal	0.0%	2.1%
Large Hydroelectric	3.4%	9.2%
Natural Gas	24.7%	36.4%
Nuclear	8.3%	9.2%
Other	0.1%	0.1%
Unspecified Sources of Power ¹	30.3%	7.1%
Total	100%	100%
1 Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.		
Source: SCE. 2022. <i>2022 Power Content Label, Southern California Edison</i> . Retrieved from: https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf . Accessed August 9, 2024.		

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for the project area, services approximately 21 million people in a 20,000-square-mile service territory.⁶ SoCalGas has four storage fields: Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the CEC, natural gas demand in the SoCalGas service area was approximately 5,027 million therms in 2022.⁷

SoCalGas projects that total demand for natural gas will decline at an annual rate of 0.7 percent from 2024 to 2040.⁸ The decline in demand is driven by increased energy efficiency and updated fuel substitutions assumptions. Factors that contribute to the downward trend include Title 20 and Title 24 Code and Standards and renewable energy goals that impact gas-fired electricity.

Energy Consumption

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy consumption in California was 6,882 trillion BTU in 2022⁹ (the most recent year for which this specific data is available),

⁵ California Energy Commission (CEC). 2022. *Electricity Consumption by County*. Retrieved from: <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed August 9, 2024.

⁶ Southern California Gas Company. ND. *Natural Gas Transmission*. Retrieved from: [Electricity Consumption](#). Accessed August 12, 2024.

⁷ California Energy Commission (CEC). 2022. *Gas Consumption by Entity, Southern California Gas*. Retrieved from: <https://ecdms.energy.ca.gov/gasbyutil.aspx>. Accessed August 24, 2024.

⁸ California Gas and Electric Utilities. 2024. *2024 California Gas Report*. Retrieved from: <https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf>. Accessed August 12, 2024.

⁹ US Energy Information Administration (2024). *California Energy Consumption Estimates*. Retrieved from: <https://www.eia.gov/state/print.php?sid=CA>. Accessed August 12, 2024.

which equates to an average of approximately 176 million BTU per capita. Of California’s total energy use, the breakdown by sector is approximately 43 percent transportation, 22 percent industrial, 18 percent residential, and 17 percent commercial. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use. In 2023, taxable gasoline sales (including aviation gasoline) in California accounted for 13,584,697,639 gallons of gasoline.¹⁰ The County’s electricity consumption from 2012 to 2022 is shown in **Table 4.5-2: Electricity Consumption in San Bernardino County 2012-2022**. As indicated in the table, the County’s energy consumption has steadily increased between 2012 and 2022.

Table 4.5-2: Electricity Consumption in San Bernardino County 2012-2022	
Year	Electricity Consumption (in millions of kilowatt hours)
2012	14,308
2013	14,315
2014	14,680
2015	14,685
2016	14,902
2017	15,237
2018	15,326
2019	15,259
2020	15,910
2021	16,169
2022	16,630
Source: California Energy Commission, <i>Electricity Consumption by County</i> . Workbook: California Electricity Consumption . Accessed August 20, 2024.	

The County’s natural gas consumption from 2012 to 2022 is shown in **Table 4.5-3: Natural Gas Consumption in San Bernardino County 2012-2022**. As shown in the table, the County’s natural gas consumption steadily increased from 2012 to 2022.

¹⁰ California Department of Tax and Fee Administration (CDTFA). (2024). *Motor Vehicle Fuel, Net Taxable Gasoline Gallons*. Retrieved from: <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm>. Accessed on August 12, 2024.

Table 4.5-3: Natural Gas Consumption in San Bernardino County 2012-2022

Year	Natural Gas Consumption (in millions of therms)
2012	489
2013	511
2014	469
2015	485
2016	494
2017	493
2018	500
2019	547
2020	527
2021	561
2022	562

Source: California Energy Commission. *Natural Gas Consumption by County*. [Natural Gas Consumption](#). Accessed August 20, 2024.

The County's automotive fuel consumption from 2012 to 2022 is shown in **Table 4.5-4: Automotive Fuel Consumption in San Bernardino County 2012-2022**. As shown in **Table 4.5-4**, the County's on-road automotive fuel consumption steadily increased from 2012 to 2019, decreased in 2020, and increased again in 2021. Heavy-duty vehicle fuel consumption has generally increased since 2012.

Table 4.5-4: Automotive Fuel Consumption in San Bernardino County 2012-2022

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption
2012	823,824,155	221,468,396
2013	823,575,913	231,100,540
2014	833,908,390	233,757,358
2015	862,282,542	236,687,334
2016	886,951,688	251,535,041
2017	894,270,493	263,723,118
2018	894,127,745	259,783,109
2019	894,821,914	261,139,639
2020	763,765,305	265,477,739
2021	869,262,611	272,787,528
2022	867,249,837	276,240,473

Source: California Air Resources Board, EMFAC2021.

4.5.4 Methodology

This section analyzes energy use on three sources of energy that are relevant to the proposed Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of the Project's electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in **Appendix B** to this EIR. Modeling related to Project energy use was based primarily on the default settings in CalEEMod. The amount of

operational fuel use was estimated using CalEEMod outputs for the Project and CARB Emissions Factor (EMFAC) 2021 computer program for typical daily fuel use in San Bernardino County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

The Project is evaluated against the significance criteria/thresholds below, as the basis for determining the impact's level of significance concerning energy. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.5.5 Thresholds of Significance

The following significance criteria for energy resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact to energy resources if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.6 Project Impacts and Mitigation

Threshold 4.5-1:	Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

	<i>Level of Significance:</i> Less than Significant Impact

Construction

The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics from CalEEMod; refer to **Appendix B: Air Quality, Energy, and Greenhouse Gas Modeling Data**. Energy consumption associated with the Project is summarized in **Table 4.5-5: Energy Use During Construction**.

Table 4.5-5: Energy Use During Construction			
Project Source	Total Construction Energy ⁴	San Bernardino County Annual Energy Consumption	Percentage of Countywide Construction
Electricity Use: GWh			
Water Use ¹	0.0080	16,630	0.00005%
Diesel Use: Gallons			
On-Road Construction Trips ²	37,397	281,399,849	0.013%
Off-Road Construction Equipment ³	60,373		0.021%
Construction Diesel Total	97,770		0.035%
Gasoline: Gallons			
On-Road Construction Trips	35,998	828,612,797	0.004%
1. Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.			
2. On-Road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino County for construction year 2025.			
3. Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.			
4. Total Construction Energy is the combined energy usage over approximately 15 months of construction.			
Source: Refer to Appendix B for data assumptions used in this analysis and energy calculations.			

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: <http://www.caleemod.com/>.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Bernardino County. As summarized in **Table 4.5-5**, the total electricity demand associated with water use for construction dust control would be approximately 0.0080 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (mpg). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. In summary, the total diesel fuel associated with on-road construction trips would be approximately 37,397 gallons over the duration of buildout of the Project (see **Table 4.5-5**).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with off-road construction equipment is approximately 60,373 gallons for the duration of buildout of the Project (see **Table 4.5-5**).

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in mpg using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with on-road construction trips would be approximately 35,998 gallons over the duration of buildout of the Project (see **Table 4.5-5**).

Construction Energy Use Analysis

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). In total, construction of the Project would use approximately 0.0080 GWh of electricity, 35,998 gallons of gasoline, and 97,770 gallons of diesel. In 2022, San Bernardino County used 16,630 GWh of electricity. Project construction electricity use would represent less than 0.0001 percent of the current electricity use in San Bernardino County.

In 2025 (the year Project construction is anticipated to commence), San Bernardino County is anticipated to use approximately 828,612,797 gallons of gasoline and approximately 281,399,849 gallons of diesel fuel. During construction, gasoline fuel consumption would constitute 0.004 percent of average annual gasoline usage in the County and diesel fuel consumption would constitute 0.035 percent of average annual diesel used in the County. Based on the Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.¹¹ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction demand.

SCE's total energy sales are projected to be 103,561 GWh of electricity in 2025.¹² Therefore, the Project's construction-related annual electricity consumption of 0.0080 GWh would represent less than 0.0001 percent of SCE's projected annual sales. Thus, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

Some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from South Coast Air Quality Management District (SCAQMD) CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the

¹¹ BP Global, *Statistical Review of World Energy*, 2021.

¹² California Energy Commission, *CED 2023 Baseline Forecast – SCE High Demand Case*, January 2024.

Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As addressed, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guidelines Appendix G and Appendix F criteria require a project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

There are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential energy resource impacts are considered less than significant, and no mitigation is required.

Operations

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The Project is anticipated to be operational in 2026. The Project's annual energy use during operations is shown in **Table 4.5-6: Annual Energy Use During Operations**. The methodology for each category is discussed below.

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses in **Section 4.2: Air Quality**, **Section 4.7: Greenhouse Gas Emissions**, and average fuel efficiency is calculated from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.¹³ As summarized in **Table 4.5-6**, the Project's total unmitigated gasoline and diesel fuel would be approximately 187,870 gallons per year and 728,982 gallons per year, respectively (each less than 1% of Countywide consumption). The Project's air quality analysis includes Mitigation Measure (MM) AQ-3 and MM AQ-4, which would also serve to

¹³ The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO₂ emissions from EMFAC's tailpipe emission estimates.

reduce fuel consumption. MM AQ-3 requires landscaping equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. It should be noted that energy consumption values shown in **Table 4.5-6** conservatively do not include all reductions from MM AQ-4 since the majority of the TDM program is not quantifiable in CalEEMod. However, TDM measures such as carpool/vanpool/rideshare use were able to be quantified in CalEEMod; therefore, there was a reduction in operational gasoline consumption. With implementation of MM AQ-3 and MM AQ-4, the total mitigated gasoline consumption would be approximately 180,492 gallons per year.

Table 4.5-6: Annual Energy Use During Operations						
	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption	Percentage of Countywide Consumption	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption	Percentage of Countywide Consumption
Project Source	Unmitigated			Mitigated		
Electricity Use						
Area ^{1,3}	0.946 GWh	16,630 GWh	0.0057%	0.0000 GWh	16,630 GWh	0.0000%
Water ¹	1.061 GWh		0.0064%	0.958 GWh		0.0058%
Total Electricity	2.007 GWh		0.0121%	0.958 GWh		0.0058%
Natural Gas Use						
Area ^{1,3}	126,662 therms	562,123,065 therms	0.0225%	0 therms	562,123,065 therms	0.0000%
Diesel Use						
Mobile ²	728,982 gallons	281,589,289 gallons	0.2589%	728,982 gallons	281,589,289 gallons	0.2589%
Gasoline Use						
Mobile ²	187,870 gallons	811,280,390 gallons	0.0232%	180,492 gallons	811,280,390 gallons	0.0222%
Notes:						
1 The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.						
2 Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2026.						
3 Mitigated energy consumption includes implementation of Mitigation Measure (MM) AQ-2 that requires all-electric appliances instead of natural gas and no connections to natural gas utility lines, MM AQ-3 that requires all-electric landscape equipment, MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit, MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled, MM GHG-1 requires renewable energy to offset 100 percent of the expected building load energy consumption, MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards, and MM GHG-4 requires implementation of a Water Use Efficiency and Conservation Plan (refer to Section 4.2: Air Quality and Section 4.7: Greenhouse Gas).						
Source: Refer to energy calculations in Appendix B .						

Electricity

The electricity use during Project operations is based on CalEEMod defaults. The Project's total unmitigated electricity consumption would be approximately 2.007 GWh of electricity onsite per year (see **Table 4.5-6**). The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 156.5 million gallons of water annually, which would require approximately 1.061 GWh per year for conveyance and treatment. **Section 4.7: Greenhouse Gas Emissions** includes MM GHG-1, MM GHG-2, and MM GHG-4 which would also reduce electricity consumption. MM GHG-1 requires renewable

energy to offset 100 percent of the expected building load energy consumption, MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards, and MM GHG-4 requires implementation of a Water Use Efficiency and Conservation Plan. With implementation of these mitigation measures, the total mitigated electricity consumption would be approximately 0.958 GWh per year.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. The Project's total unmitigated natural gas consumption would be approximately 126,662 therms per year (see **Table 4.5-6**). **Section 4.2: Air Quality** includes MM AQ-2, which requires the Project to use all-electric appliances and end uses instead of natural gas. MM AQ-2 also requires that the Project not include natural gas utility lines or connections. With implementation of this mitigation measure, the Project's total mitigated natural gas consumption would be approximately 0 therms on the site per year (see **Table 4.5-6**).

Operational Energy Use Analysis

Project operations would annually use approximately 0.958 GWh of electricity, 0 therms of natural gas, 180,492 gallons of gasoline, and 728,982 gallons of diesel with incorporation of MM AQ-2 through MM AQ-5, MM GHG-1, MM GHG-2, and MM GHG-4.

Californians used 287,826 GWh of electricity in 2022, of which San Bernardino County used 16,630 GWh. The Project's operational electricity use would represent less than 0.001 percent of electricity used in the State and 0.0058 percent of the energy use in San Bernardino County. The Project's mitigated electricity consumption estimated above includes reductions associated with MM AQ-2, MM AQ-3, MM AQ-4, MM AQ-5, MM GHG-1, MM GHG-2, and MM GHG-4. Regarding natural gas, Californians used 11,711 million therms of natural gas and 562 million therms of natural gas in San Bernardino County in 2022. The Project's unmitigated operational natural gas use would represent less than 0.001 percent of natural gas used in the State, and less than 0.1 percent of natural gas use in San Bernardino County. However, MM AQ-2 would require the Project to use all-electric appliances instead of natural gas and would prohibit connection to natural gas utility lines; therefore, the Project would not consume natural gas. Even without the application of mitigation, the Project's electricity and natural gas use would not be potentially significant due to wasteful, inefficient, or unnecessary consumption.

In 2026, Californians are anticipated to use approximately 13,429,720,378 gallons of gasoline and approximately 3,179,723,204 gallons of diesel fuel.¹⁴ San Bernardino County annual gasoline fuel use in 2025 is anticipated to be 811,280,390 gallons and diesel fuel is anticipated to be 281,589,289 gallons. The expected Project operational use of gasoline and diesel would represent 0.000013 percent of current gasoline use and 0.000229 percent of current diesel use in the State. Project operational use of gasoline and diesel would represent 0.0222 percent of gasoline use and 0.2589 percent of diesel use in the County.

Based on the California Energy Demand 2023 Baseline Forecast (February 2022),¹⁵ SCE's total energy sales in 2026 will be 96,356 GWh of electricity. As such, the project-related net annual electricity consumption of 0.958 GWh would represent approximately 0.00001 percent of SCE's projected sales in 2026. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in

¹⁴ California Air Resources Board, *EMFAC2021*.

¹⁵ California Energy Commission, *CED 2023 Baseline Forecast – LSE and BA Tables High Demand Case*, January 2024.

the planned growth of the power system. Based on these factors, SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's electricity demand.

Based on the 2023 California Gas Report,¹⁶ the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,458 million cubic feet per day in 2022.¹ As previously mentioned, MM AQ-2 would require the Project to use all-electric appliances instead of natural gas and would prohibit connection to natural gas utility lines. Therefore, the Project would not impact SoCalGas' projected consumption and supplies for the area as the Project would not consume natural gas. According to the U.S. Energy Information Administration, the United States currently has over 80 years of natural gas reserves based on 2018 consumption.¹⁷

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.¹⁸ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

None of the unmitigated Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Therefore, unmitigated energy consumption impacts would be less than significant, and no mitigation is required.

It is noted that MM AQ-2, MM AQ-3, and MM AQ-5 in **Section 4.2: Air Quality** and MM GHG-1, MM GHG-2, and MM GHG-4 in **Section 4.7: Greenhouse Gas Emissions** were assumed in CalEEMod to reduce air quality and GHG emission impacts. Implementation of these mitigation measures would subsequently reduce operational energy consumption, although energy impacts would be less than significant without mitigation.

Energy Efficiency Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances to comply with Title 24. It should also be noted that SCE is subject to California's Renewable Portfolio Standard (RPS) Program. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by

¹⁶ California Gas and Electric Utilities, 2024 California Gas Report, 2024.

¹⁷ U.S. Energy Information Administration, Frequently Asked Questions, *How Much Natural Gas Does the United States Have, and How Long Will It Last?* Retrieved from: <https://www.eia.gov/tools/faqs/faq.php?id=58&t=8>. Accessed August 9, 2024.

¹⁸ BP Global, *Statistical Review of World Energy*, 2021.

December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use.

None of the Project energy uses would exceed one percent of the corresponding uses within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings would comply with energy and fuel efficiency laws and regulations; therefore, the Project would not be wasteful or inefficient. Impacts would be less than significant, and no mitigation is required.

Threshold 4.5-2: **Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency.**

Level of Significance: Less than Significant Impact

As discussed under Threshold 4.5-1, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the CALGreen Building Code. The Project would be required to comply with these existing energy standards. Compliance with State and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal, adopted in April 2024, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the Connect SoCal; refer to **Section 4.7: Greenhouse Gas Emissions**. Energy consumption impacts would be less than significant, and no mitigation is required.

4.5.7 Cumulative Impacts

Construction and operations associated with implementation of the Project would result in the use of energy, but not in a wasteful manner, as discussed under Threshold 4.5-1. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to **Table 4.5-5** and **Table 4.5-6**. As discussed above, the project-related construction electricity consumption would represent approximately 0.00005 percent of county-generated electricity. Therefore, the Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

During operations, the project-related net annual electricity consumption would represent approximately 0.001 percent of SCE's projected sales in 2026. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. The Project would not use natural gas and, therefore, would not impact SoCalGas's projected consumption and supplies for the service area. It should be noted that the planning projections of SCE and SoCalGas

consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.¹⁹ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, State, and local requirements for energy efficiency.

The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, State, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to State or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

4.5.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

Although not required to reduce energy impacts to less than significant, MM AQ-2, MM AQ-3, MM AQ-4, and MM AQ-5 in **Section 4.2: Air Quality** and MM GHG-1, MM GHG-2, and MM GHG-4 in **Section 4.7: Greenhouse Gas Emissions** are applicable to the Project and would serve to further reduce energy consumption.

4.5.9 Level of Significance After Mitigation

Potential energy impacts would be less than significant.

4.5.10 References

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4.6 GEOLOGY AND SOILS

4.6.1 Introduction

This section of the EIR describes the project site's existing setting as it relates to geology and soils; identifies applicable regulatory conditions and requirements; presents the criteria used to evaluate potential impacts on geology and soils; and identifies measures to reduce or avoid significant impacts. The analysis in this section is in part based on information from the Geotechnical Investigation and Infiltration Testing, prepared for the Project by Southern California Geotechnical, Inc. on June 26, 2023, and included as **Appendix F1: Geotechnical Investigation** and **Appendix F2: Infiltration Testing Report** to this EIR. In addition, paleontological records search results, prepared by the Western Science Center on May 13, 2024, were relied upon as well and are included as **Appendix F3: Paleontological Resources Memorandum** to this EIR.

4.6.2 Regulatory Setting

Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency, the United States Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, state, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Clean Water Act Section 402

Section 402 of the Clean Water Act authorizes the State Water Resources Control Board (SWRCB), a department of the California Environmental Protection Agency (CalEPA), to issue National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit (Water Quality Order 2022-0057-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and

- Perform inspections of all BMPs.

The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the construction site discharges directly to a water body listed on the 303(d) list for sediment. The SWPPP would also include an Erosion Control Plan that would identify specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan is included with a project’s grading plan and would be subject to approval by the City Engineer.

Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources

The Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources outlines methods for assessing potential impacts to fossils and mitigating impacts from development. Impact mitigation includes pre-project survey and salvage, monitoring and screen washing during excavation to salvage fossils, conservation and inventory, and final reports and specimen curation.

Measures for adequate protection or salvage of significant paleontological resources are applied to areas determined to contain rock units that have either a high or undetermined potential for containing significant fossils. Specific mitigation measures generally need not be developed for areas of low paleontological potential. Developers (public and private) and contractors should be made aware, however, that if there is not an on-site monitor it will be necessary to contact a qualified professional paleontologist if fossils are unearthed in the course of excavation. This contingency should be planned for in advance. In order to save time and project delays, in the advance planning phases of a project, the developer should contact a qualified professional paleontologist and arrange for the salvage of any unanticipated fossils. The paleontologist will then salvage the fossils and assess the necessity for further mitigation measures, if applicable. Decisions regarding the intensity of the paleontological resource impact mitigation program will be made by the project paleontologist on the basis of the significance of the paleontological resources, and their biostratigraphic, biochronologic, paleoecologic, taphonomic, and taxonomic attributes, not on the ability of a project proponent to fund the paleontological resource impact mitigation program.

All phases of mitigation must be supervised by a qualified professional paleontologist who maintains the necessary paleontological collecting permits and repository agreements. All field teams are to be supervised by a paleontologist qualified to deal with the significant resources that might be encountered. The lead agency must assure compliance with the measures developed to mitigate impacts of excavation. To assure compliance at the start of a project, a statement that confirms a site’s paleontological potential, confirms the repository agreement with an established public institution, and describes the program for impact mitigation, must be deposited with the lead agency and contractor(s) before any ground disturbance begins. In many cases, it will be necessary to conduct a salvage program prior to grading to prevent damage to known paleontological resources and to avoid delays to construction schedules. The impact mitigation program must include preparation, identification, cataloging, and curation of any salvaged specimens. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens must be deposited with the institution receiving the specimens. Since it is not professionally acceptable to salvage specimens without preparation and curation of specimens and associated data, costs for this phase of the program must be included in the project budget. The mitigation

program must be reviewed and accepted by the lead agency. If a mitigation program is initiated early during the course of project planning, construction delays due to paleontological salvage activities can be minimized or even completely avoided.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act of 1972

The Alquist-Priolo Earthquake Fault Zoning Act, Public Resources Code (PRC) Sections 2621–2630, regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The Alquist-Priolo Earthquake Fault Zoning Act categorizes faults as active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be “sufficiently active” and “well defined” by detailed site-specific geologic explorations to determine whether building setbacks should be established.

California Building Code

The 2022 California Building Code (CBC) is based on the 2021 International Building Code (IBC). The purpose of the CBC is to establish uniform standards for the construction and maintenance of buildings, electrical systems, plumbing systems, mechanical systems, and fire and life safety systems. The CBC is another name for the body of regulations known as the California Code of Regulations (CCR), Title 24, Part 2, which is a part of the California Building Standards Code and establishes minimum requirements for a building’s structural strength and stability to safeguard the public health, safety, and general welfare and are updated every three years. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable.

California Health and Safety Code

Section 19100 et seq. of the California Health and Safety Code establishes the State’s regulations for earthquake protection. This section of the code requires structural designs to be capable of resisting likely stresses produced by phenomena such as strong winds and earthquakes.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990, PRC Sections 2690–2699, directs the California Department of Conservation, California Geological Survey (CGS) to delineate Seismic Hazard Zones. The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones.

California Penal Code Section 622.5

2020 California Penal Code Part 1 - Of Crimes and Punishments Title 14 – Malicious Mischief Section 622½ states “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”

Public Resources Code Section 5097.5

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which state:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

California Public Resource Code Section 5097.5

California Public Resources Code Division 5 – Parks and Monuments Chapter 1.7 – Archaeological, Paleontological, and Historical Sites Section 5097.5 states:

A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

Regional and Local Regulations

Rialto General Plan

The General Plan Chapter 5 *Safety and Noise Element* notes that Rialto emphasizes a proactive approach to planning which involves mitigating hazards present in the environment that may adversely affect property and threaten lives. Rialto recognizes the importance of providing a safe living environment for its residents. The City identifies policies to help minimize the effects of hazards. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 5-5 **Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.**

Policy 5–5.1 Require geotechnical investigations by certified engineering geologist or other qualified professionals for all grading and construction projects subject to geologic hazards, including fault rupture, severe ground shaking, liquefaction, landslides, and collapsible or expansive soils. Particular attention should be paid to areas within Alquist-Priolo Earthquake Fault Zones.

Policy 5–5.2 Require all construction to be in conformance with the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to geology and soils.

City of Rialto Municipal Code

Title 15: Building and Construction. Title 15 of the Rialto Municipal Code identifies the City’s building and construction requirements and permitting process, including provisions related to seismic safety, soil erosion, excavation, and grading.

4.6.3 Existing Conditions

Project Setting

The approximately 40-acre project site is mostly vacant and contains scattered, small bushes, weeds and grass and remains of a munitions bunker on the southwestern corner; see **Figure 3-2: Project Vicinity Map**. The site is relatively flat and generally slopes from the northwest to southeast with elevations ranging from 1,612 to 1,649 above mean sea level (msl). The project site is vacant and undeveloped except for the northern and southern portions which appear to have been graded.

Regional Geologic Setting

The project site is located within the Rialto-Colton Subbasin near the northwestern boundary of the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province consists of a series of topographical features moving northwesterly that abuts the Transverse Ranges Province. Within the Transverse Ranges Province are the San Gabriel and San Bernardino Mountains to the north of the project site (**Appendix G1**). According to the USGS, the project site is within an area denoted as having young deposits of alluvial fans from the late Holocene epoch, containing unconsolidated to slightly consolidated fine and coarse-grained sands and pebble-boulder gravel.¹

Site Geologic Setting

Geologic Materials. The project site consists of undocumented fills overlying natural soils. The existing fill materials are generally medium dense to very dense and consist of silty sands, gravelly sands, and occasional loose silty sands. The project site’s natural soils consist predominately of dense to very dense gravelly sands and sandy gravels, and occasional medium dense to very dense sands and silty sands with

¹ USGS. *Geologic Map of the San Bernardino and Santa Ana 30' x 60' Quadrangles, California*. Retrieved from: https://pubs.usgs.gov/of/2006/1217/of2006-1217_map/of2006-1217_geol_map.pdf. Accessed on March 28, 2024.

favorable consolidation/collapse characteristics along with occasional cobbles. Scattered boulders were also encountered on the project site.

Groundwater. Borings reaching down to a maximum depth of 25 feet below ground surface did not encounter groundwater. The depth to historically high ground water levels in the vicinity of the project site is approximately 279 feet below the ground surface recorded in 1993 (**Appendix F1**). According to the Phase I ESA conducted for the Project, groundwater in 2022 has been recorded at a depth of 460 feet below ground surface in the Project vicinity and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**).

Corrosive Soils. The project site soils are considered not corrosive to ferrous metals.

Seismically Induced Settlement. The project site is not located in a Seismic Hazards Zone for liquefaction nor earthquake induced landslide zones. Further, on-site natural soils are dense and not inclined to having potential for seismic induced settlement.

Faulting and Seismicity

There are no known active or potentially active faults within the project site, including Alquist-Priolo Earthquake Fault Zones. However, there are numerous active faults located in the regional area. Active and potentially active faults proximate to the project site are identified on **Table 4.6-1: Regional Faults and Seismicity**. Major faults delineated as Alquist-Priolo Fault Zones are approximately 1.4, 2.5, and 4.8 miles from the project site, and include the San Jacinto fault zone, San Andreas fault zone, and Cucamonga fault zone. The closest fault, the San Jacinto fault is located approximately 1.4 miles east of the project site. This San Jacinto fault is part of the larger Sierra Madre-Cucamonga fault system and is considered to be a blind thrust fault. Blind thrust faults are fault areas that do not intersect the ground surface and therefore are not classified as active or potentially active in the same manner as faults that are present at the earth's surface. Blind thrust faults are "buried" under the uppermost layers of rock in the crust.

Table 4.6-1: Regional Faults and Seismicity			
Fault Segment	Approximate Distance from Project Site (miles)	Direction From Site	Probable Moment Magnitudes (M _w)
San Jacinto	1.4	East	6.5-7.5
San Andreas	4.8	North/Northeast	6.8-8.0
Cucamonga	2.5	Northwest	6.0-7.0
Source: California Department of Conservation, 2024; California Institute of Technology Southern California Earthquake Data Center, 2013.			

Surface Fault Rupture. Fault rupture is the surface displacement that occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture and displacement almost always follows preexisting faults, which are zones of weakness; however, not all earthquakes result in surface rupture (i.e., earthquakes that occur on blind thrusts do not result in surface fault rupture. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep). In addition to damage caused by ground shaking from an earthquake, fault rupture is also damaging to buildings and other structures due to the differential ground surface displacement and deformation that occurs from the fault offset. This leads to damage or collapse of structures across this zone. Fault rupture displacements in large earthquakes can range from several feet to greater than 15 feet. Surface fault rupture would not occur at the project site due to no known active or potentially active faults that cross the project site.

Ground Shaking. An earthquake is classified by the amount of energy released, which traditionally has been quantified using the Richter scale (M_L). However, seismologists most commonly use the Moment Magnitude (M_W) scale because it provides a more accurate measurement for major and great earthquake sizes. For earthquakes of less than M_W 7.0, the Moment and Richter Magnitude scales are nearly identical. For earthquake magnitudes greater than M_W 7.0, readings on the Moment Magnitude scale are slightly greater than a corresponding Richter Magnitude.

The intensity of seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between a site and the earthquake epicenter, the magnitude, and the geologic conditions underlying and surrounding a site. Earthquakes occurring on faults closest to a project site would most likely generate the largest ground motion. However, there are no known active or potentially active faults that cross the project site.

Liquefaction. Liquefaction tends to occur in loose, saturated fine-grained sands, coarse silts, or clays with low plasticity. The liquefaction process typically occurs at depths less than 50 feet below the ground surface, although liquefaction can occur at deeper intervals, given the right conditions. The most susceptible zone occurs at depths shallower than 30 feet below the ground surface.

For liquefaction to occur, there must be proper soil type, soil saturation, and cyclic accelerations of sufficient magnitude to progressively increase the water pressures within the soil mass. Non-cohesive soil shear strength is developed by the point-to-point contact of soil grains. As the water pressures increase in the void spaces surrounding the soil grains, soil particles become supported more by water than point-to-point contact. When water pressures increase sufficiently, soil grains lose the strength to hold to each other and the soils begin to liquefy.

Liquefaction can lead to several types of ground failure, depending on slope conditions and the geological and hydrological settings. The four most common types of ground failure are lateral spreads, flow failures, ground oscillation, and loss of bearing strength.

The site is not located in a zone identified as having a potential for liquefaction by the County of San Bernardino.² As noted above, borings conducted on-site reached a maximum depth of 25 feet below ground surface and did not encounter groundwater (**Appendix F1**). Further, according to the Phase I ESA conducted for the Project, groundwater in 2022 has been recorded at a depth of 460 feet below ground surface in the Project vicinity and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**). Therefore the project site's soils are not susceptible to liquefaction and the potential for liquefaction at the site is low.

Landslides. Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of underlying soil or bedrock, the slope geometry (height and steepness), and rainfall. The presence of historic landslide deposits is a good indicator of future landslides. Landslides are commonly triggered by unusually high rainfall and the resulting soil saturation, by earthquakes, or a

² County of San Bernardino. 2020. *HZ-2 Liquefaction and Landslides*. Retrieved from: <https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905>. Accessed July 15, 2024.

combination of these conditions. The project site is not located in a zone identified by the County of San Bernardino as being susceptible to landslides.³

Lateral Spreading. Lateral spreading generally is a phenomenon where blocks of intact, non-liquefied soil move downslope on a liquefied substrate of large areal extent. For lateral spreading to occur, a sloping site with an open face within or at some distance from the site typically exists and there is a potential for liquefaction to occur near the base of the open face. Since the potential for liquefaction to occur at the site is low, the potential for lateral spreading is also low.

Soil Expansion. Expansive soils can undergo significant volume change with changes in moisture content. In general, expansive soils shrink and harden when dried and swell and soften when wetted. Such changes can cause distress to building foundations and structures, slabs on grade, pavements, and other surface improvements. Expansive soils contain minerals such as clays, which are capable of absorbing water. The project site's natural soils consist predominately of silty sands and gravelly sands with no appreciable clay content. Although not tested, these soils are considered to have a very low expansion potential.

Subsidence. The project site is located within a widespread area of recorded subsidence due to groundwater withdrawal/pumping (historical and current) across California.⁴ Subsidence is a potential hazard in areas where there are significant thicknesses of alluvial soils and where groundwater withdrawal is anticipated. As noted above, the Phase I ESA conducted for the Project, estimates groundwater to be in excess of 400 feet below ground surface at the project site (**Appendix G1**).

Soils encountered at the boring and trench locations indicate that the project site is underlain by artificial fill and alluvium (**Appendix F1**). The artificial fill soils were encountered at ground surface and extended to depths of 2 to 4 feet below site grades and generally consisted of medium dense to very dense silty sands and gravelly sands, and occasional loose silty sands. Alluvium soils were also encountered at ground surface and beneath the artificial fill soils extending to the maximum depth explored at 25 feet below site grades. Alluvium generally consists of dense to very dense gravelly sands and sandy gravels, and occasional medium dense to very dense sands and silty sands. The Geotechnical Investigation concluded the potential for subsidence to effect the site is considered low (**Appendix F1**).

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the Earth and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

The City of Rialto General Plan EIR identifies surface exposures of several sedimentary units. Of these units, mapped surface Pleistocene deposits are identified to have high paleontological sensitivity as other units across the region have been reported to yield significant fossils of extinct animals from the Ice Age.⁵ According to the Rialto General Plan Draft EIR Exhibit 4.6.2, the project site contains young alluvial fan deposits, which have low paleontological sensitivity. Further, additional alluvial subsurface Holocene sand and gravel deposits may be encountered as indicated in the paleontological records search. While

³ Ibid.

⁴ USGS. 2024. *Areas of Land Subsidence in California*. Retrieved from: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed July 15, 2024.

⁵ City of Rialto. 2010. *Rialto General Plan EIR*. pg. 114. Accessed 2024.

Holocene soils are not paleontologically sensitive, underlying older soils that are highly sensitive such as soils from the earliest parts of the Holocene and late Pleistocene era may be present.

4.6.4 Methodology

The technical analyses supporting the geotechnical impact conclusions in the following section and the paleontological impact analysis used data provided in **Appendix F1**, **Appendix F2**, and **Appendix F3**. Data from these reports was supplemented through literature review and application of policies and guidelines of the General Plan for geology, soils, and paleontological resources.

The proposed Project is evaluated against the significance criteria/thresholds, as the basis for determining the impact's level of significance concerning geology and soils. In addition to project design features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the proposed Project's potentially significant environmental impacts.

4.6.5 Thresholds of Significance

The following significance criteria for geology and soils, and paleontological resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to geology and soils, or paleontological resources if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following thresholds for the reasons stated below, and that no further analysis was required in the EIR:

- Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

There are no known active or potentially active faults at the project site, and the site is not within an Alquist-Priolo Earthquake Fault Zone as designated by the CGS. The closest known fault to the site is the San Jacinto fault, which is mapped about 1.4 miles to the northeast. Therefore, the Project would not

directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault.

- Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site has an average elevation of approximately 1,620 feet above mean sea level. Due to the area's relatively flat topography, landslides are not anticipated. The project site is not located in a zone identified as being susceptible to landslides by the County of San Bernardino.⁶ Therefore, given landslides are not anticipated due to the project site's location and topography, Project implementation would not expose people or structures to potential substantial adverse effects involving landslides, and no loss, injury, or death involving landslides would occur.

- Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project would connect to the City's existing sewer system and would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact concerning soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **Section 4.17: Utilities** of this EIR addresses wastewater service and facilities.

4.6.6 Project Impacts and Mitigation

Threshold 4.6-1: **Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

Level of Significance: Less than Significant Impact

While there are no known active or potentially active faults or Alquist-Priolo Earthquake Fault Zones at the project site, there are numerous faults in the region. Rupture of any of these faults or of an unknown fault in the region could cause seismic ground shaking.

State laws and local ordinances require that, prior to construction, potential seismic hazards be identified and mitigated, as needed, to protect public health and safety from substantial risks through appropriate engineering practices. Project construction would be required to conform to CBC and California Health and Safety Code seismic design requirements (or applicable adopted code at the time of plan submittal or grading and building permit issuance for construction). The building and safety standards established by these codes have been developed to address structural integrity during a seismic event. To further reduce potential impacts associated with seismic activity, the Project would implement Standard Condition (SC) GEO-1, which would require the Project Applicant to provide a site-specific, design-level geotechnical investigation for review and approval to the City of Rialto Community Development Department and Public Works Department. The City would review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits relative to the Preliminary Geotechnical Investigation's recommendations and code requirements. The project site is not

⁶ County of San Bernardino. 2020. *HZ-2 Liquefaction & Landslides*. Retrieved from: <https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905>. Accessed July 14, 2024.

traversed by an active fault. With the implementation of SC GEO-1 and considering the Project would comply with applicable seismic design requirements, impacts associated with strong seismic ground shaking would be less than significant.

Threshold 4.6-2: **Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?**

Level of Significance: Less than Significant Impact

The project site is not located in a zone identified as having a potential for liquefaction by the County of San Bernardino. As noted above, according to the Phase I ESA conducted for the Project, in 2022 groundwater was recorded at a depth of 460 feet below ground surface in the vicinity of the project site and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**). Thus, groundwater is considered too deep to induce liquefaction on the project site near surface soils. In addition, the project site is underlain by dense and very dense coarsely granular alluvial fan deposits, which are soils less susceptible to liquefaction.⁷ Therefore, liquefaction potential is considered low due to soil composition and deep groundwater depth.

As previously addressed, State laws and local ordinances require that, prior to construction, potential seismic hazards be identified and mitigated, as needed, to protect public health and safety from substantial risks through appropriate engineering practices. Project construction would be required to conform to CBC and California Health and Safety Code seismic design requirements (or applicable adopted code at the time of plan submittal or grading and building permit issuance for construction). The building and safety standards established by these codes have been developed to address structural integrity during a seismic event. To further reduce potential impacts associated with seismic activity, the Project would implement SC GEO-1, which would require the Project Applicant to provide a site-specific, design-level geotechnical investigation for review and approval to the City of Rialto Community Development Department and Public Works Department. The potential for seismic-related ground failure, including liquefaction would be less than significant and no mitigation is required.

Threshold 4.6-3: **Would the Project result in substantial soil erosion or the loss of topsoil?**

Level of Significance: Less than Significant Impact

Soil erosion occurs when surface materials are worn away from the earth's surface due to land disturbance and/or natural factors such as wind and precipitation. The potential for soil erosion is determined by characteristics including soil texture and content, surface roughness, vegetation cover, and slope grade and length. Wind erosion typically occurs when fine-grained non-cohesive soils are exposed to high-velocity winds, while water erosion tends to occur when loose soils on moderate to steep slopes are exposed to high-intensity storm events.

On-site surface soils consist predominately of artificial fill with silt sands and gravelly sands, and occasional loose silty sands in addition to natural alluvial soils consisting of dense gravelly sands and sandy gravels with varying amounts of gravel and cobbles. These materials have a relatively low to moderate potential

⁷ As identified by boring samples in **Appendix F2**.

for water erosion depending on drainage patterns. The Project would also require cuts and fills of surface soils to remove existing undocumented artificial fill thereby reducing the potential for such erosion by removing loose soils. During grading and construction, topsoil would be exposed resulting in potential wind and water erosion. However, the Project would be required to comply with the NPDES permitting process which would minimize soil erosion. **Section 4.9: Hydrology and Water Quality** identifies the NPDES compliance requirements for the Project. The NPDES permit would require the Project to prepare and implement a SWPPP and erosion control plan that includes construction erosion-controlling BMPs. Typical SWPPP erosion BMPs include, but are not limited to, stabilization of construction entrances, straw wattles on embankments, and sediment filters on existing inlets. These BMPs would protect exposed slope areas, control surface water flows over exposed soils, and implement a sediment monitoring plan.⁸ Therefore, given that compliance with applicable State and federal regulations (i.e., the NPDES Construction General Permit) would minimize soil erosion and topsoil loss, Project construction soil erosion and topsoil loss would be relatively low and impacts would be less than significant and no mitigation is required.

Following site development, the project site would be primarily impervious surfaces. Upon completion of construction, the project site would be substantially covered with pavement, buildings, and landscaping that would reduce the potential for wind and water erosion during operations. Pervious areas would be landscaped to prevent soil erosion; the remainder of the project site would be impervious and therefore not subject to soil erosion. Accordingly, the Project would not result in substantial soil erosion or loss of topsoil. As a result, impacts associated with soil erosion and loss of topsoil would be less than significant and no mitigation is required.

Threshold 4.6-4:	Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
	Level of Significance: Less than Significant Impact

Landslides. As noted above, the project site is not subject to landslides due to location and topography. In addition, the project site is not located in a zone identified as being susceptible to landslides by the County of San Bernardino.⁹ Therefore, given no landslides would occur due to project site and area location and topography, there would be no impact as a result of landslides and no mitigation is required.

Lateral Spreading. Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. To occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone. Given the very low probability of liquefaction, impacts from lateral spreading would be less than significant and no mitigation is required.

Subsidence. Soil subsidence is characterized by sinking or descending soils that occur as the result of a heavy load being placed on underlying sediments and may be triggered by seismic events. Seismically-induced settlement depends on the relative subsurface soil density. Settlements from collapsible soils can be relatively large and damaging to improvements. Site soils are mainly dense with occasional loose soil

⁸ Rialto, California Municipal Code Section 17.40.010 (Ord. 1234 (part), 1995; Ord. 684 Section 23, 1975).

⁹ County of San Bernardino. 2020. *HZ-2 Liquefaction and Landslides*. Retrieved from: <https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905>. Accessed August 28, 2024.

deposits. Project construction would remove unsuitable soils based the Geotechnical Investigation recommendations per SC GEO-1. Further, Project implementation would not involve groundwater, gas, oil, geothermal energy extraction and therefore would not cause subsidence. Therefore, given that subsidence would not affect the project site due to compliance with SC GEO-1 and existing groundwater depth, impacts would be less than significant and no mitigation is required.

Liquefaction. Liquefaction potential is considerably low due to existing soil composition and groundwater depths. The Geotechnical Investigation makes preliminary recommendations concerning design parameters, foundations, slabs, and general earthwork and grading, among other factors. The City Building Division would review construction plans to verify compliance with standard engineering practices, the CBC, and the Geotechnical Investigation’s recommendation, including those concerning subsidence. Following compliance with standard engineering practices, the established regulatory framework (i.e., CBC), and the Geotechnical Investigation’s recommendations (SC GEO-1), the Project would not be located on a geologic unit or soil that would become unstable and potentially result in subsidence. Therefore, given that subsidence and liquefaction would not affect the project site due to existing soil characteristics and deep groundwater depth, impacts would be less than significant and no mitigation is required.

Threshold 4.6-5: **Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Level of Significance: Less than Significant Impact

Soils that expand and contract in volume (“shrink-swell” pattern) are considered to be expansive and may cause damage to aboveground infrastructure as a result of density changes that shift overlying materials. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in response to changing moisture levels. According to the Geotechnical Investigation, project site soils include alluvium, artificial fill, and cobbles, which do not include any substantive amount of clay (**Appendix F1**). Therefore, given that soil expansion is unlikely due to the site’s existing soil composition, impacts from expansive soils would be less than significant and no mitigation is required.

Threshold 4.6-6: **Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?**

Level of Significance: Less than Significant Impact with the incorporation of MM-GEO 1.

A paleontological records search conducted by Western Science Center was prepared for the Project on May 13, 2024, which indicates that no known fossil localities have been recorded at the project site; see **Appendix F3**. The project site contains surface artificial fill underlain by Holocene-aged younger alluvium. These Holocene alluvial deposits are considered too young to potentially yield paleontological resources. Therefore, the project site’s underlying soils have low paleontological sensitivity. As such, it is considered unlikely that unknown paleontological resources would be unearthed during Project implementation. However, if development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase.

In the event previously unknown paleontological resources are unearthed during Project construction, significant impacts could occur. MM GEO-1 requires the retention of a qualified paleontologist to monitor the site on an as-needed basis. With the implementation of MM GEO-1, potential impacts to paleontological resources would be reduced to a less than significant level.

4.6.7 Cumulative Impacts

Geology and Soils. Southern California is a seismically active region with a range of geological and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts may be associated with the cumulative development, by the impacts' very nature (i.e., landslides and expansive and compressible soils), the constraints are typically site-specific and there is a low, if any, cumulative relationship between the development of a proposed project and development within a larger cumulative area, such as citywide development. Additionally, while seismic conditions are regional in nature, seismic impacts on a given project site are site-specific. For example, development within the site or surrounding area would not alter geologic events or soil features/characteristics (such as ground-shaking, seismic intensity, or soil expansion); therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. However, Project development and future development in the area may expose more persons to seismic hazards.

In accordance with the thresholds of significance, impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of structural damage potential from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce the substantial risk of exposing people or structures to loss, injury, or death to less than significant.

The project site is not in an Alquist-Priolo Earthquake Fault Zone, or landslide, liquefaction, or preliminary fault rupture study area. In addition, the proposed Project would be constructed in compliance with applicable codes and in accordance with the Mitigation Program set forth in this EIR, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events.

Accordingly, the Project's contribution to any cumulative impact related to the exposure of people or structures to potential substantial adverse effects involving fault rupture, ground shaking, or ground failure, as well as unstable geologic units or expansive soil, would not be cumulatively considerable and the cumulative impact would be reduced to a level of less than significant.

Similar to the Project, future projects would be required to follow City of Rialto Building standards, SCAQMD's requirements for dust control, and Regional Water Quality Control Board regulations pertaining to surface water runoff and water quality (which would require BMPs) for construction projects greater and smaller than one acre of disturbance, would prevent significant cumulative impacts related to erosion and other geological impacts. Therefore, the Project's contribution to any cumulative impact related to soil erosion would not be cumulatively considerable and the cumulative impact would be reduced to a level of less than significant.

Paleontology. Cumulative impacts related to paleontological resources are typically site-specific. The analysis herein determined that the proposed Project could result in potentially significant impacts related

to the destruction of a previously unknown unique paleontological resource given that the project site may contain soils conducive for such resources. MM GEO-1 would address this potential as it requires the retention of a qualified paleontologist for monitoring and therefore would reduce impacts to less than significant. Therefore, the Project would not result in incremental effects to paleontology that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, with inclusion of the above referenced mitigation measure, the Project would not result in a cumulatively considerable impact.

4.6.8 Mitigation Program

Standard Conditions

SC GEO-1: The Applicant shall submit to the City of Rialto Community Development Department and Public Works Department for review and approval, a site-specific design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements¹⁰ and:

- a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies;
- b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults; and
- c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigation in the site-specific investigations. The structural engineer shall review the site-specific investigations, provide any additional necessary measures to meet Building Code requirements, and incorporate all applicable recommendations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements.

The City's registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical requirements contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits.

The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.

¹⁰ Rialto, CA Municipal Code Section 11.12.070 (Ord. 1234 (part), 1995: Ord. 649 §1 (part), 1973: 1965 Code Title XIII, Ch. 11, §7). Accessed September 5, 2024.

Mitigation Measures

MM GEO-1 Paleontological Monitoring. Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area.

In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a 100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.

4.6.9 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential impacts related to geology and soils, and paleontological resources would be reduced to a level considered less than significant.

4.6.10 References

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Hazards Management Consulting, Inc. July 2023. *Phase I Environmental Site Assessment*. Included as **Appendix G1** to this EIR.

Southern California Geotechnical. June 2023. *Proposed Industrial Building Geotechnical Investigation SWC West Lowell Street and North Locust Avenue*. Included as **Appendix F1** to this EIR.

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4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction

This section of the EIR discusses potential greenhouse gas (GHG) emission impacts associated with development and implementation of the Project. A quantified estimate of GHG emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs were analyzed. In the case where impacts were found to be potentially significant, mitigation is proposed to reduce their significance. The current conditions were observed as the baseline for the analysis along with relevant federal, State, and local air pollutant regulations. GHG emissions modeling for the proposed Project is included in **Appendix G: GHG Emissions Modeling Data** of this EIR.

4.7.2 Regulatory Setting

Federal Regulations

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. It is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 miles per gallon [mpg]), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program applies to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The SAFE Rule (Part One) revoked California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two, which sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021–2026. The current U.S. EPA administration repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024–2026

will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards.¹

State Regulations

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 459 million gross metric tons of CO₂e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").² The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.³ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan are:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.

¹ National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*, available at: <https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026>.

² CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

³ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gases with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing zero emission vehicles (ZEV) buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO₂e (MMTCO₂e) to 545 MMTCO₂e. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarized the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identified the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which

provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.⁴ The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high Global Warming Potential (GWP); providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the *2022 CARB Scoping Plan* focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use projects.⁵ CARB specifically states that Appendix D does not address other land uses (e.g., industrial) as contemplated by the Project.⁶ However, CARB plans to explore new approaches for other land use types in the future.⁷ As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every

⁴ California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, Retrieved from: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed August 2024.

⁵ California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions*, Page 21, November 2022.

⁶ Ibid.

⁷ Ibid.

new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission “last-mile” delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- **Zero-Emission Truck Sales:** Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. The implementation of these regulations is currently unknown.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codified the 2030 GHG reduction target in Executive Order B-30-15 (40% below 1990 levels by 2030). The bill authorized CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provided a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA’s denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implemented the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40% by 2024 and 25% by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganized the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants (TACs) and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40% below 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with

achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 required CARB to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill required CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced by at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injection of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires state agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of State agencies. They are not legally enforceable for local governments or the private sector.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandated that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the Low Carbon Fuel Standard on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO₂e. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and

recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

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

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations (CCR) Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards require efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to

improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Regional and Local Regulations

South Coast Air Quality Management District Rule 2305 (Warehouse Indirect Source Rule)

Rule 2305 was adopted by the South Coast Air Quality Management District (SCAQMD) Governing Board on May 7, 2021, to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. Rule 2305 would also reduce GHG emissions. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate a warehouse's Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

South Coast Air Quality Management District Thresholds

The SCAQMD formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions

(electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂e per service population per year. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project and the project is found not to comply with Tier 1 or Tier 2, a project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because the SCAQMD anticipated that CARB would adopt a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted and the interim threshold remains in effect.

For projects for which SCAQMD is not the lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group recommended a threshold of 10,000 MTCO₂e/year for industrial projects and 3,000 MTCO₂e/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).⁸

Southern California Association of Governments

On April 4, 2024, SCAG's Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* [RTP/SCS] or Connect SoCal. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

⁸ SCAQMD, "Staff Report: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans," December 5, 2008, Attachment E: "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold," October 2008, page 3-2.

Rialto General Plan

General Plan Chapter 2, *Managing Our Land Supply*, identifies goals related to greenhouse gas emissions in the City. The following includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.⁹

Goal 2-31	Incorporate green building and other sustainable building practices into development projects.
Policy 2-31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Policy 2-31.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.
Policy 2-31.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
Goal 2-32	Conserve energy resources.
Policy 2-32.1	Require the incorporation of energy conservation features into the design of all new construction and site development activities.
Goal 2-35	Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.
Policy 2-35.2	Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.
Goal 2-36	Reduce air pollution emissions from both mobile and stationary sources in the City.
Policy 2-36.2	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.
Policy 2-36.3	Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.
Goal 2-39	Mitigate against climate change.
Policy 2-39.1	Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.
Policy 2-39.3	Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

⁹ City of Rialto. 2010, as amended. *The City of Rialto General Plan*. Retrieved from: <https://www.rialto.ca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=>. Accessed August 13, 2024.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area.

*City of Rialto Climate Adaptation Plan*¹⁰

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

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

4.7.3 Existing Conditions

Certain gases in the earth's atmosphere classified as GHGs play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to

¹⁰ City of Rialto. 2021. *Climate Adaptation Plan*. Retrieved from: <https://www.rialto.ca.gov/DocumentCenter/View/2248/Final-Rialto-Climate-Adaptation-Plan>. Accessed August 13, 2024.

several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹¹ **Table 4.7-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.7-1: Description of Greenhouse Gases	
Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The Global Warming Potential of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in

¹¹ Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles*. In: *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf.

Table 4.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
	the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF ₆ is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacturing for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, (<https://www.epa.gov/ghgemissions/overview-greenhouse-gases>), 2018; U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, *Advancing the Science of Climate Change*, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

4.7.4 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the Project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 **gigatonnes** (Gt) of CO₂/year to nearly 49 GtCO₂/year.¹² As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's construction is anticipated to occur over a duration of approximately 15 months, beginning in 2025.

The Project's operational GHG emissions would be generated by vehicular traffic including passenger automobiles and trucks, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, water supply and wastewater treatment, and solid waste. These emissions categories are discussed further in **Appendix B**.

4.7.5 Thresholds of Significance

The following significance criteria for GHG impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to GHG if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

¹² Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

- Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" a project's GHG emissions.¹³

GHG Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 MTCO₂e industrial threshold for projects where the SCAQMD is lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. This Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. However, the SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.¹⁴ Further, the Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.).

Although the screening threshold for industrial projects is 10,000 MTCO₂e per year, this analysis conservatively uses 3,000 MTCO₂e per year as the Project GHG threshold.

4.7.6 Project Impacts and Mitigation

Threshold 4.7-1:	Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment? Level of Significance: Significant and Unavoidable Impact. Emissions would be reduced but would remain significant and unavoidable with the incorporation of MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4.

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total

¹³ 14 California Code of Regulations, Section 15064.4a

¹⁴ South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

GHG emissions generated during the construction of the Project are shown in **Table 4.7-2: Construction-Related Greenhouse Gas Emissions**.

Table 4.7-2: Construction-Related Greenhouse Gas Emissions	
Category	MTCO₂e
Construction Year 1	480
Construction Year 2	835
Total Construction Emissions	1,315
30-Year Amortized Construction Emissions	44
Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.	

As shown, the Project would result in the generation of approximately 1,315 MTCO₂e throughout the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to the operational emissions.¹⁵ The Project's amortized construction emissions would be 44 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

It is also noted that in response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021, entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which is that construction equipment not in use for more than three minutes be turned off.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as project-generated vehicular traffic including passenger automobiles and trucks, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. GHG emissions associated with the Project are summarized in **Table 4.7-3: Project Greenhouse Gas Emissions**.

Table 4.7-3 shows that the Project's unmitigated emissions would be approximately 11,596 MTCO₂e annually from operations with amortized construction. Therefore, project-related GHG emissions would exceed the 3,000 MTCO₂e per year threshold. It should be noted that the majority of the unmitigated GHG emissions (82%) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and neither the Project Applicant nor the City has control over these standards.

¹⁵ The amortization period of 30 years is based on the standard assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

Table 4.7-3: Project Greenhouse Gas Emissions		
Emissions Source	MTCO₂e per Year	
	Unmitigated	Mitigated
Area and Indirect Sources		
Construction Amortized Over 30 Years	44	44
Area Source ¹	14	0
Energy – Electricity ²	229	5
Energy – Natural Gas ³	674	0
Off-road – Yard Trucks ⁴	111	35
Off-Road – Forklifts ⁴	354	112
Emergency Backup Generator	8	8
Waste ⁵	196	49
Water and Wastewater ⁶	467	421
Mobile Sources		
Trucks	8,029	8,029
Passenger Cars ⁷	1,469	1,469
Total	11,596	10,172
Threshold	3,000	3,000
Exceeds Threshold?	Yes	Yes
1. Mitigation Measure (MM) AQ-3 requires 100 percent electric landscaping equipment, which would reduce area source emissions. 2. MM GHG-1 requires renewable energy to offset energy emissions and MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards. 3. MM AQ-2 requires the Project to use all-electric appliances, and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections (refer to Section 4.2: Air Quality). 4. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled (refer to Section 4.2: Air Quality). 5. MM GHG-3 requires the Project to divert 75 percent of waste from landfills. 6. MM GHG-4 requires to implement a Water Use Efficiency and Conservation Plan. 7. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit (refer to Section 4.2: Air Quality). However, emission reductions associated with MM AQ-4 were conservatively not included in this table.		
Source: CalEEMod version 2022.1. Refer to Appendix B for model outputs.		

Section 4.2: Air Quality discusses numerous mitigation measures (MM) that would also reduce GHG emissions. For example, MM AQ-2 through MM AQ-5 have been identified to reduce operational emissions. MM AQ-2 requires the Project to use all-electric appliances, and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections. MM AQ-3 requires landscape equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled.

Further, the Project would implement MMs GHG-1 through GHG-4. MM GHG-1 requires renewable energy to offset energy emissions. MM GHG-2 requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency. MM GHG-3 requires the Project to divert 75 percent of waste from landfills. MM GHG-4 requires the Project to implement a Water Use Efficiency and Conservation Plan.

Table 4.7-3 shows that implementation of these mitigation measures would reduce GHG emissions to 10,172 MTCO₂e. As previously noted, the majority of the Project's GHG emissions are generated by mobile emissions. The TDM program required by MM AQ-4 would reduce GHG emissions from commuting.

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City to address emissions resulting from mobile sources and/or emissions generated by cars and trucks outside of the City's jurisdictional limits. As with all land use projects, the Project's mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the State's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period.

In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. CARB is also implementing additional transportation sector regulations such as Advanced Clean Cars II, Advanced Clean Trucks, and Advanced Clean Fleets.¹⁶ This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The Project would be required to comply with these regulations through vehicle manufacturer compliance. The State is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

Additional mitigation to further reduce the Project's non-mobile emissions would be speculative. The Project's mitigation measures address non-mobile emissions to the extent possible, by designing the warehouse building to provide environmental design features, incorporating energy and water conservation measures, and providing electrical, heating, ventilation, lighting, and power systems that meet or exceed CALGreen Standards. The State is addressing the remaining energy-related GHG emissions through SB 100 and SB 1020, which require 100 percent clean electricity retail sales by 2045. Additionally, SB 905 requires the State to use carbon removal, carbon capture, utilization, and sequestration technologies and AB 1757 requires nature-based sequestration in natural working lands.

It should be noted that the Project would be required to comply with SCAQMD Rule 2305 which would directly reduce emissions or to otherwise facilitate emissions reductions. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Although Rule 2305

¹⁶ On January 13, 2025, California withdrew its request for federal approval of the Advanced Clean Fleets and is evaluating next steps. CARB will not enforce portions of the regulation requiring federal authorization, such as those affecting high-priority and drayage fleets. However, State and local government fleet requirements remain unchanged. (Source: California Air Resources Board, *ACF Waiver Update*, Retrieved from: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>. Accessed February 2025.)

focuses on air quality pollutant emissions, the rule would facilitate cleaner vehicles and supporting infrastructure that would also result in GHG benefits.

Warehouse owners and operators are required to earn WAIRE Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Conservatively, this analysis and the GHG emissions results presented in **Table 4.7-3** do not take credit for these potential reductions. Compliance with Rule 2305 would likely reduce emissions below what is currently analyzed.

As shown in **Table 4.7-3**, mitigated GHG emissions would exceed the 3,000 MTCO₂e per year threshold despite implementation of all feasible mitigation. Therefore, project-related GHG emissions would be significant and unavoidable.

Threshold 4.7-2:	Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
	Level of Significance: Less than Significant with the incorporation of MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4.

City of Rialto Climate Adaptation Plan Consistency

The Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The proposed Project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards and the California Green Building Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning [HVAC] systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), these standards indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The most recent 2022 standards went into effect January 1, 2023.

Further, the Project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulations during construction and operation and would not interfere with the State's AB 32 goals.

Consistency with SCAG RTP/SCS (Connect SoCal)

On April 4, 2024, SCAG's Regional Council adopted the *2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) or Connect SoCal. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San

Bernardino, and Ventura. Under SB 375, SCAG's RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent by 2035.¹⁷

Implementation of the RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. Strategic investments in infrastructure and transportation would improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. Connect SoCal is an important planning document for the region, allowing public agencies to implement transportation projects in a coordinated manner while qualifying for federal and State funding. Connect SoCal also supports local jurisdictions in making informed land use planning and housing development decisions.

The RTP/SCS plans account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS are also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the Connect SoCal goals is provided in **Table 4.7-4: Connect SoCal Consistency**.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.7-4**, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's GHG emission reduction target of 19 percent by the year 2035 or the post-2020 mobile source GHG reduction targets.

¹⁷ California Air Resources Board, *SB 375 Regional Targets*, <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets>, accessed August 2025.

Table 4.7-4: Connect SoCal Consistency	
SCAG Goals	Compliance
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	N/A. This is not a project-specific policy and is therefore not applicable.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	N/A. This is not a project-specific policy and is therefore not applicable.
Support planning for people of all ages, abilities, and backgrounds	N/A. This is not a project-specific policy and is therefore not applicable.
Communities: Develop, connect, and sustain communities that are livable and thriving	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances	Consistent. The project site is located in an urban area in proximity to existing community services. Additionally, the site is located near existing transit routes (i.e., OmniTrans route along Locust Avenue) and access to Interstate 210 (I-210).
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households	N/A. The Project does not propose residential uses.
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change	Consistent. As discussed in Section 4.2: Air Quality , the Project would not exceed SCAQMD's regional or localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's localized significance thresholds (LSTs) would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts. Additionally, the Project's Health Risk Assessment determined potential health risks associated with Toxic Air Contaminants resulting from implementation of the proposed Project would be less than significant. As discussed under Impact 4.7-1 in this section of the EIR, the Project would require all feasible mitigation to reduce GHG emissions. In addition to MM AQ-2 through MM AQ-5, discussed further in Section 4.2: Air Quality , the Project would implement MM GHG-1 through MM GHG-4. MM GHG-1 requires the renewable energy to offset energy emissions. MM GHG-2 requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency. MM GHG-3 requires the Project to divert 75 percent of waste from landfills. MM GHG-4 requires to implement a Water Use Efficiency and Conservation Plan. Therefore, the Project would not result in health impacts and would implement all feasible mitigation to reduce GHG emissions.
Integrate the region's development pattern and transportation network to improve air quality,	Consistent. While the Project is not a transportation improvement Project, the project site is located in a developed area and would reduce truck trip lengths, which

Table 4.7-4: Connect SoCal Consistency	
SCAG Goals	Compliance
reduce greenhouse gas emissions and enable more sustainable use of energy and water	would reduce GHG and air quality emissions. Additionally, the reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques such as compliance with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
Conserve the region's resources	Consistent. The project site is vacant and is not designated for agricultural uses, natural resources, or conservation. Therefore, Project development would not result in a loss of the region's resources.
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region	
Improve access to jobs and educational resources	Consistent. The Project proposes a warehouse development within an urban area with residential, retail, and institutional land uses. The Project could provide approximately 557 jobs ¹⁸ , which would improve access to jobs opportunities.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	Consistent. The Project includes a warehouse use that would support goods movement. As summarized above, the Project would result in less than significant air quality and health risk impacts.
N/A = Not Applicable Sources: 1. SCAG, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024.	

Consistency with the 2022 CARB Scoping Plan

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets¹⁹ regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-

¹⁸ Based on employee generation factor of 1 per 1,195 sf of warehouse use provided by Natelson Company, Inc's *Employment Density Study Summary Report Prepared for SCAG* (2001).

¹⁹ On January 13, 2025, California withdrew its request for federal approval of the Advanced Clean Fleets and is evaluating next steps. CARB will not enforce portions of the regulation requiring federal authorization, such as those affecting high-priority and drayage fleets. However, State and local government fleet requirements remain unchanged. Source: California Air Resources Board, *ACF Waiver Update*, Retrieved from: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>. Accessed February 2025.

Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 4.7-3**, approximately 93 percent of the Project's mitigated GHG emissions are from mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emission standards. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

CARB's Advanced Clean Truck Regulation: Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- **CARB's Mobile Source Strategy:** CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- **CARB's Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB's Emissions Reduction Plan for Ports and Goods Movement:** CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency, nor conflict with the State's progress towards carbon neutrality under the 2022 Scoping Plan. The Project would also not convert any Natural and Working Lands and/or decrease the urban forest carbon stock in the State, which are areas of emphasis in the 2022 Scoping Plan.

In conclusion, the Project does not conflict with the applicable plans that are discussed above. Therefore, impacts would be less than significant with implementation of MM GHG-1 through MM GHG-4 and MM AQ-2 through MM AQ-5 (refer to **Section 4.2: Air Quality**).

4.7.7 Cumulative Impacts

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. As discussed above, the Project-related GHG emissions would exceed the 3,000 MTCO₂e threshold of significance despite implementation of MM GHG-1 through MM GHG-4 and MM AQ-2 through MM AQ-5 (refer to **Section 4.2: Air Quality**). As such, the Project cumulatively contribute to a significant and unavoidable GHG impact.

4.7.8 Mitigation Program

Laws, Ordinances, and Regulations

Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures. However, they are included in the Mitigation Program to comprehensively identify Project requirements.

Please refer to LOR AQ-2 and LOR AQ-3 in **Section 4.2: Air Quality**, which requires diesel-powered construction equipment to be turned off when not in use and the installation of water efficient irrigation systems and devices, respectively.

LOR GHG-1	Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
LOR GHG-2	In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.
LOR GHG-3	Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping, according to the City’s Water Efficient Landscape requirements (Chapter 12.50 of the City’s Municipal Code).
LOR GHG-4	Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
LOR GHG-5	Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.

LOR GHG-6 Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.

LOR GHG-7 To facilitate future installation of electric vehicle supply equipment (EVSE), construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures

MMs AQ-2 through AQ-5 and the following measures are applicable to the Project.

MM GHG-1 On-Site Renewable Electricity Generation. Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase.

The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM GHG-2 CALGreen Tier 2. Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application.

MM GHG-3 Solid Waste Diversion. Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-4 Water Use Efficiency and Conservation Plan. The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements:

Indoor Conservation Features and Operations:

- **Install low-flow Fixtures:** Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8

gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.)

- Install dual-flush toilets: These toilets offer two flush options: one for liquid waste less than 1 gallon per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.)
- Use water-efficient appliances: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only.
- Good housekeeping and regular maintenance: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water.

Outdoor Conservation Features and Operations:

- **Install only “Smart Irrigation Systems” for community landscaping:** The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day.
- **Adjustable Water Pressure Regulator:** The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks.
- **Drought-tolerant landscaping:** The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.

4.7.9 Level of Significance After Mitigation

Project implementation would result in significant unavoidable GHG emissions. No additional feasible mitigation measures are available that can reduce impacts to a less than significant level.

4.7.10 References

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4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Introduction

This section of the EIR describes the potential hazards (other than geologic, flood, and wildfire hazards) associated with the project site, infrastructure, activities, and materials that could impact human health and the environment. The analysis in this section is based on the Phase I Environmental Site Assessment (ESA) and Phase II ESA prepared by Hazard Management Consulting, Inc. dated July 2023, which are included respectively as **Appendix G1** and **Appendix G2** of this EIR.

4.8.2 Regulatory Setting

Federal Regulations

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 is a United States federal law that aims to reduce the impact of disasters on communities and promote preparedness. It focuses on several key areas, including hazard mitigation planning, grants for mitigation projects, and the establishment of a National Mitigation Framework. The act encourages local communities to develop and implement hazard mitigation plans to identify and reduce risks. It also provides funding for projects that aim to mitigate the effects of disasters, such as flood control measures or building retrofits. Additionally, the act establishes the National Mitigation Framework, which serves as a guide for federal agencies and stakeholders to coordinate and collaborate on mitigation efforts.

Federal Emergency Management Act

The Federal Emergency Management Act establishes and outlines the responsibilities and authorities of the Federal Emergency Management Agency (FEMA). The act aims to coordinate and support the nation's preparedness, response, recovery, and mitigation efforts for all types of disasters, including natural disasters and emergencies caused by terrorism. FEMA is tasked with providing assistance and resources to state, local, tribal, and territorial governments, as well as to individuals and communities affected by disasters. The act also authorizes FEMA to administer various programs, such as the National Flood Insurance Program and the Hazard Mitigation Assistance Program, which provide funding and support for disaster preparedness and mitigation initiatives. Additionally, the act establishes the National Incident Management Assistance Teams to assist with coordination during large-scale incidents and authorizes the president to declare a major disaster or emergency, enabling the release of federal resources and assistance to affected areas.

Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act (RCRA) established a program administered by the U.S. Environmental Protection Agency (U.S. EPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes.

Underground Storage Tanks (USTs) are regulated under Subtitle I of RCRA and its regulations, which established construction standards for UST installations installed after December 22, 1988, as well as

standards for upgrading existing USTs and associated piping. Since 1998, all non-conforming tanks were required to be either upgraded or closed.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and the National Priorities List

The U.S. EPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the National Priorities List (NPL), as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. There are no NPL sites on the project site.

Emergency Planning and Community Right-to-Know Act

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both State and local agencies. EPCRA requires the U.S. EPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified (49 U.S.C. § 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing).

The Pipeline and Hazardous Material Safety Administration was delegated the responsibility to prepare the hazardous material regulations, which are contained in Title 49 of the Code of Federal Regulations (CFR) Parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It required that every

employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous material requirements. under the HMTA, the Secretary of Transportation “may authorize any officer employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties related to (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any “persons” in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any “person” of hazardous materials in commerce.”

Clean Water Act/Spill Prevention, Control and Countermeasure (SPCC) Rule

The Clean Water Act (CWA) (33 U.S.C. § 1251 et seq.) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the Santa Ana RWQCB.

Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the “General Construction Permit.”

Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all Best Management Practices (BMPs).

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

Occupational Safety and Health Administration (OSHA)

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers with a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for workplace health and safety, OSHA also created the National Institute for Occupational Safety and Health as the research institution for OSHA. The Administration is a division of the U.S. Department of Labor that oversees the administration of OSHA and enforces standards in all states. OSHA standards are listed in Title 29 CFR Part 1910.

OSHA's Hazardous Waste Operations and Emergency Response Standard applies to five groups of employers and their employees. This includes any employees who are exposed or potentially exposed to hazardous substances (including hazardous waste) and who are engaged in clean-up operations; corrective actions; voluntary clean-up operations; operations involving hazardous wastes treatment, storage, and disposal facilities; and emergency response operations.

State Regulations

California Code of Regulations, Title 17, Section 35000 et seq.

Title 17, Section 35000 et seq. of the California Code of Regulations (CCR) specifically addresses lead-based paint activities. This regulation sets standards and requirements for individuals and firms engaged in various lead-based paint activities, including inspection, risk assessment, abatement, and clearance testing.

The regulation outlines the qualifications and certification requirements for individuals conducting lead-based paint activities. It also establishes procedures for conducting inspections and risk assessments to identify lead hazards in buildings. Additionally, it provides guidelines for the safe and effective removal or containment of lead-based paint during abatement activities.

The regulation also specifies the requirements for clearance testing, which is conducted after lead-based paint abatement to ensure that the area is free from lead hazards. It outlines the sampling and analysis methods to be used during clearance testing and the acceptable clearance levels for different surfaces.

Furthermore, Title 17, Section 35000 et seq. of the CCR includes provisions related to record keeping, notification requirements, and enforcement mechanisms to ensure compliance with the regulations.

California Environmental Protection Agency

California Environmental Protection Agency (CalEPA) has jurisdiction over hazardous materials and wastes at the State level. DTSC is the department of CalEPA responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Department of Toxic Substances Control (DTSC) regulates hazardous waste in California primarily under the authority of the federal and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called "non-RCRA hazardous wastes." Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

DTSC directive enforcement is handled at the local level, in this case the San Bernardino County Department of Environmental Health (DEH). The RWQCB also has the authority to implement regulations regarding the management of soil and groundwater investigation.

CalFire Strategic Fire Plan 2024

California Department of Forestry and Fire Protection (CalFire) uses this plan to direct and guide its fire management activities for the State Responsibility Area throughout California. CalFire's mission is to serve and safeguard the people and protect the property and resources of California. CalFire responds to emergencies such as fires of all types, vehicle accidents, floods, earthquakes, hazardous material spills, and others within the State Responsibility Area. CalFire provides direction for fire prevention using fire resource assessments, a variety of available data, mapping and other tools. The plan emphasizes "pre-fire" management, which is a process to assess alternatives to protect assets from unacceptable risk of wildland fire damage and focus on those actions that can be taken in advance of a wildland fire to potentially reduce the severity of the fire and ensure safety. Pre-fire management activities include prescribed burning, fuel breaks, forest health treatments and removal of hazardous vegetation.

CalFire has mapped fire threat potential throughout California. It ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat.

California Fire Code

CCR, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Title 24, Part 9. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

The CFC, Chapter 9 of Title 24 of the CCR, was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in the wildland-urban interface and fire hazard areas. The CFC also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

California Water Code

The California Water Code is a collection of laws and regulations that govern the management and use of water resources within the State of California. It covers various aspects related to water rights, water quality, water supply, water conservation, and water infrastructure. The code outlines the responsibilities of state agencies, local governments, and water districts in managing and protecting California's water resources. Additionally, it addresses issues such as groundwater management, water pollution control, flood control, and water infrastructure development. The California Water Code plays a crucial role in ensuring the sustainable and efficient use of water in California.

Emergency Management Mutual Aid System

The Emergency Management Mutual Aid System (EMMAS) is a collaborative framework that enables jurisdictions and agencies to request and provide assistance during emergencies. It facilitates the sharing of resources, such as personnel, equipment, and expertise, to enhance the overall effectiveness of emergency response and recovery efforts. EMMAS operates through mutual aid agreements, promoting

interoperability, coordination, and a seamless integration of resources from different jurisdictions. Its main goal is to ensure a coordinated and efficient response to emergencies that surpass the capabilities of a single jurisdiction.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California Health and Safety Code, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act or the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Businesses must submit this information to the County DEH. The Environmental Health Division verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of a hazardous material.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations contained in CCR Title 26, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Safe Drinking Water and Toxic Enforcement Act of 1986

The Safe Drinking Water and Toxic Enforcement Act of 1986, commonly referred to as Proposition 65, requires businesses to provide warnings to individuals about potential exposure to chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 mandates that businesses notify consumers if their products or environments contain any of the listed chemicals above certain threshold levels. The goal of Proposition 65 is to inform individuals about potential risks and allow them to make informed decisions regarding their exposure to these chemicals.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (“Tiered Permitting”); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or “Community-Right-To-Know”); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The project site is in San Bernardino County. (The CUPA designated for San Bernardino County is the Hazardous Materials Division of the San Bernardino County Fire Department.)

Department of Toxic Substance Control

The DTSC is a department of CalEPA and is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites; Department of Health Services lists of contaminated drinking water wells; sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater; and lists from local regulatory agencies of sites that have had a known migration of hazardous wastes and/or materials.

California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions’ business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the California Health and Safety Code Article 1 – Hazardous Materials Release Response and Inventory Program (§§ 25500 to 25520) and Article 2 – Hazardous Materials Management (§§ 25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans,

Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans. These plans shall include the following: (1) a hazardous material inventory in accordance with Section 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with Section 2731; and (3) training program information in accordance with Section 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the State. Each business shall prepare a Hazardous Materials Business Plan (HMBP) if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR §§ 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. In addition, Cal/OSHA regulates medical and/or infectious waste.

Division of Oil, Gas and Geothermal Resources Map

To evaluate the presence of oil or gas wells on-site and in the immediate site vicinity, maps available online at the California Department of Conservation, Geologic Energy Management Division (CalGEM) were reviewed. No abandoned/plugged oil/gas wells are located on the project site.

License to Transport Hazardous Materials – California Vehicle Code, Section 32000.5 et seq

In California, Section 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads and highways, although secondary roads are permitted to be used for local delivery. These policies are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Tanner Act

The Tanner Act (AB 2948) was adopted in 1986 and governs the preparation of hazardous waste management plans and sites the location of hazardous waste facilities in the State of California. The Tanner Act also requires that each county adopts a Hazardous Waste Management Plan which needs to include provisions that define the planning process for waste management, the permit process for new or expanded facilities, and the appeal process to the State available for certain local decisions.

California Accidental Release Prevention (CalARP) Program

The California Accidental Release and Prevention (CalARP) program was implemented in 1997, and its purpose is to prevent accidental release of substances that can cause harm to the public and environment and minimize damage if releases do occur. CalARP requires facilities that handle, manufacture, use, or store any regulated substances above threshold quantities to submit a Risk Management Plan and proactively prevent and prepare for accidental releases. The Cal EPA oversees the implementation of

CalARP at the State level while CUPAs and/or participating agencies implement CalARP program at the local level.

Regional and Local Regulations

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the air pollution control agency for Orange County and the urban portions of San Bernardino, Los Angeles, and Riverside counties. The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the Southern California Air Basin (SCAB). The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

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

Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
- c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the workday to remove soil from pavement.

Rule 1166 – This rule sets requirements to control the emission of volatile organic compounds (VOC) from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) – This rule sets requirements for limiting asbestos emissions building demolition and renovation activities.

Rialto General Plan

The Rialto General Plan (General Plan) Chapter 5, *Safety and Noise Element* identifies goals and policies related to hazards and hazardous materials. The following list includes General Plan goals and policies that

have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 5-1	Continue to build the City's fire protection and prevention programs and requirements to minimize fire hazards.
Policy 5-1.3	Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe Regulations.
Goal 5-2	Create a more flood-safe community through development standards and infrastructure improvements.
Policy 5-2.4	Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.
Policy 5-2.6	Design new developments with water retention devices and permeable surfaces to minimize flooding of the surface drainage system by peak flows. Consult with water agencies and the San Bernardino County Flood Control District to consider the potential for larger-scale capture via diversion to large-scale spreading grounds or other options on a site-by-site basis.
Goal 5-5	Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.
Policy 5-5.2	Require all construction to be in conformance with the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.
Goal 5-8	Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.
Policy 5-8.7	Require that development be phased in relation to the City's ability to provide an adequate level of fire protection, pursuant to the City standard of cover and fire department strategic plan.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to hazards that would currently be applicable to hazards because of the closure of the airport.

City of Rialto Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS) Multi-Hazard Functional Plan (MHFP)

The City of Rialto (City) provides fire and emergency response services to residents and businesses in the City. The City has adopted the Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS) Multi-Hazard Functional Plan (MHFP) to address the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The objective of the MHFP is to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of responding to any emergency.

City of Rialto Fire Code

The California Fire Code sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopted the California Fire Code with certain amendments, additions, and deletions, codified under Rialto Municipal Code (Municipal Code) Chapter 15.28.

4.8.3 Existing Conditions

Current Use

The project site is primarily vacant, with the exception of remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street. The project site is located within the Rialto Airport Specific Plan and zoned General Manufacturing (I-GM). There are no on-site operations.

Current Use of Adjacent Properties

The surrounding area is comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences east of Locust Avenue and the Mid-Valley Landfill to the west. **Table 4.8-1: Adjacent Properties**, lists the land uses adjacent to the project site.

Table 4.8-1: Adjacent Properties	
Direction Relative to the Project Site	Description
North	Industrial land uses including concrete supplier, construction equipment service provider, pipe manufacturer, corporate office, recycling plant, and warehouse to the north of Lowell Street.
South	Industrial land uses including concrete mixing operation facility, warehouse, and truck container storage yards.
East	Industrial land uses including water damage restoration service provider, steel distributor and fabricator, storage yards, warehouses west of Locust Avenue. An undeveloped parcel and industrial land uses including towing service, warehouse, steel distributor, and a concrete contractor east of Locust Avenue.
West	Industrial land uses including a concrete supplier, Robertson's Ready Mix materials yards, and Mid-Valley Landfill west of Lake Padden Lane.
Source: See Section 3.0: Project Description , Table 3-1: On-Site and Surrounding Land Uses, General Plan, and Zoning.	

Historical Use of Site

According to the Phase I ESA the project site was developed in the 1940s by the U.S. Army with rail spurs and a bunker for the storage and transportation of ammunition at the southern portion of the site. The project site was primarily used for weapons and ammunition storage until the 1960s when military operations within the project site ended. Since the 1960s, the site has been generally vacant; however, portions of the project site have been used for storage by various adjacent land uses. Off-site land uses have included other facilities involved in the manufacture of pyrotechnic products.

Phase I Environmental Site Assessment

A Phase I ESA was prepared by Hazard Management Consulting, Inc. in July 2023. This investigation included a site walk, review of regulatory databases, aerial photographs, City directories, Sanborn Maps, and topographic maps and review of records from the San Bernardino County Fire Protection District, SCAQMD, and City of Rialto (see **Appendix G1**).

The Phase I ESA found that the project site is located within the 160-acre area and the former bunker area of the larger Rockets, Fireworks, and Flares (RFF) Superfund site (formerly known as the B.F. Goodrich site). These areas were used for approximately 60 years by several facilities including the U.S. Army, defense contractors, fireworks manufacturers, and other facilities that used perchlorate salts and chlorinated solvents. These facilities have resulted in the release of perchlorates and volatile organic compounds (VOCs) to soil and groundwater, resulting in an approximately seven mile long groundwater plume that extends beneath the project site and to the southeast. It should be noted there has been no data obtained to suggest the site has contributed to any of these underlying conditions.

Database Review

The Phase I ESA database review considered the potential and likelihood of contamination from adjoining and nearby sites.

Goodrich Corporation: located on a 160-acre area around Locust Avenue, Rialto, CA (adjacent to the project site to the north). This facility was plotted at the project site in the Environmental Data Report (EDR) Radius research; however, the records were for the former BF Goodrich facility, which is part of the

RFF Superfund. As noted above, the site is located within the boundaries of the RFF Superfund site. From about 1957 to 1962, B.F. Goodrich Corporation conducted research, development, testing, and production of solid-fuel rocket propellant containing ammonium perchlorate and used solvents in the manufacturing process. Since the 1960s, the 160-acre area has been used by a number of companies that manufactured or sold pyrotechnics, including Pyrotechnics, Pyro Spectaculars, and American Promotional Events. In 2002, the SWRCB began actively working with Potentially Responsible Parties and property owners to investigate soil and groundwater contamination at the B.F. Goodrich site and in surrounding areas. In September 2009, the U.S. EPA added the B.F. Goodrich site to the Superfund National Priorities List. Between 2003 and 2013, numerous investigations have been conducted to determine the extent of soil and groundwater contamination. The studies have included the collection and analysis of soil samples, the collection and analysis of soil gas samples, the installation of groundwater monitoring wells, and/or the collection and analysis of groundwater samples. The studies were overseen by the SWRCB, the U.S. EPA, and the DTSC. A second groundwater remedy was constructed between 2015 and 2021 to remove perchlorate from extracted groundwater; pipelines and pumps to convey the treated water from the treatment plant to the City of Rialto's water distribution system for use as drinking water supply; and a groundwater monitoring program. In January 2022, the U.S. EPA proposed a third groundwater cleanup remedy to address contaminated groundwater in the "mid-basin" area which has moved past downgradient of 160-acre area. Eleven multi-level groundwater monitoring wells were installed; testing is ongoing.

Rocket, Fireworks, and Flares (RFF) Site is located at 3196 Locust Avenue, directly adjacent to the north of the project site. This 160-acre area was formerly occupied by B.F. Goodrich, the U.S. Army, and other facilities. The project site is listed in the EDR radius search, SWRCB GeoTracker database for sites requiring cleanup, and DTSC Envirostor database for hazardous waste sites for perchlorate salts in their manufacturing processes; refer to the discussion of the Goodrich Company above for additional background information. Perchlorate releases from these facilities have impacted the regional groundwater basin known as the Eastern Plume. Some of the facilities have also been identified as a source of VOC releases that have affected soil and groundwater. Given that groundwater is found at depths greater than 400 feet below ground surface (bgs) in the vicinity of the project site, it is very unlikely that the VOC releases pose a potential vapor intrusion condition. As previously noted, the site is located within the boundaries of the RFF Superfund site and there has been no data obtained to suggest the site has contributed to these underlying conditions. The U.S. EPA and DTC have not required any investigations on the site itself.

Mid-Valley Sanitary Landfill is located at 2390 Alder Avenue approximately 96 feet south of the project site. The landfill totals 497 acres with approximately 222 acres used for waste disposal activities. The operations at this landfill resulted in perchlorate and VOC releases, including trichloroethylene (TCE), that have impacted groundwater. The resulting plume is referred to as the Western Plume which is separated from the Eastern Plume by a "low concentration trough." This facility is not considered a Recognized Environmental Condition (REC) due to the location in relation to the site as well as the depth and direction of groundwater.

General Environmental Concerns

Hazardous Substances and Petroleum Products Used or Stored at the Site. No hazardous substances or petroleum products were observed on the project site during the site reconnaissance.

Aboveground and Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs/USTs).

Aboveground storage tanks (ASTs) and underground storage tanks (USTs) are used to store many kinds of products and substances that may be dangerous to humans and the environment such as petroleum fuel or pesticides. Given the lack of maintenance or abandonment, ASTs and USTs may release stored substances into the ground and affect both soil and underlying groundwater. No evidence of current or former ASTs or USTs was observed on the project site during the site reconnaissance.

Surface Releases. Surficial release involves the release of any substance onto the ground surface. These could occur from oil spills or leaking ASTs and can be identified visually by stained surfaces or soil testing. Surficial release was identified along Lowell Street during a previous soil investigation effort in 2009, and a soil remediation effort removed diesel-contaminated soil at the project site's northern center portion by Lowell Street. All contaminated soils were removed and properly disposed. No project site spills, stains, or other indications of surficial releases were observed during the May 30, 2023, site reconnaissance.

Asbestos-Containing Materials (ACM). Asbestos is a mineral fiber that was most commonly used prior to 1980 in various building construction materials (e.g., floor tiles, roofing materials, thermal system insulation, mastics) for insulation, strength, and fire-retardant purposes. Such materials may have been used in construction well into the 1980s and 1990s and, because of the possible storage of surplus materials/supplies, could still be used at present day construction sites. Some non-friable modern building materials, such as roofing felt, vinyl asbestos floor tile, ceiling tiles, and transited building materials still contain asbestos. Asbestos has also been used in manufactured items such as automobile brakes, heat-resistant fabrics, gaskets, and coatings. When repair, remodeling, or demolition activities damage or disturb ACM, microscopic fibers become airborne and can be inhaled into the lungs. The bunker and structure identified at the southern portion of the project site contained tar-like roofing compound which was suspected to contain ACM.

Lead Based Paint (LBP). Historically, lead was used as a pigment and drying agent in oil-based paint. In 1978, the federal government banned the consumer use of lead-containing paint.¹ As noted above, the project site contains an ammunitions bunker and brick and mortar structure which were constructed in the 1940s. Since these were built before 1978, these buildings may contain LBP on both interior and exterior architectural surfaces. Additionally, LBP may have been used in commercial/industrial buildings subsequent to 1978, as well as in residential structures (paint purchased prior to 1978 but stored and used in subsequent years).

Polychlorinated Biphenyls (PCBs). Examples of PCB-containing equipment include transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc. No potential PCB-containing equipment was observed on the project site during the site 2023 reconnaissance.

Radon. Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The U.S. EPA has prepared a map to assist national, State, and local organizations to target their resources and to implement radon-resistant building codes. Review of the U.S. EPA Map of Radon Zones indicated that the project site is located within Zone 2. Zone 2 has a moderate potential for radon levels between 2.0 and 4.0 picocuries per liter (pCi/L). Based upon the radon

¹ EPA. 2024. *Protect Your Family from Sources of Lead*. Retrieved from <https://www.epa.gov/lead/protect-your-family-sources-lead#:~:text=In%201978%2C%20the%20federal%20government,is%20usually%20not%20a%20problem>. Accessed August 12, 2024.

zone classification, radon is not considered to be a significant environmental concern for the project site. Therefore, radon sampling was not conducted as part of Phase I or Phase II ESA.

Recommendations

Phase I ESA identified a Historical Recognized Environmental Concern (HREC) associated with a soil remediation effort in 2009 for the removal of hydrocarbons. HRECs are previously identified RECs that have been properly addressed and therefore no longer a concern. Additionally, the following RECs were identified in the Phase I ESA:

- The project site's location within the 160-acre area and the former bunker area of the RFF Superfund Site
- Historical use of the site for the storage of munitions and one remaining bunker
- Unknown suspected uses of the site by adjoining pyrotechnic facilities

In response to the identified RECs, a Phase II ESA that includes the collection of soil vapor samples was recommended.

Phase II Environmental Site Assessment

The Phase II ESA was prepared by Hazard Management Consulting in July 2023. The purpose of the assessment was to collect soil and soil gas samples and assess whether concentrations of chemicals of potential concern warrant further action. The assessment included an unexploded ordnance (UXO) review, a geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the project site including VOCs, organochlorine pesticides, and percolate.

Unexploded Ordnances (UXOs) are explosives that are used but fail to function as intended (explode) while discarded military munitions (DMMs) are munitions that are abandoned or improperly disposed. The UXO review included evaluation of historical records, databases and aerial photographs from the ESA and concluded that:

- Explosive risks from fireworks or their components has been deemed as "Very Low" for the 40-acre project site.
- Explosive risks from military munitions has been deemed as "Very Low" for the 40-acre project site.

Due to the historical use of the project site and neighboring properties, a subsurface evaluation was prepared and included as part of the Phase II ESA. The subsurface evaluation included a focused survey to identify the potential for metals including UXOs to be present in the drill areas by using electromagnetic induction, magnetometry, ground penetrating radar, and utility locators with line tracing capabilities. Specifically, the high-resolution, high-sensitivity metal-detecting instruments are designed for the detection and characterization of UXOs. No pipes, conduits, utilities, or significant substructures were detected within a five-foot radius of any of the proposed boreholes and proposed infiltration points, and within a 10-foot radius of the proposed trench locations. The geophysical survey found small, isolated, and nondescript metallic anomalies on the project site.

Although no UXOs or DMMs were found during the survey, it is important to note that the focused survey was limited to portions of site due to significant shrubs and thick vegetation, as well as physical

obstructions (bunker, K-rails). Removal of all ground vegetation and physical obstructions would be required to complete a full survey of the project site. Therefore, a potential for UXOs and DMMs to exist on the project site remains and it was recommended that future development include the use of a UXO consultant when removing surficial features and during grading.

The soil sampling investigation activities were generally collected across the entire property including in areas with known RECs and did not identify any residual sources of chemical constituents. Project site soil samples did not identify a significant soil VOC, perchlorate, or pesticide concentration, and therefore determined the project site would not be a contributor to the Eastern Plume based on concentrations below regulatory screening levels. Soil vapor testing indicated that benzene, a type of VOC, was detected above regulatory screening levels. However, benzene detections were generally low at 33 micrograms/m³ and indicated that residual benzene source likely does not exist at the project site. Further, the levels of benzene observed in the soil vapor are commonly observed at commercial and industrial properties. The soil and soil vapor results do not provide evidence that a release of hazardous substances has occurred at the Site that would result in contamination of the underlying groundwater. The Phase II ESA concluded that the items previously identified as RECs (see Phase I discussion above) have been revised to “*de minimis*”² (of minimal environmental concern) conditions because they were not found to be a contributor to the plume that is the basis for the Superfund site designation.

As noted above, the Phase II ESA did recommend that a UXO specialist be available during removal of the remaining surficial features and soil disturbance out of an abundance of caution.

4.8.4 Methodology

In determining whether Project implementation would result in impacts concerning hazards or hazardous materials, this analysis considers the recommendations of CEQA Guidelines Appendix G as described below. The evaluation was based on a review of regulations and a determination of the applicability of the regulations within the Project area. The baseline conditions and impact analyses are based on review of Phase I ESA and Phase II ESA (**Appendix G1 and Appendix G2**), analysis of aerial and ground-level photographs, and review of various data available in public records, including local planning documents. The determination that the proposed Project will or will not result in a significant impact with respect to hazards and hazardous materials considers the type of development proposed and whether or not past or current uses on the site have the potential to pose a risk to the proposed Project. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project’s potentially significant environmental impacts.

4.8.5 Thresholds of Significance

The following significance criteria for hazards and hazardous materials impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to hazards or hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

² Per ASTM 1527-21, *de minimis* conditions are not considered RECs.

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following thresholds for the reasons stated below, and that no further analysis was required in the EIR:

- For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

There are no public airports or public use airports located within two miles of the project site. The closest airport is the San Bernardino International Airport, which is approximately 10 miles southeast of the project site. The Rialto Municipal Airport Final Comprehensive Plan (January 1991) is no longer applicable as the airport closed in 2014. The project site is not located within an area subject to an airport land use plan. Therefore, the Project would not result in an airport-related safety hazard or excessive noise for people residing or working in the project area. Therefore, no impact would occur and this threshold is not further addressed in the EIR.

- Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-51189. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ). Therefore, no impact would occur and this threshold is not further addressed in this EIR section. Fire protection and associated resources are discussed in Section 4.13, Public Services.

4.8.6 Project Impacts and Mitigation

Threshold 4.8-1: **Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Level of Significance: Less than Significant Impact with the incorporation of HAZ MM-1.

Construction

The proposed Project would include the demolition of the ammunitions bunker and brick and mortar structure, which were constructed in the 1940s. Given the age of these structures, ACMs and LBP could be present. Demolition of structures could expose construction personnel to such materials unless proper precautions are taken to minimize exposure. The potential for release of ACMs and LBP during demolition would be considered a significant impact. Because exposure to such materials can result in adverse health effects in uncontrolled situations, regulations and guidelines pertaining to abatement of and protection from exposure to asbestos have been developed for demolition activities. Consistent with SCAQMD Rule 1403, MM HAZ-1 requires a pre-demolition survey to be conducted, and, if identified, ACMs and LBP would be removed and disposed of by qualified contractors in accordance with State regulations.

Project construction activities would involve the transport, use, and disposal of hazardous materials on and off of the project site which include fuels, paints, mechanical fluids, and solvents. However, hazardous materials would not be present in such a quantity or used in a manner that would pose a significant hazard to the public. Use and storage of these potentially hazardous materials would be temporary and would cease upon completion of project construction. Further, should a spill or other hazardous materials incident occur, construction staff would stop work and contact a qualified contractor that is well-versed in handling such a situation. All construction activities would be performed in compliance with the California OSHA Division of Occupational Safety and Health (Cal/OSHA) regulations. Therefore, due to the temporary nature of construction activities, with the implementation of MM HAZ-1 and compliance with applicable State and federal regulations, potential Project construction activities would be mitigated to a less than significant level.

Operations

The proposed Project would include a speculative warehouse. While the future tenants of the building are not currently known, the Project is not anticipated to involve the routine transportation, use, or disposal of hazardous material. The proposed Project would be expected to use limited hazardous materials and substances which would include cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Project operations would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable federal, State, and regional regulations which are intended to avoid impacts to the public and environment. These regulations of the U.S. EPA, the State Department of Health Services, and the SCAQMD ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety. Therefore, given the insignificant amount of regularly transported hazardous materials and compliance with applicable State and federal regulations, Project operations would not create a significant impact through the transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation would be required.

The routine transport, use, and disposal of hazardous materials can result in hazards to people and the environment, due to the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and hazardous material storage and distribution facilities. At full buildout, the Project would include one warehouse building and associated infrastructure improvements. This land use is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport. The routine transport, use, and disposal of these materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances; such as the Hazardous Materials Transportation Act and Hazardous Materials Release Response Plans and Inventory Act, which address safe handling procedures and emergency response procedures in the event of an accidental release. Therefore, following compliance with applicable federal, State, and local regulations, Project operations would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation would be required.

Threshold 4.8-2: **Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Level of Significance: Less than Significant Impact with incorporation of MM HAZ-2 through MM HAZ-4.

Construction

The Phase I ESA identified three RECs at the project site: the project site's location within the "160 Acre Area" and "Former Bunker Area" and off-site releases resulting in the Fireworks, Rockets, and Flares Superfund; the historical use of the site for munitions storage; and the unknown suspected use of the site by historic adjacent pyrotechnic facilities. See **Section 4.8.3, Existing Conditions** for additional information on identified RECs. The Phase II ESA included an unexploded ordnance (UXO) review, geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the project site including VOCs, organochlorine pesticides, and percolate.

As discussed above, a subsurface evaluation as part of the Phase II ESA included a focused survey, which did not identify the presence of UXOs or DMMs. However, because the survey could not evaluate the entire project site due to physical limitations, there is still a potential of on-site UXOs and DMMs. Therefore, the proposed Project would implement MM HAZ-2 which would involve a munitions monitor during grading to properly handle and dispose of any encountered UXOs and DMMs. Further, MM HAZ-3 would require the preparation of and compliance with a soil management plan. With implementation of MM HAZ-2 and MM HAZ-3, accident conditions involving the release of hazardous materials from project construction would be reduced to a less than significant level.

Soil sampling and soil vapor sampling indicated that benzene was detected at generally low levels at 33 micrograms/m³ and indicated that a residual benzene source likely does not exist at the project site. Further, the levels of benzene observed in the soil vapor are commonly observed at commercial and industrial properties. Therefore, benzene in soil vapor does not pose a significant human health risk to indoor air via the vapor intrusion pathway. The Phase II ESA concluded that the soil and soil vapor results do not suggest that the release of hazardous substances has occurred at the project site that would result

in contamination to the underlying groundwater. Although benzene was identified at low levels, to ensure impacts would be less than significant the Project would implement MM HAZ-4 which outlines compliance with Rule 1166 for previously unidentified soil contamination protocol during Project construction. With the implementation of MM HAZ-4, accident conditions involving the release of hazardous materials from project construction would be reduced to a less than significant level.

The project site was not determined to be a contributor to the plume that is the basis for the RFF Superfund site designation. Based on these results, the items previously identified as RECs (see Phase I discussion above) have been revised to “*de minimis*”³ (of minimal environmental concern) conditions because they do not present a threat to human health or the environment. Therefore, with the implementation of MM HAZ-2 through MM HAZ-4, Project construction impacts concerning accidental release of hazardous materials would be less than significant with mitigation.

Operations

The proposed Project would involve typical hazardous materials/chemicals associated with warehouse uses such as fuels, paints, mechanical fluids, cleaners, solvents, and fertilizers and pesticides for landscaping. However, the types and quantities of materials used and stored on site would not be of a significant quantity to create a reasonably foreseeable upset or accident. Additionally, any routine use, storage, and transport of hazardous materials during Project operations must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Hazardous materials/chemicals such as fuels, cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, Project operations would not result in the accidental release of hazardous materials. Operational impacts would be less than significant, and no mitigation is required.

Threshold 4.8-3:	Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

	<i>Level of Significance:</i> No Impact

The nearest schools to the project site are Wilmer Amina Carter High School (2630 Linden Avenue) located approximately 0.3-mile southeast of the project site and Kucera Middle School (2140 Buena Vista Drive), located approximately 0.6-mile north of the project site. Therefore, there are no schools within one-quarter mile of the project site. The Project is not anticipated to generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that would have an impact to surrounding schools. The types of hazardous materials that would be routinely handled would be limited to fuels, paints, mechanical fluids, cleaners, solvents, and fertilizers and pesticides for site landscaping. The Project would be required to adhere to all applicable federal, State and regional regulations regarding handling, transport and disposal of hazardous materials. Therefore, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur, and no mitigation is required.

³ Per ASTM 1527-21, de minimis conditions are not considered RECs.

Threshold 4.8-4: **Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Level of Significance: Less than Significant Impact with incorporation of MM HAZ-2 through MM HAZ-4

California Government Code Section 65962.5 requires DTSC to compile a list of hazardous waste facilities that are subject to corrective action.⁴ As previously addressed, the project site is located in the southern portion of the "160-Acre Area" and the "Former Bunker Area" of the RFF Superfund site, which was identified as a REC in the Phase I ESA prepared for the Project. Therefore, a Phase II ESA was conducted which included an unexploded ordnance (UXO) review, geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the project site including VOCs, organochlorine pesticides, and percolate. As previously discussed under Threshold 4.8-2, the Phase II ESA identified the potential presence of on-site UXOs and DMMs. Therefore, the proposed Project would implement MM HAZ-2 which would require a munitions monitor and MM HAZ-3 which would require a soil management plan. Additionally, the Phase II ESA concluded that the soil and soil vapor results do not suggest that release of hazardous substances has occurred at the project site that would result in contamination to the underlying groundwater. Although benzene was identified at low levels and would not pose a human health risk, the Project would implement MM HAZ-4 which outlines compliance with Rule 1166 for previously unidentified soil contamination protocol during Project construction. Overall, the Phase II ESA determined that the project site would not be a contributor to the plume that is the basis for the RFF Superfund site designation as conditions do not present a threat to human health or environment. Therefore, although the project site is located within the RFF Superfund site, based on the Phase II ESA findings and compliance with MM HAZ-2 through MM HAZ-4, Project implementation of the Project would not create a significant hazard to the public or the environment and impacts would be reduced to a less than significant level.

Threshold 4.8-5: **Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Level of Significance: Less than Significant Impact

The City has adopted the City of Rialto SEMS/NIMS Multi-Hazard Functional Plan (MHFP),⁵ which provides comprehensive policy and guidance for emergency and response operations to natural and manmade hazards. Emergency access to the project site and adjacent streets (i.e., Lowell Street and Locust Avenue) would be maintained during Project construction in compliance with Municipal Code Section 11.04.090(B), which requires all streets to maintain adequate access for emergency vehicles during Project construction per Standard Specifications for Public Works Construction "Green Book" Section 600 et.al. Project operations would also maintain adequate emergency vehicle access. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan, or

⁴ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. Retrieved from <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed August 12, 2024.

⁵ City of Rialto. ND. *SEMS/NIMS Multi-hazard Functional Plan (MHFP)*. [SECTION I](#). Accessed August 12, 2024.

an emergency evacuation plan and impacts would be less than significant, and no mitigation would be required.

4.8.7 Cumulative Impacts

Impacts associated with hazardous materials are often site-specific and localized. The EIR evaluates potential environmental concerns in connection with the project site and surrounding area. The database reviews the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons within a search radius of up to one mile from the site and serves as the basis for defining the cumulative impacts study area.

Although some of the cumulative projects and other future projects associated with community buildout also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site-specific excluding the RFF Superfund. Concerning the RFF Superfund, the Project would not disturb the underlying affected groundwater plume as the Project is not anticipated to excavate to a depth of 400 feet below ground surface and, therefore, would not modify or expose the existing Eastern Plume.

Each project is required to address any issues related to hazardous materials or wastes. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Projects must adhere to applicable regulations for the use, transport, and disposal of hazardous materials and implement mitigation in compliance with federal, State, and local regulations to protect against site contamination by hazardous materials. Compliance with all applicable federal, State, and local regulations related to hazardous materials would ensure that the routine transport, use, or disposal of hazardous materials would not result in adverse impacts. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers and the public to hazardous substances.

Upon compliance with applicable federal, State, and local regulations governing hazardous materials, and implementation of MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4, the potential risks associated with hazardous wastes would be reduced to a level of less than significant. The incremental effects of the proposed Project related to hazards and hazardous materials are anticipated to be minimal, and any effects would be site-specific. Therefore, the Project would not result in incremental effects to hazards with respect to hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, with inclusion of the above referenced mitigation measures, the Project would not result in cumulatively considerable impact to or from hazards or hazardous materials.

4.8.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM HAZ-1 Asbestos Survey and Lead-Based Paint Survey. Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted

pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal-OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.

MM HAZ-2 Munitions Monitor. Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per DDESB TP-18 standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed.

MM HAZ-3 Soil Management Plan. Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following:

- Identifying impacted soil
- Assessing impacted soil
- Soil excavation
- Impacted soil storage
- Verification sampling
- Impacted soil characterization and disposal

The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during

construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence, sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.

MM-HAZ 4 Contaminated Soil Treatment. If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department, the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulation.

4.8.9 Level of Significance After Mitigation

Potential impacts to hazards and hazardous materials would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.8.10 References

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City of Rialto. ND. *SEMS/NIMS Multi-hazard Functional Plan (MHFP)*. Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/943/Emergency-Operations-Plan-PDF>. Accessed August 12, 2024.

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U.S. EPA. 2024. *CA Cleanup Activities*. Retrieved from: <https://cumulis.epa.gov>. Accessed August 12, 2024.

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Introduction

This section of the EIR identifies and analyzes the hydrologic resources available to the proposed Project while assessing the potential impact the Project could have on those resources. The pre-development conditions of the water and drainage systems surrounding the project site were used as a baseline with which to compare potential impacts associated with the Project and will inform the degree of impact that the proposed Project could have on those existing hydrologic systems. Federal, State, regional, and local regulations will provide further context regarding the area's hydrologic resources. Impacts in this section are assessed regarding their effects on water quality, groundwater availability, and other hydrological conditions of the area. The analysis also considers the proposed Project's potential effects in flood, tsunami, and seiche zones.

The Preliminary Drainage Report and the Preliminary Water Quality Management Plan (PWQMP) are summarized in this section and included in their entirety as **Appendix H1: Preliminary Drainage Report** and **Appendix H2: Preliminary Water Quality Management Plan** of this EIR.

4.9.2 Regulatory Setting

Federal Regulations

Clean Water Act

The Clean Water Act (CWA), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Important applicable sections of the CWA are as follows:

- Section 301 prohibits the discharge of any pollutant by any person, except as in compliance with Sections 302, 306, 307, 318, 402, and 404 of the CWA. Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity which may result in a discharge to "waters of the United States" to obtain certification from the State that the discharge will comply with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) provides certification that the proposed action would comply with applicable standards.
- Section 402 establishes the National Pollution Discharge Elimination System (NPDES) a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. This permit program is administered by the RWQCB and is discussed later in this section.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the United States Army Corps of Engineers (USACE).

State Regulations

California Porter-Cologne Water Quality Control Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code § 13000, et seq.) provides the basis for water quality regulation within California. The Porter-Cologne Water Quality Control

Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the State. Waste discharge requirements (WDR) resulting from the report are issued by the RWQCB, as discussed below. In practice, these requirements are typically integrated within the National Pollutant Discharge Elimination System (NPDES) permitting process. The State Water Resources Control Board (SWRCB) carries out its water quality protection authority through the adoption of specific Water Quality Control Plans (Basin Plans). These plans establish water quality standards for bodies of water. California water quality standards are composed of three parts: the designation of beneficial uses of water, water quality objectives to protect those uses, and implementation programs designed to achieve and maintain compliance with the water quality objectives.

Clean Water Act Section 402

Section 402 of the Clean Water Act authorizes the SWRCB, a department of the California Environmental Protection Agency (CalEPA), to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the “General Construction Permit.” Construction activities can comply with and be covered under the General Construction Permit provided they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the construction site discharges directly to a water body listed on the 303(d) list for sediment. Increased compliance tasks under the adopted 2009 Construction General Permit include project risk evaluation, effluent monitoring, receiving water monitoring, electronic data submission of the SWPPP and all other permit registration documents, and a Rain Event Action Plan, which must be designed to protect all exposed portions of a project site within 48 hours prior to any likely precipitation event. The SWPPP would also include an Erosion Control Plan that would identify specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading.

Sustainable Groundwater Management Act (2014)

The 2014 Sustainable Groundwater Management Act (SGMA) requires that local Groundwater Sustainability Agencies (GSAs) must be formed for all high and medium priority basins in the State of California. GSAs must be responsible for groundwater management and development of a Groundwater Sustainability Plan or “Alternatives” in its place. It is a long-term statewide framework to help conserve groundwater resources.

California Toxics Rule

In 2000, the California Environmental Protection Agency (CalEPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.

CalEPA promulgated this rule based on CalEPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by the RWQCB as having beneficial uses protective of aquatic life or human health.

Regional and Local Regulations

Santa Ana Regional Water Quality Control Board

The Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB) regulates State water quality standards in the City of Rialto (City). Beneficial uses and water quality objectives for surface water and groundwater resources in the Project area are established in the water quality control plans of each RWQCB and mandated by the State Porter-Cologne Act and CWA. The RWQCB also implements the CCWA Section 303(d) total maximum daily load (TMDL) process, which consists of identifying candidate water bodies where water quality is impaired by the presence of pollutants. The TMDL process is implemented to determine the assimilative capacity of the water body for the pollutants of concern and to establish equitable allocation of the allowable pollutant loading within the watershed. CWA Section 401 requires an applicant pursuing a federal permit to conduct any activity that may result in a discharge of a pollutant to obtain a water quality certification (or waiver) from the applicable RWQCB.

The RWQCB primarily implements basin plan policies through issuing waste discharge requirements for waste discharges to land and water. The RWQCB is also responsible for administering the NPDES permit program, which is designed to manage and monitor point and non-point source pollution. NPDES stormwater permits for general construction activity are required for projects that disturb more than one acre of land. Municipal NPDES stormwater permits are required for urban areas with populations greater than 100,000. In addition, projects that involve the California Department of Transportation (Caltrans) are required to comply with the Caltrans statewide NPDES permit and associated Stormwater Management Plan (SEMP). Caltrans implements the SEMP in coordination with the RWQCB.

2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan

The City's Integrated Regional Urban Water Management Plan (IRUWMP) was prepared for cities located within the Upper Santa Ana River Watershed in compliance with the Urban Water Management Planning Act, the Integrated Regional Water Management Planning Act, and other applicable laws and regulations. This document updates and merges the 2015 Upper Santa Ana River Watershed Integrated Regional Water Management Plan (2015 IRWMP) and the 2015 San Bernardino Valley Regional Urban Water Management Plan (2015 RUWMP) into a single comprehensive document for guiding water resource management for the Upper Santa Ana River Watershed, the first of its kind in California.

Rialto General Plan

During project review, approval and permitting, the City requires new development projects to address the quality and quantity of stormwater runoff through the incorporation of permanent (post-construction) BMPs into the Project's design. The City of Rialto General Plan (General Plan)¹ Chapter 2, *Managing Our Land Supply Element*, Chapter 3, *Investing in Our Future: Economic Development, Redevelopment, and Infrastructure*, and Chapter 5, *The Safety and Noise Element* includes

¹ City of Rialto. *City of Rialto General Plan*. Retrieved from <https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=>. Accessed February 6, 2025.

policies related to stormwater runoff and water quality. The following General Plan goals and policies have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Goal 2-18	Provide high-quality and environmentally sustainable landscaping.
Policy 2-18.3	Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.
Goal 2-24	Minimize the visual impact of parking lots.
Policy 2-24.3	Require use of drainage improvements designed, with native vegetation where possible, to retain or detain water runoff and minimize pollutants into drainage system.
Goal 2-29	Protect and enhance Rialto's surface waters and groundwater basins.
Policy 2-29.3	Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.
Policy 2-29.5	Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.
Goal 2-30	Conserve water resources.
Policy 2-30.1	Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.
Goal 2-31	Incorporate green building and other sustainable building practices into development projects.
Policy 2-31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Goal 3-8	Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.
Policy 3-8.10	Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.
Goal 5-2	Create a more flood-safe community through development standards and infrastructure improvements.
Policy 5-2.4	Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.
Policy 5-2.6	Design new developments with water retention devices and permeable surfaces to minimize flooding of the surface drainage system by peak flows. Consult with water agencies and the San Bernardino County Flood Control District to consider the potential for larger-scale capture via diversion to large-scale spreading grounds or other options on a site-by-site basis.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to hydrology and water quality but does a Drainage Plan for the Specific Plan area. This Drainage Plan is no longer applicable and has been superseded by requirements identified in the Municipal Code and requirements for site-specific studies for drainage and water quality.

City of Rialto Municipal Code

Title 12 – Public Utilities, Division 3. Stormwater, Chapter 12.60 Municipal Separate Storm Sewer System. Section 12.60.020 - Purpose and objectives.² The intent of this chapter is to protect and enhance the quality of watercourses, water bodies, groundwater and wetlands within the city in a manner consistent with the federal Clean Water Act, the Porter-Cologne Water Quality Control Act and the municipal NPDES permit. This chapter is also intended to confirm and consolidate the city's legal authority necessary to control discharges to and from those portions of the municipal separate storm sewer system over which it has jurisdiction as required by the municipal NPDES permit, and thereby fully and timely comply with the terms of the municipal NPDES permit. This chapter is also intended to ensure the health, safety and general welfare of the residents of the city by prescribing reasonable regulations to control effectively non-stormwater discharges containing pollutants into the city's municipal separate storm sewer system to the maximum extent practicable and to achieve the following specific objectives:

- A. Control discharges from spills, dumping or disposal of materials other than stormwater;
- B. Reduce the discharge of pollutants in all stormwater discharges to the maximum extent practicable;
- C. Protect and enhance the water quality of local, State and federal watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Clean Water Act and the Porter-Cologne Water Quality Control Act; and
- D. Establish penalties for violations of the provisions of this chapter.

Section 12.60.070 - Protection of the municipal separate storm sewer system. No person shall construct, modify or cause to be constructed or modified any structure, facility or appurtenant items which may alter the normal functioning of the city's MS4, including any actions which may alter the capacity, fall or structural integrity of a storm drain, channel or related structures without prior written approval of the city engineer.

² City of Rialto. *City of Rialto Municipal Code*. Retrieved from https://library.municode.com/ca/rialto/codes/code_of_ordinances. Accessed February 6, 2025.

Section 17.40.010 - Grading and erosion control required. Every map approved pursuant to this title shall be conditioned on compliance with city requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property, including, but not limited to, all areas shown on the map as designated remainder on the subdivision or parcel map.

4.9.3 Existing Conditions

Regional Hydrology

The United States is divided into successively smaller hydrological areas, or units, which are then nested within each other. These regions are labeled from largest to smallest as regions (HUC 2), subregions (HUC 4), basins (HUC 6), subbasins (HUC 8), watersheds (HUC 10), and sub watersheds (HUC 12). Hydrological unit boundaries of each designation are delineated based on surface features of their geographic locations. The proposed Project would be located within the Santa Ana watershed, HUC 18070203.³ The Santa Ana subbasin is the largest watershed in Southern California. The subbasin is home to over six million people and covers an approximately 2,700-square mile area of Orange, Riverside, San Bernardino, and Los Angeles counties. The Santa Ana watershed drains into the Santa Ana River, which flows 100 miles from the crest of San Bernardino Mountains to the Pacific Ocean, near Huntington Beach.⁴

Site Hydrology

The project site is relatively flat. The overall topography of the project site vicinity slopes downward to the south and southeast at gradients of 1.5 to 2.5 percent (**Appendix H1**). The project site currently drains in two directions. The northeast portion of the site drains from the northeast to the southeast direction, eventually exiting onto North Locust Avenue where runoff is conveyed by curb and gutter. The second area generally drains from the northwest to the southeast, eventually discharging towards an existing two-foot channel between the project site and an adjacent warehouse. The project site is part of a larger drainage area tributary to the San Bernadino County Flood Control District Cactus Basin System. The Cactus Basin System is a network of five detention basins that are located between Cactus Avenue and Ayala Drive. Runoff from the project site eventually flows into Cactus Basin number three. The project site does not collect any offsite flows from adjacent properties.⁵

A hydrologic analysis done for the Project determined precipitation values from estimates published in the National Oceanic and Atmospheric Administration Atlas 14.⁶ For the City, the 100-year, 1-hour storm precipitation depth equaled 1.81 inches. The 100-year 6-hour and 100-year 24-hour depths equaled 4.82 inches and 9.20 inches, respectively.⁷

³ United States Geological Survey. 2013. *Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD)*. Pages 14 and 19. Reston, Virginia: United States Geological Survey.

⁴ United States Geological Survey. 2016. *California Water Science Center – Santa Ana Basin, National Water Quality Assessment Program: Study Unit Description*. Retrieved from: https://www.waterboards.ca.gov/waterrights/water_issues/programs/enforcement/complaints/docs/investigation/40_usgs_santa_ana_basin_national_water_quality_assessment_program.pdf. Accessed February 6, 2025.

⁵ Kimley-Horn and Associates, Inc. 2025. *Preliminary Drainage Report*, Available as **Appendix H1** to this EIR.

⁶ NOAA. *Atlas 14 Point Precipitation Frequency Estimates: California*. Retrieved from: https://hdsc.nws.noaa.gov/pfds/pfds_map_cont.html?bkmrk=ca. Accessed February 6, 2025.

⁷ Kimley-Horn and Associates, Inc. 2025. *Preliminary Drainage Report*, Available as **Appendix H1** to this EIR.

Groundwater

The City of Rialto is located within the Upper Santa Ana Valley Groundwater Basin, which consists of nine subbasins, four of which are in the City. According to the IRUWMP, the majority water supply source for the City is groundwater from five local groundwater basins: Chino, Bunker Hill, Lytle Creek, North Riverside, and Rialto-Colton (**Appendix L**). The project site is located within the Rialto-Colton Groundwater Subbasin. The principal recharge areas are Lytle Creek, the southeastern portion of Reche Canyon, and the south-central portion of the Santa Ana River. Smaller amounts of recharge are achieved through percolation of precipitation, underflow, irrigation, and septic returns.

The Rialto-Colton Subbasin is under a “cooperative recharge program” implemented by the San Bernardino Valley Municipal Water District to help replenish high quality groundwater, using State Water Project water and local runoff.⁸ Three mechanisms govern groundwater extractions in the Rialto-Colton Subbasin: the Rialto Basin Decree, the Rialto Basin Settlement Agreement, and the Western Judgement. The Rialto Basin Decree provides the rights of the stipulated parties to pump out of the Rialto Basin, which is a smaller area than the Rialto-Colton Subbasin. The Settlement Agreement regulates the water extraction rights on the remaining area of the Rialto-Colton Subbasin outside of the Rialto Basin Decree, referred to as “No-Man’s Land.” It also resulted in the formation of the Rialto Basin Groundwater Council, which is responsible for implementation of a sustainable groundwater management plan. The Western Judgement and the Rialto Basin Decree both regulate water levels and pumping rights out of the basin. The basin has three index wells that provide mean groundwater level elevations and allow the stipulated parties to impose restrictions on yearly extractions based on thresholds determined for the average standing water levels. These three apparatuses are in place to prevent overdraft of the Subbasin through regulating pumping rights and identifying principal areas of recharge to ensure its existence as a continuous resource for the City.

Per the Geotechnical Investigation conducted for the proposed Project, groundwater was not encountered during explorations drilled to a maximum depth of 25 feet below ground level.⁹ The depth to historically high ground water levels in the vicinity of the project site is approximately 279 feet below the ground surface recorded in 1993 (**Appendix F1**). According to the Phase I ESA conducted for the Project, groundwater in 2022 has been recorded at a depth of 460 feet below ground surface in the Project vicinity and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**).

Flood Hazard

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06071C7920H shows that the project site is not within a FEMA-mapped special flood hazard area.¹⁰ The project site is classified as Zone X, an area noted as having a minimal flood hazard. In addition, there are no dams, reservoirs, or large bodies of water near the project site. The Lytle Creek Floodway is approximately 2.3 miles east of

⁸ San Bernadino Valley Municipal Water District, *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan*. Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/1601/2020-Upper-Santa-Ana-River-Watershed-Integrated-Regional-Urban-Water-Management-Plan>. Accessed February 6, 2025.

⁹ Southern California Geotechnical. June 26, 2023. *Geotechnical Investigation*. Available as **Appendix F1** to this EIR.

¹⁰ Federal Emergency Management Agency (FEMA). *FEMA Flood Map Service Center: Search by Address*. Retrieved from <https://msc.fema.gov/portal/home>. Accessed February 6, 2025.

the project site and is classified with two primary zones: Zone X, having a 0.2 percent annual chance flood hazard and Zone A, Special Flood Hazard Area Without Base Flood Elevation.¹¹

Water Quality

The number of pollutants in the surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the intensity of the land use. Potential stormwater pollutants of concern for the project site include pathogens, various nutrients, sediment, metals, oil and grease, trash and debris, pesticides or herbicides, and organic compounds.¹²

4.9.4 Methodology

A hydrologic analysis was prepared for the Project to assess potential impacts that the development may have on water quality and resources. The analysis was done for both the existing and proposed conditions to serve as a point of comparison.

Runoff calculations were prepared using the Modified Rational Method and the methodology described in Section D of the San Bernadino County Hydrology Manual (August 1986).¹³

The Preliminary Water Quality Management Plan (PWQMP) in **Appendix H2** was prepared to comply with the requirements of the City, County Municipal Storm Water Management Program and the NPDES Areawide Stormwater Program requiring the preparation of a PWQMP. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.9.5 Thresholds of Significance

The following significance criteria for hydrology and water quality impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i Result in substantial erosion or siltation on- or off-site;
 - ii Substantially increase the rate or amount of surface in a manner which would result in flooding on- or off-site;

¹¹ Ibid.

¹² Kimley-Horn and Associates, Inc. 2025. *Preliminary Water Quality Management Plan*. Available as **Appendix H2** to this EIR.

¹³ Kimley-Horn and Associates, Inc. 2025. *Preliminary Drainage Report*. Available as **Appendix H1** to this EIR.

- iii Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
or
 - iv Impede or redirect flood flows.
- In flood hazards, tsunamis, or seiche zones, risk release of pollutants due to project inundation.
 - Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.6 Project Impacts and Mitigation

Threshold 4.9-1:	Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

	Level of Significance: Less than Significant Impact

Construction

Project construction activities may include grading and earthmoving activities that could require the use of water for dust mitigation. Water and other liquids, such as fuels, lubricants, or waste can result in water runoff that can move downstream and affect City water quality.

Rialto Municipal Code Chapter 12.60- Municipal Separate Storm Sewer System (MS4) and the State Water Control Board (SWRCB) require a General Construction Storm Water Permit (NPDES Permit), as the project site exceeds the one-acre disturbance limit. Furthermore, the Project must comply with the Santa Ana RWQCB *Santa Ana River Basin Water Quality Control Program*. The Project would disturb approximately 40 acres; therefore, the Project would be subject to the Construction General Permit.

To obtain coverage under the Construction General Permit, the Applicant is required to file Permit Registration Documents with the State Water Board, which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires the development and implementation of an SWPPP and monitoring plan, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs prevent erosion, whereas sediment controls trap sediment once it has been mobilized. The types of required BMPs are relative to the amount of soil disturbed, the types of pollutants used or stored at the project site and proximity to water bodies. Additionally, the Project would be subject to compliance with Municipal Code 12.60.240 through 250, which requires compliance with the General Construction Storm Water Permit and implementation of BMPs to reduce pollutants to the maximum extent possible. Following compliance with NPDES and Municipal Code requirements, which include implementation of BMPs, the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant, and no mitigation is required.

Operations

Operators of construction sites one-acre or larger would require compliance with SWPPP, the City's Municipal Code Section 12.60.250 and the NPDES General Construction Permit. The NPDES Permit would be applicable to the Project because it would disturb approximately 40 acres. The Project's operator would

also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260.

The Project proposes a network of underground piping that conveys runoff to three on-site underground infiltration basins. The proposed basins serve as both a water quality BMP as well as an underground storage facility to detain and mitigate the peak flow rate. Catch basins located throughout the project site would capture storm flows, and route flows toward underground storm basins for treatment and infiltration. The largest underground storage facility would be located underneath the truck trailer parking lot. Overflow would be routed from the underground basin to a concrete flume that would discharge to the southeast corner of the site on Locust Avenue.

Hydrodynamic separators are included in each underground basin for the pretreatment of larger sediments and pollutants. The underground basins would treat the remaining pollutants of concern through infiltration into and through the subsurface soil. Further, the retention depth of the underground storage provides storage for flow attenuation in the 100-year storm event. For storm events greater than the 100-year peak storm, the proposed 2.5-foot channel located southeast of the site would serve as a drainage point and be used as an overflow method if the existing stormwater infrastructure exceeded its water capacity. The proposed stormwater facilities would require routine maintenance to operate efficiently. Facilities would be inspected prior to the rainy season and after each runoff producing storm event. Sediment and debris would be removed from the pre-treatment system to maintain its effectiveness. The underground basins would be routinely inspected and sediment buildup would be removed to maintain efficient operation of the basins. Therefore, the Project's stormwater infrastructure was designed to capture and treat stormwater flows and would not impact water quality standards. Landscaped areas are also provided throughout the site on areas that are not paved or built over to reduce excess irrigation or stormwater runoff and propose surface filtration.

As included in Standard Condition (SC) HYD-1, compliance with the Construction General Permit, including preparation of a SWPPP containing site-specific BMPs, would reduce the effects of Project construction on water quality. SC HYD-2 requires the Project to produce a WQMP and identify BMPs to incorporate within the Project to control stormwater and non-stormwater pollutants during and after construction. SC HYD-3 discusses the preparation of an Erosion Control Plan that identifies specific measure to control on-site and off-site erosion compliant with the City's Municipal Code. Compliance with SC HYD-1 through SC HYD-3, in addition to the implementation of the stormwater drainage system, would ensure Project operational activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant, and no mitigation is required.

Threshold 4.9-2: **Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

Level of Significance: Less than Significant Impact

The project site is located within the Rialto-Colton water basin. The main recharge areas are Lytle Creek, Reche Canyon, and the Santa Ana River. Smaller amounts of recharge are achieved through percolation of precipitation, underflow, irrigation, and septic returns. The City uses groundwater from five underground basins as one of the main water supply sources, including the Rialto-Colton Subbasin.

The Project does not propose the use of wells or other groundwater extraction activities. As discussed in the Groundwater section of the Environmental Setting, there are multiple agencies and mechanisms in place that regulate the water levels of the Rialto-Colton Subbasin, and restrictions on what entities can extract water from it. Therefore, although the Project would potentially use water that is extracted from the Subbasin, there is a system in place to prevent the Rialto-Colton Subbasin from being over pumped or not having adequate sources of recharge. Therefore, there is no potential to decrease groundwater supplies. Although the proposed Project would result in additional impervious surfaces on-site, the proposed Project would construct an underground filtration basin system which would detain, infiltrate and treat water prior to discharging into the public storm drain system. Larger sediment and debris are removed using hydrodynamic separators in a pre-treatment unit. Remaining pollutants of concern will be treated using infiltration into the soil below. The pre-treatment and filtration minimize pollutants from entering groundwater. According to the Urban Water Management Plan, small amounts of water percolate downwards into the soil as large sources of recharge are creeks and rivers. Due to the small size of the project site in comparison to the 40-square-mile Rialto-Colton groundwater basin and drainage design features provided through the PWQMP, the proposed Project would not significantly impact local groundwater recharge or impede sustainable groundwater management of the basin. A less than significant impact would occur and no mitigation is required.

Threshold 4.9-3i: **Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?**

Level of Significance: Less than Significant Impact

The project site is undeveloped and vacant. Therefore, development would alter the site's existing drainage pattern through the increase of new impervious surfaces. There is currently no stream or river traversing the project site. The Project would include the installation of underground basins to capture and treat on-site stormwater runoff. The series of basins would detain, infiltrate, and treat water within the site. Stormwater runoff that discharges to Locust Avenue is only in an emergency overflow event. Emergency overflow condition means a situation where the storm event would exceed the 100-year design.

Pursuant to Municipal Code Section 17.40.010, the Project must prepare an erosion control plan to identify specific measures to control on-site and off-site erosion throughout the duration of construction. Furthermore, the Project must ensure compliance with the SCAQMD Rule 403 to minimize water- and windborne erosion. As required and outlined in SC HYD-1 and SC HYD-2, the Project must obtain a Construction General Permit which would require the preparation of a SWPPP that includes erosion control and sediment control BMPs and the preparation of a SWQMP identifying BMPs to control stormwater and non-stormwater pollutants. Additionally, SC HYD-3 discusses the preparation of an Erosion Control Plan that identifies specific measure to control on-site and off-site erosion compliant with the City's Municipal Code. As such, these standard conditions would ensure potential impacts associated with Project implementation related to erosion or siltation would be less than significant and no mitigation would be required.

Threshold 4.9-3ii:	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
Impact 4.9-3iii:	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
Impact 4.9-3iv:	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?
<i>Level of Significance:</i> Less than Significant Impact	

Project implementation would construct a new warehouse and introduce impervious surfaces, which could increase surface runoff on the site compared to existing conditions. These proposed changes may impact infiltration rates, drainage patterns, and the rate and amount of stormwater runoff.

Revised: The Project's on-site storm drain system is designed to capture all stormwater runoff through a series of inlets that convey that water to underground pipes, leading to three on-site underground basins for infiltration and detention. Project outflows would only be released to Locust Avenue in an emergency overflow condition. The proposed underground basins are sized for the design capture volume (DCV) required to retain, detain, or slowly release flood volumes associated with the 100-year and 3-, 6-, and 24-hour storm events. During high storm events, overflows would be routed from the underground basins to a concrete flume that would discharge to the southeast corner of the site on Locust Avenue. If the captured flows exceed the above ground basin capacity, an emergency spillway concrete flume would direct flows toward the public right-of-way on Locust Avenue.

The project site is divided into three drainage management areas (DMAs). Generally, DMA 1 totals 22.87 acres and covers the northern portion of the site, truck docking area, and south side of the site. DMA 2 totals 7.36 acres and covers the western portion of the warehouse. DMA 3 totals 9.53 acres and covers the truck trailer storage parking lot, see Table 4-2 in **Appendix H1**. DMA 1 contains the underground basin within the truck dock area. DMA 2 contains the underground basin located within the private drive west of the warehouse building. DMA 3 would contain the underground basin at the truck trailer storage parking lot. The Project would detain the 100-year peak volume by underground storage. As a result, all DMAs have been designed to capture 100-year storm event flows. The stormwater infrastructure system designed for the Project is depicted in the Preliminary Drainage Report (**Appendix H1, Proposed Drainage Exhibit**).

As noted above, the stormwater runoff from the project site would be captured and directed toward stormwater drainage facilities. Therefore, implementation of the Project would not create or contribute runoff that would exceed the capacity of existing stormwater drainage facilities. The Project would adhere to SC HYD-2 which requires BMPs that would ensure that construction and operational activities would

not result in substantial amounts of pollutant runoff, evidenced by the creation of a drainage plan that incorporates filtration, retention, and detention. Therefore, impacts would be less than significant.

According to FEMA FIRM, the project site is in panel 06071C7920H (effective August 27, 2008). No part of the project site is within a FEMA-mapped special flood hazard area and the project site is classified as Zone X; an area noted as having minimal flood hazard. Thus, the project site is not expected to be inundated by flood flows during the lifetime of the Project and Project implementation would not impede or redirect flood flows. Therefore, impacts would be less than significant, and no mitigation is required.

Impact 4.9-4: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

Level of Significance: Less than Significant Impact

According to FEMA FIRM, the project site is not located within a flood hazard zone. The Pacific Ocean is over 45 miles southwest of the project site; as a result, the site will not be impacted by a tsunami. There are no large bodies of water near the project site. Therefore, the proposed Project is not within a zone with risk of seiche or tsunami. Further, as outlined in SC HYD-1 and SC HYD-2, the Storm Water Quality Management Plan (SWQMP) and SWPPP for the proposed Project would limit pollution rates from stormwater conveyance. Overall, the Project is not located in a flood hazard, tsunami, or seiche zone, and following compliance with standard conditions outlined in SC HYD-1 and SC HYD-2, would not risk release of pollutants due to project inundation. Thus, impacts would be less than significant, and no mitigation is required.

Impact 4.9-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Level of Significance: Less than Significant Impact

As discussed under Threshold 4.9-1, the Project would comply with water quality standards and provisions. In 2014, the State adopted the California Sustainable Groundwater Management Act, which provides authority for agencies to develop and implement groundwater sustainability plans or alternative plans that demonstrate the sustainable management of water basins.

The project site is located within the Rialto-Colton Subbasin which is adjudicated under the Western-San Bernadino Judgement. Adjudicated basins are exempt from the Sustainable Groundwater Management Act because they operate under a separate management plan. The Rialto-Colton Subbasin operates under the San Bernadino Valley Municipal Water District, an entity that regulates groundwater extraction and recharge. The Project does not include activities related to groundwater extraction, and water supplied to the project site during construction and operations is regulated under a sustainable groundwater management plan created by the Rialto-Colton Basin Groundwater Council. Three different apparatuses exist to ensure that overdraft does not occur; a further analysis of the projected water consumption relative to available water supply sources for the project site is discussed in **Section 4.17: Utilities and Service Systems**. The water demand of projected development is discussed in the IRUWMP such that water consumption for the project site would be accounted for in the plan. Additionally, the Project does not include any activities related to groundwater extraction. Therefore, no component of the Project would be in opposition to the management plan for the Rialto-Colton Subbasin. Further, pursuant to

Municipal Code Section 12.60.260 and outlined in SC HYD-2, the Project would be required to prepare and implement a SWQMP that identifies BMPs related to stormwater quality. As such, the Project's construction and operation would not conflict with any water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant, and no mitigation is required.

4.9.7 Cumulative Impacts

Water Quality

Similar to the proposed Project, cumulative projects in the City would be required to comply with water quality control measures within the NPDES General Construction Permit that requires implementation of a SWPPP, WQMP, and BMPs that help reduce impacts of pollutants on water quality. The NPDES Permit is mandated by the State and specific guidelines are established by the Santa Ana RWQCB to reduce effects of local projects. Compliance with all relevant local, regional, and state water quality control guidelines listed above would reduce cumulative impacts to less than significant. As a result, the proposed Project would not generate impacts related to the water quality and thus would not make a cumulatively considerable contribution to significant cumulative impacts on water quality. Therefore, cumulative impacts related to water quality would be less than significant and no mitigation is required.

Drainage Alteration

The Project and other cumulative projects considered in the cumulative analysis would not create a significant cumulative impact when added together. Projects must comply with State and local regulations concerning stormwater runoff and treatment. These regulations ensure that significant cumulative impacts would not occur.

As noted above, the Project would result in an increase in impervious surfaces, therefore potentially altering drainage patterns and increasing stormwater runoff. However, the Project would include installation of a drainage network, consisting of three underground basins to detain, retain, and filtrate stormwater runoff. The stormwater system is designed to capture the 100-year flood event and would treat flows through infiltration. As a result, the proposed Project would not generate runoff significant enough that it would create a significant cumulative impact concerning drainage, erosion, siltation, flooding, or pollutant release due to inundation when combined with runoff from other projects. Therefore, cumulative impacts related to drainage would be less than significant and no mitigation is required.

Groundwater Basin: Groundwater Supply and Groundwater Management Plans

The cumulative projects within the Santa Ana Watershed would be required to comply with the State and regional water board requirements for protection of groundwater resources. The Project would not result in a cumulatively considerable decrease in groundwater supplies or interfere substantially with groundwater supplies or recharge. Project activities would not extract groundwater during construction or operations. Furthermore, the Project's water demand has already been accounted for in the General Plan's land use designation that estimated the proposed water usage of future development within the City. As a result, the proposed Project would not generate impacts related to the groundwater basin and thus would not make a cumulatively considerable contribution to significant cumulative impacts on the groundwater basin. Therefore, cumulative impacts related to the groundwater basin would be less than significant and no mitigation is required.

4.9.8 Mitigation Program

Standard Conditions

- SC HYD-1:** The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit.
- SC HYD-2:** Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Storm Water Quality Management Plan (SWQMP) specifically identifying Best Management Practices (BMPs) that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. To ensure compliance, a legal and fiduciary enforcement mechanism in the form of a Storm Water Quality Management Plan Agreement shall be executed with the City of Rialto. This agreement shall additionally be recorded in the office of the County Recorder for the County of San Bernardino. The SWQMP shall specify BMPs specific to the project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following.
- Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces.
 - Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas.
 - Treatment controls, including the use of underground chambers.
- SC HYD-3:** An Erosion Control Plan shall be prepared, and included with the Project's grading plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum:
- Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and
 - An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will be corrected through a remediation or restoration program within a specified time frame.

Mitigation Measures

No mitigation is required.

4.9.9 Level of Significance After Mitigation

Compliance with the standard conditions set forth in this section would reduce potential impacts to a level considered less than significant. No mitigation is required.

4.9.10 References

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4.10 LAND USE AND PLANNING

This section of the EIR describes the land use conditions for the project site and discusses potential land use impacts that could result from implementation of the proposed Project. The pre-development condition of the project site and surrounding area was used as the baseline with which to compare potential impacts associated with the Project.

4.10.1 Regulatory Setting

State Regulations

California State Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law Sections 65000 to 66499.58. State law delegate most of the State's local land use and development decisions to cities and counties and describes laws pertaining to the regulation of land uses by local governments, including subdivisions and zoning. Each city and county must adopt a comprehensive, long-term general plan; there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Senate Bill 375

Senate Bill (SB) 375, approved by then Governor Schwarzenegger in 2008, is intended to address climate change by promoting sustainable land use and transportation planning by reducing vehicle miles traveled (VMT) and promoting more sustainable and efficient transportation systems within California. The bill requires regional agencies to develop and implement a Sustainable Communities Strategy (SCS) as part of their regional transportation plans. The purpose of the SCS is to reduce greenhouse gas emissions (GHG), promote compact development, and increase transportation options. SB 375 encourages collaboration between local governments, transportation agencies, and other stakeholders to achieve these goals.

Regional Regulations

Southern California Association of Governments

Southern California Association of Governments (SCAG) is a council of governments representing San Bernardino, Los Angeles, Orange, Riverside, Ventura, and Imperial counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed the Regional Housing Needs Assessment and the Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS or Connect SoCal).

SCAG 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

On April 4, 2024, SCAG's Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* [RTP/SCS] or Connect SoCal. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

SCAG Intergovernmental Review Program

SCAG's Intergovernmental Review Program provides informational resources to regionally significant plans, projects, and programs per CEQA Guidelines Section 15206: Projects of Statewide, Regional, or Areawide Significance,¹ to facilitate review for these projects' consistency with SCAG's adopted regional plans, to be determined by the lead agencies. Informational resources include regional goals and policies, and jurisdictional-level growth forecasts and mitigation measures.

Local Regulations

Rialto General Plan

The City of Rialto General Plan (General Plan) is the comprehensive planning document governing development in the City, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The General Plan establishes land use designations for land in the City and policies for the orderly growth and development of the City. Among other purposes, the General Plan identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community in which it serves.

The General Plan contains the following chapters related to state-mandated elements required for a General Plan: Managing Our Land Supply; Investing in Our Future; Making the Connections: the Circulation Chapter; Safety and Noise; Housing Element; Our Roots: Cultural and Historic Preservation; and Implementation Plan, which are described below. The General Plan Land Use Plan Map visually represents the physical relationship of all portions of the text, including development densities. The City of Rialto prepared a Focused General Plan Update (2024) to the Land Use Element, Safety Element, and Circulation Element. Additionally, the City prepared a General Plan Environmental Justice Element. These General Plan elements were adopted by the City on December 10, 2024.

Chapter 2: Managing Our Land Supply. The Managing Our Land Supply Chapter combines the elements of Land Use, Community Design, Open Space, and Conservation. Its purpose is to guide long-term physical changes while providing and conserving community and natural resources. The chapter establishes the City's preferred land use patterns, guides the visual character of public places and private development, and creates conservation and protection plans for natural resources and open space. Its primary goal is to

¹ The Lead Agency shall determine that a proposed project is of statewide, regional, or areawide significance if the project meets various criteria, including "A proposed local general plan, element, or amendment thereof for which an EIR was prepared" (CEQA Guidelines § 15206(b)(1)).

direct the use of the City's land resources in an equitable and productive manner to enhance the quality of life for residents and the overall community.

Chapter 3: Investing In Our Future. The Investing In Our Future Chapter discusses the economic development, redevelopment, and infrastructure plans. With the goals and policies set forth in this Chapter, the City aims to address the economic needs of the community, focus on redevelopment of project areas within the City, and maintain reliable public utility infrastructure.

Chapter 4: Making the Connections: Circulation Element. The Circulation Element is a required part of the General Plan and is designed to guide the development of the City's transportation system in line with the land use plan. Its purpose is to ensure that major roadways, transportation routes, and public utilities are coordinated with land use. The Circulation Element considers the increasing demand for travel due to development and the growth of its logistics industry. It aims to create a system of Complete Streets that accommodates the needs of all users including pedestrians, cyclists, motorists, and public transportation users.

Chapter 5: Safety and Noise Chapter. The City takes a proactive approach to planning by addressing hazards that may pose a threat to property and lives. These hazards include seismic and geologic hazards, flood hazards, fire hazards, hazardous materials, gangs, emergency response, and wind hazards. Although the City cannot prevent these hazards, it aims to minimize their effects through the goals and policies included in this chapter. Additionally, by addressing issues such as crime and hazardous materials use, Rialto can better respond to emergency situations and protect the community.

Chapter 6: Housing Element. The Housing Element is a required element of the General Plan. The City is currently under its sixth cycle Housing Element 2021 – 2029. The Housing Element serves as a comprehensive and coordinated strategy for promoting the development of safe, decent, and affordable housing for all members of the community.

Chapter 7: Our Roots: Cultural and Historic Resources. The City recognizes the significance of its cultural and historical resources in shaping its identity and development. Through the goals and policies provided within this Chapter, the City aims to provide direction for preserving the City's cultural and historic resources.

Chapter 8: Implementation Plan. The Implementation Plan serves as a guide for City officials, staff, and the public to implement the goals and policies outlined in the General Plan. It translates the general terms of the General Plan into specific actions and measures. These measures can be existing processes or new programs that require City action and may be subject to funding availability. The measures are organized by General Plan element and are intended to be used for the Annual Report on the City's progress in implementing the General Plan.

Chapter 9: Environmental Justice. Generally, environmental justice is defined as the basic right of people to live, work, go to school, play, and pray in a healthy and clean environment. Those in neighborhoods of lower income are more likely to be at a disadvantage when it comes to equal access to programs and places that make and keep us healthy. The Environmental Justice Element seeks to remedy this imbalance through goal and policies from six key environmental justice issues as outlined in Senate Bill (SB) 1000: community engagement, pollution exposure, access to public facilities, access to healthy food, safe and sanitary housing, and physical activity. The purpose of this element is to ensure that the City of Rialto is a

safe and healthy place with opportunities for everyone and to focus on goals that will improve communities and reduce inequities.

Rialto Airport Specific Plan

The Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the City's Rialto Airport Specific Plan serves as the zoning ordinance for parcels in the Airport Specific Plan area that were not removed from the Airport Specific Plan, primarily located northwest, west, and east of the former Rialto Municipal Airport. The Airport Specific Plan provides a framework to guide future land use and development decisions in the Airport Specific Plan area. For projects within the Airport Specific Plan area, policies and standards in the Airport Specific Plan will take precedence over more general policies and standards applied throughout the rest of the City.

City of Rialto Municipal Code

Rialto Municipal Code Title 17. Rialto Municipal Code Title 17 functions as the City's subdivision regulations pursuant to the Subdivision Map Act (Government Code §§ 66400 through 66499.85). This Title contains requirements pertaining to required dedications and improvements, lot subdivision and merging, and associated fees. All subdivisions and lot merges within the City must comply with provisions within this Title.

Rialto Municipal Code Title 18. Rialto Municipal Code Title 18 functions as the City's Zoning Ordinance, which, in coordination with the City's specific plans, identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. In coordination with the Rialto General Plan and the Rialto Airport Specific Plan, Title 18 presents guidelines to promote appropriate land use and City design and designed to:

- lessen congestion in the streets;
- secure safety from fire, panic and other dangers;
- promote health and the general welfare;
- provide adequate light and air;
- prevent the overcrowding of land;
- avoid undue concentration of population; and
- facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

4.10.2 Existing Conditions

Existing and Surrounding Land Uses

The project site is approximately 40 acres located at the southwest corner Locust Avenue and Lowell Street. The project site is vacant with the exception of remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street. The project site was vacant land until the 1940s when it was developed with rail spurs and bunkers used by the U.S. Army for the storage of weapons

and ammunition until the 1960s. Since that time, the project site has been generally vacant with areas used for stockpiling and storage activities. Currently, the majority of the site is covered with chaparral plant communities and non-native grassland.

The project site is located north of State Route 210 (SR-210) in an area of the City comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences approximately 700 feet east of Locust Avenue and the Mid-Valley Landfill to the west. Additionally, adjacent to the project site, east of Locust Avenue is an undeveloped parcel, and adjacent to the project site west of Lake Padden Lane is Robertson's Ready Mix.

General Plan and Zoning Designations

General Plan. The project site has a General Plan land use designation of General Industrial. The General Industrial designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail. Permitted uses include manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.² The maximum Floor to Area Ratio (FAR) for this land use designation is 1.0.

Specific Plan/Zoning. The project site is zoned Rialto Airport Specific Plan and has a Specific Plan land use designation of General Manufacturing (I-GM). Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM zone including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.³

4.10.3 Methodology

The pre-development conditions of the project site and surrounding area are used as the baseline to compare potential impacts associated with the Project. The analysis of the project site is based on the conditions of the site when the Notice of Preparation (NOP) was published. The proposed Project is evaluated against the significance criteria below, as the basis for determining the level of impacts related to land use and planning. This analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, despite compliance with regulatory framework, feasible mitigation measures are recommended, where warranted, or reduce the Project's potentially significant environmental impact.

4.10.4 Thresholds of Significance

The following significance criteria for land use and planning were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. The proposed Project would result in a significant impact related to land use and planning if it would:

- Cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

² City of Rialto. *Rialto General Plan Update*. Retrieved from: <https://www.yourrialto.com/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=> Accessed September 25, 2024.

³ City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8. Retrieved from <https://www.rialto.ca.gov/DocumentCenter/View/570/Rialto-Airport-Specific-Plan-PDF>. Accessed October 23, 2024.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following threshold for the reasons stated below, and that no further analysis was required in the EIR:

- Would the Project physically divide an established community.

The Project could have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. For example, the construction of a highway through an existing community could constrain travel from one side of the community to another, as well as the cohesiveness of that community.

The proposed Project would develop a speculative warehouse building with three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. As described above, the project site would be located in an area with predominantly planned and developed industrial, warehouse, manufacturing, and office uses. The project site is bordered by Lowell Street and industrial, office, and warehouse uses to the north; industrial uses, Locust Avenue, and an undeveloped parcel and single-family residences to the east; industrial, warehouse, and manufacturing uses to the south; and Lake Padden Lane, industrial and manufacturing uses, and Mid-Valley Landfill to the west. The residential neighborhood is approximately 700 feet east of Locust Avenue. The site does not currently provide any connection to the residential neighborhood nor does it provide connectivity or accessibility to other surrounding uses. The Project would include roadway and utility improvements along Lowell Street and Locust Avenue adjacent to the project site, including sidewalks, curbs, and utility connections. Project improvements would not include features such as a highway, new roadway, or above-ground infrastructure that would preclude or impede movement through the project site such that a permanent disruption in the physical arrangement of the surrounding community or isolation of that community would occur. The Project is consistent with the existing General Plan designation and zoning and would be compatible with the existing industrial uses adjacent to the site. As such, neither the residential neighborhood nor other existing or planned communities proximate to the project site would be physically divided by the proposed Project. Therefore, the proposed Project would not physically divide an established community and no impact would occur.

4.10.5 Project Impacts and Mitigation

Impact 4.10-1:	Would the Project cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
	<i>Level of Significance:</i> Less than Significant Impact

Connect SoCal Goal Analysis

Project-relevant RTP/SCS policies for land use and planning are addressed below.

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

Consistent with Connect SoCal Goals, the project site is located near existing transit routes (i.e., OmniTrans route along Locust Avenue), access to I-210, and truck routes. The location of the Project within a developed area would place an employment center in close proximity to existing residential uses east of Locust Avenue. Locating an employment center near existing residential uses would potentially reduce trip lengths required for existing residents to travel to work, thereby reducing mobile emissions. Additionally, the Project would include pedestrian access to the project site (i.e., sidewalks) along Lowell Street and Locust Avenue to improve pedestrian mobility and safety. Further, the Project would implement MM AQ-4; refer to **Section 4.2: Air Quality**, which would require the preparation of Transportation Demand Management (TDM) strategies to reduce single-occupant auto travel and encourage alternate means of transportation. Project TDM strategies include pedestrian network improvements, traffic calming measures, implementation of a low-stress bicycle network, and implementation of ride-share programs. Additionally, implementation of the Project would result in the development of a warehouse on vacant land and provide additional employment opportunities which would support a healthy community. Therefore, the Project is consistent with applicable goals of the 2024-2050 RTP/SCS. Connect SoCal is discussed further in **Section 4.2: Air Quality**, **Section 4.5: Energy**, **Section 4.7: Greenhouse Gas Emissions**, **Section 4.12: Population and Housing**, and **Section 4.15: Transportation**, and similarly concludes the Project would not conflict with any other applicable goals of the 2024-2050 RTP/SCS in each respective section of this EIR. Therefore, the proposed Project would not result in a change in, or conflict with any Connect SoCal Goal that would result in potentially significant impact. Thus, impacts would be less than significant and no mitigation is required.

General Plan Consistency Analysis

General Plan goals and policies relevant to the Project are addressed in **Table 4.10-1: General Plan Consistency Analysis**. As indicated in the table, the Project would be consistent with applicable Rialto General Plan policies. Therefore, the proposed Project would not result in a change in, or conflict with any Rialto General Plan policy that would result in potentially significant impacts. Therefore, impacts would be less than significant and no mitigation is required.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Chapter 2: Managing Our Land Supply	
Goal 2-9: Residential areas, schools, parks, and other sensitive land uses are protected from the impacts associated with industrial and trucking-related land uses.	
Policy 2-9.1: Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.	Consistent. The nearest residential development is approximately 700 feet east of the project site and east of Locust Avenue. Project implementation would not result in significant impacts to sensitive land uses. As addressed in Section 4.2: Air Quality , MM AQ-1 and MM AQ-5 would minimize health risks to sensitive land uses by requiring the use of low VOC paints, electric appliances including landscaping equipment and cargo handling equipment, and incentives to support ride-share programs. As discussed in Section 4.11: Noise and Section 4.8: Hazards and Hazardous Materials , the Project would comply with existing federal, State, and local noise and hazardous material and waste handling regulations and therefore result in less than significant impact to sensitive land uses in the project area. Further, MM HAZ-1 would require the retainment of a munitions expert to monitor grading activities and ensure any unexploded ordnances and discarded military munitions encountered would not result in an adverse impact to nearby sensitive land uses. Therefore, the Project would comply with this General Plan policy.
Policy 2-9.2: Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping and façade and entrance treatments.	Consistent. The development regulations for industrial developments in the Rialto Airport Specific Plan area require a front setback of 25 feet and a minimum side and rear setback of zero (0) feet, as well as a 20-foot average minimum width of landscaping from the property line along public roadways. The Project would provide a front setback of approximately 237 feet along Lowell Street, a side setback of 197 feet on the east and 76 feet on the west, and a 110-foot rear setback. In addition, the Project would provide landscaping throughout the project site focused near parking lot areas and driveway entries, a 20-foot wide landscape buffer along the public roadways, and a total landscaped area of approximately 9.2 percent of the site. Therefore, the Project would comply with this General Plan policy.
Policy 2-9-5: Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.	Consistent. Adjacent land uses are limited to industrial, warehouse, and office uses. Truck access would be from Lowell Street onto Locust Avenue, and from Locust Avenue. Locust Avenue is a designated truck route in the City's General Plan. Therefore, the Project would comply with this General Plan policy.
Policy 2-9-6: Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than large or more intensive uses.	Consistent. The nearest residential uses are approximately 700 feet east of the project site, which is east of Locust Avenue; Locust Avenue is a truck route. The Specific Plan development regulations require a minimum side setback of zero (0) feet. The Project's secured truck trailer parking lot would be set back from the property boundary along Locust Avenue by approximately 25.75 feet, the warehouse building would be set back from the property boundary adjacent to other industrial uses on the east by approximately 197 feet and from the property boundary on the west by approximately 76 feet. The proposed setbacks greatly exceed the Airport Specific Plan requirement. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Policy 2.9-7: Require warehousing and industrial uses to incorporate natural landscape materials (trees, shrubs, and hedges) to buffer differing land uses, and provide a transition between adjacent properties.	Consistent. As noted above and shown in Figure 3-10 , landscaping would encompass approximately 9.2 percent of the project site and be focused along the perimeter, parking lot areas, and driveway entries. A mix of accent trees are proposed along public roadways, Locust Avenue and Lowell Street. Smaller understory landscaping including groundcover and accent shrubs would be layered beneath the trees. Landscaping along the public streets would screen truck trailers from the public right-of-way. Therefore, the Project would comply with this General Plan policy.
Policy 2.9-8: For sites with access to alleyways or other internal circulation routes, locate industrial loading docks away from public-facing streets to reduce trucking-related impacts in sensitive areas.	Consistent. Project loading docks would be located along the east side of the warehouse building. Public views of the loading area would be shielded due to existing development along Locust Avenue, as well as a 14-foot-high decorative screen wall along the northern boundary of the project site facing Lowell Street, along the eastern boundary of the project site facing Locust Avenue, and along the northeastern portion of the project site's southern boundary facing the existing industrial uses to the south. Therefore, the Project would comply with this General Plan policy.
Goal 2-12: Design streetscapes in Rialto to support and enhance the City's image as a desirable place to live, work, shop, and dine.	
Policy 2-12.1: Require the screening of commercial or industrial parking areas, storage yards, stockpiles, and other collections of equipment from the public right-of-way.	Consistent. The Project includes a variety of trees to screen both trailer and employee parking areas fronting Lowell Street and Locust Avenue (see Figure 3-8 , Figure 3-9 , and Figure 3-10). Additionally, see consistency with Policy 2.9-8 . Therefore, the Project would comply with this General Plan policy.
Policy 2-12-5: Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways.	Consistent. See consistency with Policy 2-12.1 . Additionally, the Project would include pedestrian access to the project site (i.e., sidewalks) along Lowell Street and Locust Avenue. Therefore, the Project would comply with this General Plan policy.
Goal 2-15: Protect scenic vistas and scenic resources.	
Policy 2-15.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.	Consistent. The San Gabriel Mountains are located approximately 3.5 miles to the northwest and the San Bernardino Mountains are located approximately 8 miles to the east. Rialto Airport Specific Plan I-GM zone has a maximum building height of 75 feet. The proposed Project would have a maximum building height of 55 feet finished grade. This is below the 75-foot maximum height allowed within the Rialto Airport Specific Plan I-GM zone and is comparable to the height of existing development in the area. As discussed in Section 4.1: Aesthetics , although Project implementation would result in the partial obstruction of designated scenic vistas, these views are currently obstructed by existing urban development. Therefore, the Project would comply with this General Plan policy.
Policy 2-15.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.	Consistent. The La Loma Hills are located approximately 9 miles to the southeast, Jurupa Hills are approximately 8 miles southwest, Box Springs Mountains are approximately 14 miles to the southeast, the City of Moreno Valley is approximately 16 miles to the southeast, and the City of Riverside is approximately 10 miles to the southeast. Rialto Airport Specific Plan I-GM zone has a maximum building height of 75 feet. The proposed Project would have a maximum building height of 55 feet finished grade.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
	This is below the 75-foot maximum height allowed within the Rialto Airport Specific Plan I-GM zone and is comparable to the height of existing development in the area. Therefore, the Project would comply with this General Plan policy.
Policy 2-15.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.	Consistent. The Project would be required to comply with CCR Title 24 standards which would require all glass used in the building design to have minimal reflectivity to reduce glare to surrounding neighbors. The proposed building would not use highly reflective materials, such as large expanses of reflective glass. Therefore, the Project would comply with this General Plan policy.
Goal 2-17: Improve the architectural and design quality of development in Rialto.	
Policy 2-17.1: Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.	Consistent. The conceptual design for the Project includes concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades. As shown in Figure 3-6 through Figure 3-8 , the exterior elevations would be white and grey with blue accents and blue window glazing. Therefore, the Project would comply with this General Plan policy.
Policy 2-17.5: Require developers to vary building and parking setbacks along the streetscape to create visual interest.	Consistent. See consistency with Policy 2-9.2.
Policy 2-17.6: Require architectural treatments on all façades facing rights-of-way, public streets, and alleys, including windows, doors, architectural details, and landscape treatment.	Consistent. The proposed warehouse exterior elevations would be white and grey with blue accents and blue window glazing with concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades. Landscaping would be focused around the site perimeters, parking areas, driveway entrances, and building entrances for aesthetic affect. Therefore, the Project would comply with this General Plan policy.
Goal 2-18: Provide high-quality and environmentally sustainable landscaping.	
Policy 2-18.1: Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.	Consistent. The Project would include approximately 3.7 acres of landscaping throughout the project site. The proposed landscaping would include the planting of various trees along the Project's frontage on Locust Avenue, Lowell Street, and Lake Padden Lane and within the passenger vehicle parking area. Therefore, the Project would comply with this General Plan policy.
Policy 2-18.3: Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.	Consistent. Landscaping would be included throughout the project site to retain runoff. The proposed landscaping would include native plant species. The proposed drainage improvements would include a modular wetland unit to improve water quality of runoff. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Goal 2-23: Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.	
Policy 2-23.1: Require that developments incorporate varied planes and textures and variety in window and door treatments on building façades.	Consistent. See consistency with Policy 2-17.1.
Policy 2-23.2: Encourage architecture that disaggregates massive buildings into smaller parts with greater human scale.	Consistent. The Project would comply by developing the proposed building with facades that would use color variation, glazing, and vertical articulation to allow for variation in mass and scale. The proposed warehouse would be approximately 55 feet in height from finished grade; materials used would include wall panels, concrete, galvalume metal roofing, and a glass curtain wall as well as various colors to reduce the overall sense of perceived mass. As discussed in Section 4.1: Aesthetics , the Project would not result in significant visual impacts. Therefore, the Project would comply with this General Plan policy.
Policy 2-23.3: Require that landscaping be incorporated into commercial and industrial projects to define and emphasize entrances, inclusive of those areas along the front of a building facing a parking lot.	Consistent. The Project would provide an average width of 20 feet of landscaping from and along Locust Avenue and Lowell Street, meeting the minimum 20-foot depth requirement on public roadways (see Figure 3-10). Additionally, the Project would include landscape plantings along the site perimeter and parking areas for enhanced landscape screening. Therefore, the Project would comply with this General Plan policy.
Policy 2-23.5: Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.	Consistent. The Project proposes a sidewalk along the project site frontage of Locust Avenue and Lowell Street and pedestrian crossings at the driveways. The Project proposed three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. Project site circulation for passenger vehicles would include drive aisles along the northern, western, and southern warehouse perimeter providing access to the employee/visitor parking area. All Project driveways would be 40 feet wide to allow for adequate turning movements for trucks and emergency vehicles. Internal to the site, a pedestrian walkway is proposed from the employee/visitor parking lot along Lowell Street, south toward the warehouse building. Therefore, the Project would comply with this General Plan policy.
Policy 2-23.6: Require delivery areas to be separated from pedestrian areas.	Consistent. The trailer parking and dock loading areas would be located on the eastern side of the warehouse and would be gated to separate pedestrian and loading areas (see Figure 3-3). Therefore, the Project would comply with this General Plan policy.
Policy 2-23.8: Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.	Consistent. See consistency analysis for Policy 2-17.1.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Goal 2-24: Minimize the visual impact of parking lots	
Policy 2-24.1: Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.	Consistent. The Project includes a variety of trees to screen parking areas and provide shade within the project site (see Figure 3-10). Specifically, pursuant to Rialto Municipal Code Chapter 18.58.030, 74 trees would be planted throughout the parking areas to reduce heat and provide shade. See Policy 2-23.3 analysis for further detail. Therefore, the Project would comply with this General Plan policy.
Policy 2-24.2: Encourage the inclusion of textured paving along pedestrian walkways and under building canopies.	Consistent. The Project would provide textured pedestrian walkways across the proposed driveways (Figure 3-3). Additionally, the internal pedestrian walkway to the warehouse building entrance would be concrete with a medium broom finish. Therefore, the Project would comply with this General Plan policy.
Policy 2-24.3: Require use of drainage improvements designed, with native vegetation where possible, to retain or detain water runoff and minimize pollutants into drainage system.	Consistent. As discussed under consistency to Policy 2-18.3 , landscaping would be included throughout the project site to retain runoff. The Project proposes a network of underground piping and conveyance to three on-site underground infiltration basins. These basins would serve as a water quality best management practice which would treat storm water runoff on site before release. Therefore, the Project would comply with this General Plan policy.
Goal 2-29: Protect and enhance Rialto's surface waters and groundwater basins.	
Policy 2-29.3: Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.	Consistent. The project site would include approximately 160,491 sf of landscaping (9.2% of the project site). The remainder of the project site would be pervious, which would include pedestrian walkways, driveways, and surface parking. The proposed driveways and sidewalks would be designed in accordance with City code. Therefore, the Project would comply with this General Plan policy.
Policy 2-29.5: Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.	Consistent. See consistency analysis for Policy 2-24.3 . As discussed in Section 4.8: Hydrology and Water Quality , to protect the City's surface waters and groundwater basins, the Project has prepared a project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Both the SWPPP and WQMP would include measures to protect water quality during Project construction and operation. Therefore, the Project would comply with this General Plan policy.
Goal 2-30: Conserve water resources.	
Policy 2-30.1: Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.	Consistent. Landscaping would be included throughout the project site and would use an automatic irrigation system and appropriate use and grouping of native plants to foster long-term landscape water conservation. The proposed industrial use would require minimal water consumption during operation. Therefore, the Project would comply with this General Plan policy.
Goal 2-31: Incorporate green building and other sustainable building practices into development projects.	
Policy 2-31.1: Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.	Consistent. The Project would comply with applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11), which includes requirements for water efficiency, construction waste reduction, and other sustainable building practices.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
	recycling, and electrical vehicle facilitation. Therefore, the Project would comply with this General Plan policy.
Policy 2-31.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.	Consistent. The Project would comply with Parts 6 and 11 of Title 24. The Project would have: (a) sensor-based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment. Additionally, the warehouse building would be designed to have 15% of the roof area solar-ready, in accordance with Title 24 standards. Therefore, the Project would comply with this General Plan policy.
Policy 2-31.3: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	Consistent. The Project would comply with regulatory requirements to divert at least 50 percent of construction and demolition waste from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and (d) a 20% reduction in indoor water use. Therefore, the Project would comply with this General Plan policy.
Goal 2-32: Conserve energy resources.	
Policy 2-32.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.	Consistent. See consistency with Policy 2-31.2.
Goal 2-32: Balance the provisions of the California Surface Mining and Reclamation Act with City objectives to minimize negative impacts of mining activities on the Rialto community.	
Policy 2-33.4: Establish buffer zones of compatible uses adjacent to mineral extraction areas. Such uses may include industry. Require planting or other visual buffers to screen mining machines, stockpiles, vehicles, and other mining related facilities from visible residential areas.	Consistent. The Project is a compatible use with existing development in the area and is consistent with existing General Industrial land use designation and I-GM zoning. The Project also includes a 14-foot-high decorative screen wall, retaining walls and fencing, and landscape buffers which would provide screening and a visual buffer between the project site and the adjacent concrete mining operations to the south and east. Therefore, the Project would comply with this General Plan policy.
Goal 2-35: Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.	
Policy 2-35.2: Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.	Consistent. The Project would include measures to recycle during construction and operation when feasible. Please also see the response to Policy 2-31.3. Therefore, the Project would comply with this General Plan policy.
Policy 2-35.3: Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.	Consistent. Please see the response to Policy 2-31.3.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Goal 2-36: Reduce air pollution emissions from both mobile and stationary sources in the City.	
Policy 2-36.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.	Consistent. The Project would include a sidewalk along the Project frontage on Lowell Street and Locust Avenue to provide pedestrian access to the project site. Bicycle facilities, including short-term bicycle racks would also be provided on the site to facilitate alternative modes of transportation and reduce vehicle emissions. Additionally, as outlined in Section 4.2: Air Quality , the Project would implement MM AQ-4, which would result in the development of a TDM Plan incorporating feasible trip reduction strategies that would encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation. Therefore, the Project would comply with this General Plan policy.
Policy 2-36.3: Establish a balanced land use pattern, and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.	Consistent. The proposed development would be consistent with the General Industrial land use designation for the project site. Additionally, the Project would bring employment opportunities that would contribute to the diversity of uses that serve the needs of the City. Therefore, the Project would comply with this General Plan policy.
Policy 2-36.4: Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.	Consistent. The project site and surrounding parcels are zoned for industrial uses. The Project does not propose a land use type associated with significant odors, such as farming, chemical plants, landfills, etc. The nearest sensitive receptors are single-family residences located approximately 700 feet east of Locust Avenue, which serves as the project boundary for the site. Project operations would not result in a substantial amount of noxious odors beyond the limits of the project site. As discussed in Section 4.2: Air Quality and outlined in LOR AQ-1, the Project would comply with SCAQMD Rule 402, which prohibits discharge of air quality nuisances including those associated with odors. Therefore, the Project would comply with this General Plan policy.
Goal 2-37: Reduce the amount of fugitive dust released into the atmosphere.	
Policy 2-37.2: Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.	Consistent. As outlined in Section 4.2: Air Quality , the Project would implement Laws, Ordinances, and Regulations (LOR) AQ-1, MM AQ-1, and MM AQ-5, which would require compliance with SCAQMD Rules 402 and 403, Rule 1113, and Rule 2305 respectively. Rules 402 and 403 include measures to minimize construction dust. Compliance with Rule 1113 would reduce ROG emissions associated with architectural coatings. Rule 2305 would require WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points tracking, which can be earned through emission reduction measures, like zero emission or electric cargo handling equipment, as required by MM AQ-5. Therefore, the Project would comply with this General Plan policy.
Goal 2-39: Mitigate against climate change.	
Policy 2-39.1: Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32	Consistent. As further discussed in Section 4.7: Greenhouse Gas Emissions , the Project would comply with applicable regulations, including SB 32 and SB 375. The Project would implement mitigation

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
and SB375 by utilizing incentives to facilitate infill and transit-oriented development.	measures and LORs to reduce impacts associated with GHGs in regard to compliance with AB32 and AB375, to less than significant. Therefore, the Project would comply with this General Plan policy.
Policy 2-39.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).	Consistent. See consistency analysis for Policy 2-36.2 .
Goal 2-40: Conserve and enhance Rialto's biological resources.	
Policy 2-40.1: Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.	Consistent. As discussed in Section 4.3: Biological Resources , MM BIO-1a through MM BIO-3 require pre-construction surveys, implementation of a Burrowing Owl Relocation and Mitigation Plan in the event avoidance is not possible, and the removal of habitat that supports nests to occur outside of breeding season. Therefore, the Project would comply with this General Plan policy.
Chapter 3: Investing in Our Future: Economic Development, Redevelopment, and Infrastructure	
Goal 3-8: Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.	
Policy 3-8.1: Require that all new development or expansion of existing facilities bear the cost of expanding the water system to handle the increased demands which they are expected to generate.	Consistent. Water service to the project site would be provided by West Valley Water District (WVWD). The Project would include connections to existing facilities located in the adjacent roadways. The Project would not require the expansion of existing facilities, see Section 4.17: Utilities and Service Systems . Therefore, the Project would comply with this General Plan policy.
Policy 3-8.10: Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.	Consistent. The Project would include approximately 3.7 acres of landscaping. The proposed landscaping plans would include the incorporation of drought-tolerant plants. Therefore, the Project would comply with this General Plan policy.
Goal 3-9: Upgrade and maintain an improved wastewater system with adequate plant efficiency and capacity to protect the health and safety of Rialto residents, businesses, and institutions.	
Policy 3-9.1: Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.	Consistent. Wastewater service would be provided by Rialto Water Services. The Project proposes to connect to existing wastewater facilities located in the roadways. As discussed in Section 4.17: Utilities and Service Systems , the Project would result in a minimal increase in wastewater and the existing facilities of the Rialto Water Services would adequately serve the project site. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Goal 3-10: Minimize the volume of solid waste that enters local and regional landfills.	
Policy 3-10.2: Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.	Consistent. Please see the response to Policy 2-31.3 .
Chapter 4: Making the Connections: The Circulation Chapter	
Goal 4-1: Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.	
Policy 4-1.17: Require new streets and improvements to connect to established streets.	Consistent. No new streets are required as a part of the Project. Road improvements would be provided along Lowell Street and Locust Avenue. Locust Avenue is a truck route; truck traffic would not use local residential roadways. Therefore, the Project would comply with this General Plan policy.
Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours, and require new development to mitigate traffic impacts that degrade LOS below that level. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E.	LOS is not used under CEQA to evaluate traffic impacts.
Policy 4-1.21: Design City streets so that unsignalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours, and require new development to mitigate traffic impacts that increase delay above that level.	LOS is not used under CEQA to evaluate traffic impacts.
Goal 4-2: Protect residential neighborhoods from through traffic impacts.	
Policy 4-2.1: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.	Consistent. Access to the project site would be provided from Lowell Street and Locust Avenue. Locust Avenue is a truck route; truck traffic would not use local residential roadways. Therefore, the Project would comply with this General Plan policy.
Policy 4-2.2: Discourage non-local traffic from using neighborhood streets.	Consistent. See consistency analysis for Policy 4-2.1 . The Project and surrounding area is located on land zoned for industrial uses. Truck traffic would not use neighborhood streets. Therefore, the Project would comply with this General Plan policy.
Goal 4-8: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.	
Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.	Consistent. On-site bike racks would be located near the entrances to the office area of the warehouse, which is proposed near the northeast corner of the building. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Goal 4-9: Promote Walking.	
Policy 4-9.1: Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.	Consistent. There are no sidewalks adjacent to the project site. The Project proposes a sidewalk along the project site frontage of Locust Avenue and Lowell Street and pedestrian crossings at the driveways. Therefore, the Project would comply with this General Plan policy.
Policy 4-9.2: Require sidewalks and parkways on all streets in new development.	Consistent. See consistency analysis for Policy 4-9.4.
Policy 4-9.4: Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.	Consistent. As discussed in Section 4.2: Air Quality , the Project would implement MM AQ-4, which would require the preparation of a TDM plan to reduce single-occupant vehicle trips and encourage the use of public transit. Further, the Project would provide pedestrian access to the project site with the inclusion of sidewalks along the Project's frontage on Locust Avenue and Lowell Street. Bike storage would be provided on the project site. Therefore, the Project would comply with this General Plan policy.
Policy 4-9.6: Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.	Consistent. See consistency analysis for Policy 4-9.4.
Policy 4-9.7: Require ADA compliance on all new or modified handicap ramps.	Consistent. Handicap ramps located on the site would comply with ADA requirements. Therefore, the Project would comply with this General Plan policy.
Goal 4-10: Provide a circulation system that supports Rialto's position as a logistics hub.	
Policy 4-10.1: Designate and enforce truck routes for use by commercial trucking as part of the project approval process.	Consistent. Trucks travelling to and from the project site would travel along Lowell Street and Locust Avenue; Locust Avenue is a truck route. Therefore, the Project would comply with this General Plan policy.
Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	Consistent. The nearest sensitive receptor is residential development located approximately 700 feet east of the project site and east of Locust Avenue. As further discussed in Section 4.12: Noise , due to distance from the nearest sensitive receptor, noise impacts would be less than significant. Therefore, the Project would comply with this General Plan policy.
Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.	Consistent. Rialto Municipal Code Table 18.58.030B identifies that 6 loading spaces are required for industrial uses of 320,000 to 400,000 sf plus 1 additional loading space each 100,000 sf or fraction thereof above 400,000 sf. The Project would have 365 passenger vehicle surface parking stalls, 398 truck trailer parking stalls split between two areas on the site, and 82 dock doors. The Municipal Code requires 9 dock doors; 82 would be provided. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Chapter 5: Safety and Noise	
Goal 5–1: Continue to build the City’s fire protection and prevention programs and requirements to minimize fire hazards.	
Policy 5–1.3: Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe Regulations.	Consistent. As addressed in Section 4.14: Public Services , prior to commencement of construction activities, Project plans would be reviewed by applicable City departments to ensure compliance with the City’s Municipal Code, General Plan, and emergency response and fire safety requirements of the Rialto Fire Department and the California Fire Code. The Project would comply with this General Plan policy.
Goal 5–2: Create a more flood-safe community through development standards and infrastructure improvements.	
Policy 5–2.4: Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.	Consistent. The Project requires a SWPPP and WQMP, which would include erosion control Best Management Practices (BMPs) to minimize potential impacts associated with erosion, see Section 4.9: Hydrology and Water Quality . Therefore, the Project would comply with this General Plan policy.
Policy 5–2.6: Design new developments with water retention devices and permeable surfaces to minimize flooding of the surface drainage system by peak flows. Consult with water agencies and the San Bernardino County Flood Control District to consider the potential for larger-scale capture via diversion to large-scale spreading grounds or other options on a site-by-site basis.	Consistent. As discussed under consistency with Policy 2-18.3 , landscaping would be included throughout the project site to retain runoff. The Project proposes a network of underground piping and conveyance to three on-site underground infiltration basins. These basins would serve as a water quality best management practice which would treat storm water runoff on site before release. Therefore, the Project would comply with this General Plan policy.
Goal 5-5: Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.	
Policy 5–5.1: Require geotechnical investigations by certified engineering geologist or other qualified professionals for all grading and construction projects subject to geologic hazards, including fault rupture, severe ground shaking, liquefaction, landslides, and collapsible or expansive soils. Particular attention should be paid to areas within Alquist-Priolo Earthquake Fault Zones.	Consistent. As addressed in Section 4.6: Geology and Soils , the Project would implement Standard Condition (SC) GEO-1, which would require the Project Applicant to provide a site-specific, design-level geotechnical investigation for review and approval to the City of Rialto Community Development Department and Public Works Department. The City would review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits relative to the Preliminary Geotechnical Investigation’s recommendations and code requirements. Therefore, the Project would comply with this General Plan policy.
Policy 5–5.2: Require all construction to be in conformance with the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake-resistant design, excavation, and grading.	Consistent. State laws and local ordinances require that, prior to construction, potential seismic hazards be identified and mitigated, as needed, to protect public health and safety from substantial risks through appropriate engineering practices. Project construction would be required to conform to California Building Code (CBC) and California Health and Safety Code seismic design requirements (or applicable adopted code at the time of plan submittal or grading and building permit issuance for construction), see Section 4.6: Geology and Soils . The building and safety standards established by these codes have been developed to address structural integrity during a seismic event. Please also see the response to Policy 5-5.1 . Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Goal 5–8: Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.	
Policy 5–8.7: Require that development be phased in relation to the City’s ability to provide an adequate level of fire protection, pursuant to the City standard of cover and fire department strategic plan.	Consistent. As addressed in Section 4.14: Public Services , the Project would include 20 fire hydrants located throughout the project site. The fire hydrants would connect to a proposed fire water line loop, which ultimately connects to the water main in Lowell Street. All driveways have been designed to accommodate the required turning radius for fire engines and would not impair emergency fire service access. In accordance with the City’s entitlement process, the Rialto Fire Department would review the plot plan to ensure compliance with the City’s Fire Code. It is expected that the Rialto Fire Department would adequately serve the site and does not require the construction or expansion of existing fire services or facilities. Therefore, the Project would comply with this General Plan policy.
Goal 5–10: Provide effective, timely and comprehensive policing services that meet the safety needs of Rialto.	
Policy 5-10.3: Continue to encourage design concepts that inhibit and discourage criminal behavior such as Crime Prevention Through Environmental Design (CPTED) techniques.	Consistent. As addressed in Section 4.14: Public Services , prior to commencement of construction activities, Project plans would be reviewed by the City to ensure compliance with the City’s Municipal Code and General Plan as well as all applicable regulations associated with site signage, lighting, perimeter control, and other crime safety preventative measures. SC PS-1 requires that all development plans be evaluated by the City of Rialto Police Department to ensure that public safety design measures are incorporated into the Project plans. SC PS-2 requires the Applicant to contract with a security service to provide security during construction and may include additional security measures, such as the installation of temporary fencing. Therefore, the Project would comply with this General Plan policy.
Goal 5-12: Minimize the impact of point source and ambient noise levels throughout the community.	
Policy 5-12.2: Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.	Consistent. The nearest sensitive receptor is residential development located approximately 700 feet east of the project site and east of Locust Avenue. As further discussed in Section 4.12: Noise , due to distance from the nearest sensitive receptor, noise impacts would be less than significant. Therefore, the Project would comply with this General Plan policy.
Policy 5–12.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Municipal Code and noise standards contained in Exhibit 5-5.	Consistent. See consistency analysis for Policy 5-12.2 .
Goal 5-13: Minimize the impacts of transportation-related noise.	
Policy 5-13.3: Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.	Consistent. See consistency analysis for Policy 5-12.2 . No noise impacts have been identified.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Chapter 7: Our Roots: Cultural and Historical Resources	
Goal 7-1: Preserve Rialto's significant historical resources as a source of community identity, stability, aesthetic character, and social value.	
Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.	Consistent. As discussed in Section 4.4: Cultural Resources , the Project would have a less than significant impact on unknown archaeological resources with the implementation of mitigation. The Project would implement SC CUL-1 and MM CUL-1 which outlines compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 associated with human remains and the procedure and treatment of unknown historic and/or archaeological resources discovered during Project construction activities. Therefore, the Project would comply with this General Plan policy.
Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.	
Policy 7-3.1: Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.	Consistent. As further discussed, in Section 4.4: Cultural Resources , no significant archaeological resources have been recorded on the project site. SC CUL-1 and MM CUL-1 are applicable. Therefore, the Project would comply with this General Plan policy.
Policy 7-3.3: Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.	Consistent. See consistency with Policy 7-1.1.
Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.	Consistent. See consistency with Policy 7-1.1.
Chapter 9: Environmental Justice	
Goal 9-3: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City (Circulation Element Goal 4-8) and prioritize implementation in DACs with limited walking and biking infrastructure.	
Policy 9-3.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers (Circulation Element Policy 4-8.5).	Consistent. See consistency with Policy 4-8.5.
Goal 9-4: Increase Safe and Comfortable Walking and Wheelchair Mobility	
Policy 9-4.1: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation (Land Use, Community Design, Open Space, and Conservation Element Policy 2-36.2).	Consistent. See consistency with Policy 2-36.2.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	Project Consistency
Policy 9-4.6: Require ADA compliance on all new or modified handicap ramps (Circulation Element Policy 4-9.7).	Consistent. Handicap ramps located on the site would comply with ADA requirements. Therefore, the Project would comply with this General Plan policy.
Goal 9-5: Reduce air pollution impacts in DACs.	
Policy 9-5.2: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking (Circulation Element Policy 4-2.1).	Consistent. Access to the project site would be provided from Lowell Street and Locust Avenue. Locust Avenue is a truck route; truck traffic would not use local residential roadways. Therefore, the Project would comply with this General Plan policy.
Policy 9-5.5: Apply conditions of approval to any industrial or warehouse use to minimize the public health impact of that use. Build on existing City and Regional Agency efforts to create a menu of mitigation options including but not limited to building and parking orientation, vegetation and sound buffers, truck route compliance enforcement, zero emission truck usage, solar panel installation, and air filtration systems.	Consistent. Please refer to Section 4.2: Air Quality which addresses air quality and health risk; Section 4.2: Air Quality and Section 4.7: Greenhouse Gas Emissions which address air quality, health risk, and emission reduction requirements for the Project. The proposed warehouse would be constructed and operated adjacent to other industrial, warehouse, and office uses. There are no sensitive receptors adjacent and proximate to the project site. Trucks would directly access Locust Avenue or access Locust Avenue from Lowell Street. Locust Avenue is a designated truck route as shown in the General Plan. Additionally, the warehouse building would be designed to have 15% of the roof area solar-ready, in accordance with Title 24 standards. Therefore, the Project would comply with this General Plan policy.
Goal 9-6: Proactively address hazardous waste and water pollution concerns where possible, and aggressively pursue actions that correct spills and contamination when it occurs.	
Policy 9-6.4: Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses (Land Use, Community Design, Open Space, and Conservation Element Policy 2-29.5).	Consistent. As addressed in Section 4.9: Hydrology and Water Quality , the Project proposes a network of underground piping that conveys runoff to three on-site underground infiltration basins. The basins would serve as both a water quality BMP as well as an underground storage facility to detain and mitigate the peak flow rate. Catch basins throughout the project site would capture storm flows, and route flows toward underground storm basins for treatment and infiltration. Hydrodynamic separators are included in each underground basin for the pretreatment of larger sediments and pollutants. The underground basins would treat the remaining pollutants of concern through infiltration into and through the subsurface soil. The underground basins would be routinely inspected and sediment buildup would be removed to maintain efficient operation of the basins. Therefore, the Project's storm water infrastructure was designed to capture and treat storm water flows and would not impact water quality standards. Landscaped areas are also provided throughout the site on areas that are not paved or built over to reduce excess irrigation or storm water runoff and propose surface filtration. The Project would comply with this General Plan policy.
Sources: City of Rialto. 2010. <i>Rialto General Plan</i> . Retrieved from https://www.rialtoca.gov/653/General-Plan . Accessed October 23, 2024. City of Rialto. 2023. <i>Rialto Focused General Plan Update 2024</i> . Retrieved from: https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan . Accessed October 23, 2024	

Rialto Airport Specific Plan Consistency Analysis

The proposed Project would develop a warehouse use, which is consistent with the allowed uses identified in the Rialto Airport Specific Plan for the I-GM zone. The I-GM zone is identified for industrial use in Table 7 of the Specific Plan; warehousing is a permitted use within the I-GM zone in Table 8 of the Specific Plan. As shown in **Table 4.10-2: Rialto Airport Specific Plan Policy Consistency** and **Table 4.10-3: Rialto Airport Specific Plan Standards Consistency**, the Project would comply with applicable development regulations and design guidelines for industrial development in the Rialto Airport Specific Plan area.

Table 4.10-2: Rialto Airport Specific Plan Policy Consistency	
Standard	Consistency Analysis
Section 5.5: Development Regulations, Non- Residential Uses	Consistent. The Project would comply with Rialto Airport Specific Plan Section 5.5, which describes the development regulations for industrial developments in the Rialto Airport Specific Plan area. The Project would provide a front setback of approximately 237 feet along Lowell Street, more than the required minimum 25-foot setback identified in Table 9 of the Specific Plan. Minimum side and rear setback requirements are 0 feet. However, the Project's secured truck trailer parking lot would be set back from the property boundary along Locust Avenue by approximately 25.75 feet, the warehouse building would be setback from the property boundary adjacent to other industrial uses on the east by approximately 197 feet and from the property boundary on the west along Lake Padden Lane by approximately 76 feet, and from the rear by approximately 110 feet. The dock loading area would be located on the east side of the building, sited behind and below eastern abutting existing uses as viewed from Locust Avenue. Additionally, the Project would comply with Rialto Airport Specific Plan Section 5.5.5, which identifies that front and street side yards should be landscaped and consist predominantly of drought tolerant, low maintenance plant materials. Additionally, the Rialto Airport Specific Plan requires projects designated I-GM to provide a minimum 20-foot average width of landscaping from the property line along public roadways. The Project proposes landscaping along the project site's perimeter along Locust Avenue, Lowell Street, and Lake Padden Lane. Along the public roads which include Locust Avenue and Lowell Street, the landscape buffer would be 20 feet wide. In addition, the Project would provide landscaping throughout the project site focused near parking lot areas and driveway entries, for a total landscaped area of approximately 160,491 sf or 9.2 percent of the site. Further, in compliance with Rialto Airport Specific Plan Section 5.5.3, the proposed Project would provide signage in accordance with Rialto Municipal Code Section 18.102.060. Rialto Airport Specific Plan Section 5.5.4 also requires that parking be compliant with the Rialto Municipal Code Title 18. Table 4.10-4: Rialto Municipal Code Consistency further analyzes Project consistency with the Rialto Municipal Code. Therefore, the Project would comply with this Rialto Airport Specific Plan policy.
Section 6.2.5: Design Guidelines, Industrial	Consistent. As discussed in Section 4.1: Aesthetics, the proposed Project would be consistent with the Design Guidelines for industrial uses identified in Rialto Airport Specific Plan Section 6.2.5. As discussed further in Table 4.10-4: Rialto Municipal Code Consistency, the Specific Plan requires signage and parking standards to comply with the regulations identified in the City's Municipal Code. Therefore, the Project would comply with this Rialto Airport Specific Plan policy.
Source: City of Rialto. 1997. <i>Rialto Airport Specific Plan</i> . Table 8. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/570/Rialto-Airport-Specific-Plan-PDF . Accessed October 23, 2024.	

Table 4.10-3: Rialto Airport Specific Plan Standards Consistency		
Standard	Required per I-GM Zone¹	Proposed Project
Automobile Parking	365 stalls ²	365 stalls
Loading Docks	9 docks ³	82 docks
Maximum Height	75 feet	55 feet
Floor Area Ratio	1.0 ⁴	0.38
Front Setbacks	25 feet	236.67 feet on Lowell Street
Side Setbacks	0 to 15 feet	25.75 feet on the east ⁵ 197 feet on the east ⁶ 76 feet on the west
Rear Setbacks	0 to 15 feet	110.33 feet
Note: 1. Standards are derived from the Rialto Airport Specific Plan unless otherwise noted. 2. Per Rialto Municipal Code § 18.58.050. 3. Loading Space Requirements per Rialto Municipal Code Table 18.58.030B. 4. Per Rialto General Plan, page 2-10. 5. Setback is the distance from the parcel boundary to the secured truck trailer parking lot. 6. Setback is the distance from parcel boundary to the warehouse dock doors.		

The proposed Project would not result in a change in, or conflict with the Specific Plan in such a way that would result in potentially significant impacts. The Project is consistent with the zoning for the site. Therefore, impacts associated with existing Specific Plan zoning policies would be less than significant and no mitigation is required.

Rialto Municipal Code Consistency Analysis

Rialto Municipal Code Title 17 functions as the City's provisions under the Subdivision Map Act. As discussed in **Chapter 3.0**, the Project proposes to create one parcel and five letter lots. Therefore, the Project is subject to Rialto Municipal Code Title 17.

Rialto Municipal Code Title 18 functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. The City Zoning Map, and subsequently the Rialto Airport Specific Plan Land Use Plan, identifies the project site as I-GM. As discussed, the Rialto Airport Specific Plan identifies development standards for the I-GM zone. Project consistency with applicable Rialto Municipal Code sections is provided in **Table 4.10-4: Rialto Municipal Code Consistency**.

The proposed Project would not result in a change in, or conflict with the Rialto Municipal Code in such a way that would result in potentially significant impact. Thus, impacts would be less than significant with incorporation of the above referenced mitigation.

Table 4.10-4: Rialto Municipal Code Consistency	
Code Chapter	Consistency Analysis
Chapter 17.20: Dedications and Improvements	Consistent. The Project would comply with Rialto Municipal Code Section 17.20.080, which establishes required improvements for lots subject to Title 17. These improvements include appropriate drainage infrastructure, utilities, streetlights, and sidewalks where needed. As discussed in Section 3.5: Project Characteristics , of this EIR, the Project proposes right-of-way dedications for public sidewalks on Lowell Street and Locust Avenue as well as sewer and water lines to serve the Project. Therefore, the Project would comply with this chapter of the Municipal Code.
Chapter 18.58: Off-street Parking	Consistent. Rialto Municipal Code Section 18.58.030 establishes office, commercial, and industrial parking design standards. These standards require parking areas to be screened and landscaped appropriately. As discussed in Table 4.10-3, the Project would provide landscape screening between the public right-of-way and parking areas consisting of drought-resistant ground covers, shrubs, and trees. Rialto Municipal Code Section 18.58.030(J)(2) requires warehouse uses to provide 1 space for every 500 sf, or 1 space per employee on the largest shift as well as one loading space per 10,000 sf. The Project proposes an approximately 664,859-sf warehouse. As identified in Table 4.10-3, the Project would meet the required 365 parking stalls and 9 loading stalls. Section 18.58.030(K)(1) requires a minimum of ten percent of the required gross off-street parking area shall be landscaped. Approximately 12,142 sf (or approximately 21.2%) of the parking lot area would be landscaped. Therefore, the Project would exceed all minimum requirements and therefore comply with this chapter of the Municipal Code.
Chapter 18.61: Design Guidelines	Consistent. The Project would comply with design standards set forth in this Chapter. As discussed in Table 4.10-1 and shown in Figure 3-6 , Figure 3-7 , and Figure 3-8 , the proposed warehouse would be designed with articulated mass, tilt-up construction, glazing on all sides, and the office portion in the front. As described in Section 3.6.3: Building Design, Landscaping, and Lighting , proposed colors would include white and grey with blue accents and blue window glazing. Therefore, the Project would comply with this chapter of the Municipal Code.
Chapter 18.65: Precise Plan of Design	Consistent. A Precise Plan of Design is required for any new industrial development. The Project includes a Precise Plan of Design, which addresses on-site and off-site improvements. The Project would comply with this chapter of the Municipal Code.
Source: City of Rialto. <i>City of Rialto Municipal Code</i> . Retrieved from: https://library.municode.com/ca/rialto/codes/code_of_ordinances . Accessed October 23, 2024.	

Conclusion

As assessed in **Tables 4.10-1** through **4.10-4**, the proposed Project is consistent with pertinent land use planning and policy documents, including Connect SoCal, the Rialto General Plan, the Rialto Airport Specific Plan, and the Rialto Municipal Code. Therefore, the proposed Project would have a less than

significant impact on a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and no mitigation measures are required.

4.10.6 Cumulative Impacts

The Project is consistent with applicable land use goals and policies. Although other changes in land use plans and regulations may have occurred with past and present projects in the area and may be necessary for individual future projects, such changes have been, and would be, required to demonstrate consistency with the Rialto General Plan and other City policies such that no significant adverse cumulative impact has occurred or would occur from such changes. Given that the proposed Project would be consistent with the land use policies of the applicable plans, the Project would not combine with any past, present, or reasonably foreseeable future projects to cause a significant adverse cumulative land use impact based on a conflict with a plan or policy. Any associated physical impacts are covered in the individual topic sections. It is also anticipated that regional growth would be subject to review for consistency with adopted land use plans and policies by the County of San Bernardino, City of Rialto, and other cities in the County, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Therefore, no significant cumulative impacts associated with plans and policies are anticipated. In addition, the contribution of the proposed Project to any such cumulative impacts would be less than significant because present and probable future projects would also be required to demonstrate consistency with applicable plans, policies, and regulations. The Project would not contribute to any cumulative impacts associated with plan or policy inconsistency and no mitigation is required.

4.10.7 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.10.8 Level of Significance After Mitigation

No significant land use and planning impacts have been identified and no mitigation is required.

4.10.9 References

City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8.

City of Rialto. 2023. *Rialto Focused General Plan Update 2024*. Retrieved from:
<https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan>.
Accessed October 23, 2024.

4.11 MINERAL RESOURCES

4.11.1 Introduction

This section of the EIR identifies the potential for mineral resources on and near the project site and assesses the potential impacts the Project could have on those resources. Impacts are assessed based on their effects on valuable mineral resources and mineral resource recovery sites.

4.11.2 Regulatory Setting

Federal Regulations

United States Code Title 30: Mineral Lands and Mining

Title 30 of the United States Code discusses mineral lands and mining, covering regulations and laws related to mineral resources on federal lands, such as coal, oil, gas, and other minerals. The United States Code Title Section 30.21a defines the national mining and minerals policy of the United States. This policy dictates that the United States will encourage the development of rational domestic mining reclamation practices, the sustainable development of domestic mineral resources, mining and mineral research, and the advancement of mineral waste disposal and reclamation methods. Title 30 also describes the federal regulations involving the sale of mineral lands.¹

State Regulations

Surface Mining and Reclamation Act (SMARA)

The Surface Mining and Reclamation Act of 1975 (SMARA) provides regulations and policy regarding surface mining and reclamation operations in California. SMARA ensures that adverse environmental impacts are minimized, and mined lands are restored to a usable condition. SMARA also encourages the production, conservation, and protection of California's mineral resources. California Public Resources Code Section 2207 provides annual reporting requirements for all mines in the State, and the State Mining and Geology Board is granted authority and obligations under this section.

The State Mining and Geology Board has classified land in California based on the availability of mineral resources. Four mineral resources zone (MRZ) designations have been established for classifying sand, gravel, and crushed rock resources:

- MRZ-1: Adequate information indicates that no significant mineral deposits are present or likely to be present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- MRZ-3: The significance of mineral deposits cannot be determined from the available data.
- MRZ-4: There is insufficient data to assign any other MRZ designation.

Under SMARA, aggregate materials are classified as reserves or resources. Reserves are defined as aggregate materials believed to be acceptable for commercial use that exist within property boundaries owned or leased by an aggregate-producing company, and for which permission allowing extraction and processing has been granted by the proper authorities. Aggregate resources include reserves and similar

¹ United States of America. 1996. *United States Code Title 30*. Retrieved from: <https://uscode.house.gov/browse/prelim@title30&edition=prelim>. Accessed February 6, 2025.

potentially usable aggregate materials that have been granted. Mineral lands are locally reviewed to ensure that significant mineral deposits are identified and protected. The State Geologist produces an annual report of the disturbed and reclaimed land totals and any amendments to the reclamation plan.

Mineral Resources and Mineral Hazards Mapping Program

The California Department of Conservation's California Geological Survey Mineral Resources Program provides data about California's varied non-fuel mineral resources (such as metals and industrial minerals), mineral hazards (such as radon, mercury, and naturally occurring asbestos), and information about active and historic mining activities throughout the state. The Mineral Resources Program divides its efforts primarily into two areas: Mineral Resources and Mineral Hazards, the latter related to asbestos, mercury, and radon.

Local Regulations

Rialto General Plan

The primary role of the General Plan Chapter 2, *Managing Our Land Supply Element* is to direct the use of the City's land resources in the most equitable and productive manner possible with the aim of providing a high quality of life for residents and the overall community. The General Plan notes that Rialto is predominately developed but some areas remain substantially undisturbed. Most undisturbed areas are in the northern portion of the City. The General Plan provides guidance regarding the City's natural resources and their preservation, including mineral resources. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-32 **Balance the provisions of the California Surface Mining and Reclamation Act with City objectives to minimize negative impacts of mining activities on the Rialto community.**

Policy 2-33.4 Establish buffer zones of compatible uses adjacent to mineral extraction areas. Such uses may include industry. Require planting or other visual buffers to screen mining machines, stockpiles, vehicles, and other mining related facilities from visible residential areas.

Rialto Airport Specific Plan

The Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the City's Rialto Airport Specific Plan serves as the zoning ordinance for parcels in the Airport Specific Plan area that were not removed from the Airport Specific Plan, primarily located northwest, west, and east of the former Rialto Municipal Airport. The Airport Specific Plan provides a framework to guide future land use and development decisions in the Airport Specific Plan area. For projects within the Airport Specific Plan area, policies and standards in the Airport Specific Plan will take precedence over more general policies and standards applied throughout the rest of the City.

City of Rialto Municipal Code

Rialto Municipal Code Chapter 18.76: Surface Mining and Land Reclamation. Chapter 18.76 recognizes that the extraction of minerals is essential to the continued economic well-being of the City and establishes that it is the purpose and intent of the City to ensure the continued availability of important mineral resources, while regulating surface mining operations as required by SMARA. Specifically, Section 18.76.170 addresses mineral resource areas that have been classified by the State Department of Conservation's Division of Mines and Geology or designated by the State Mining and Geology Board as well as the preservation of surface mining operations from incompatible land uses that may impede or preclude mineral extraction or processing, to the extent possible for consistency with the General Plan. Prior to approving a use that would otherwise be incompatible with mineral resource protection, conditions of approval may be applied to encroaching development projects to minimize potential conflicts.

4.11.3 Existing Conditions

Site Conditions

The project site has never been used for mineral extraction. Adjacent properties include light industrial uses to the north; truck storage yards, a concrete manufacturing products facility, and light industrial uses to the north and east; Robertson's Ready Mix concrete plant and mineral recovery site (California Mine ID #: 91-36-0146) to the south and west.

Regional Conditions

The project site is located within the San Bernardino Production-Consumption (P-C) Region according to the California Geological Survey.² The San Bernardino P-C Region is the largest of the seven P-C regions within the greater Los Angeles area. The San Bernardino P-C Region includes portions of Riverside and San Bernardino counties. Aggregate resources present within this region are primarily located within existing stream channels and their respective flood plains and alluvial fans.³ According to Department of Conservation's California Geological Survey SR206 Plate 2 and General Plan Exhibit 2.7: Mineral Resource Zones, the project site is within MRZ-2, specifically, the Lytle Creek Alluvial fan area which contains Portland cement concrete (PCC) grade aggregate (MRZ-2 PCC-1). The MRZ-2 designation applies to areas where geologic data indicate that significant Portland cement concrete-grade aggregate resources are present.

4.11.4 Methodology

The proposed Project is evaluated against the significance criteria below, as the basis for determining the level of impacts related to mineral resources. This analysis considers existing government-produced data from agencies such as the federal government, State government, and the City of Rialto to avoid or reduce potential environmental impacts. Where significant impacts remain, despite compliance with regulatory framework feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

² California Geological Survey (CGS). 2008. *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California*. Accessed September 4, 2024.

³ Ibid.

4.11.5 Thresholds of Significance

The following significance criteria for mineral resources were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. The proposed Project would result in a significant impact related to mineral resources if it would:

- Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on local general plan, specific plan or other land use plan.

4.11.6 Project Impacts and Mitigation

Threshold 4.11-1:	Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? or
Threshold 4.11-2:	Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
Level of Significance: Less than Significant Impact	

According to Department of Conservation's California Geological Survey maps and as shown on General Plan Exhibit 2.7: Mineral Resource Zones, the project site is within MRZ-2, which is an area where PCC-grade aggregate resources are present (MRZ-2 PCC-1). The General Plan does not include goals or policies to protect against losses of valuable mineral resources. The goals and policies in the *Managing Our Land Supply Element* of the General Plan are designed to protect surrounding uses from the impacts of mining operations and to ensure that reclamation and alternative uses of mining sites are explored. Municipal Code Section 18.76.020 contains provisions to protect existing mining operations from intrusion of incompatible land uses. The Municipal Code also encourages mineral extraction in compatible areas. These standards help to reduce impacts to valuable mineral resources by providing potential and existing mining extraction operations with regulations designed to protect the resource. While the project site is adjacent to the Roberston's Ready Mix concrete plant which is an active mineral recovery site, the project site has never been used for mineral extraction. Further, according to the California Geological Survey Special Report 206, the project site is not designated as a mining sector, which means resource extraction is not planned to occur on the site.

The City's Zoning Code contains provisions to protect existing mining operations from intrusion of incompatible land uses. Municipal Code Section 18.76.020 defines incompatible land uses as those "land uses inherently incompatible with mining and/or that require public or private investment in structures, land improvements, and landscaping and that may prevent mining because of the greater economic value of the land and its improvements." Examples of incompatible land uses cited by the Municipal Code include high density residential, low density residential with high unit value, public facilities, geographically limited but impact intensive industrial, and commercial. The proposed Project would develop a building containing warehouse and office space and surface parking, which would not be incompatible land uses.

The project site does not have land use designations that would allow for mineral resource extraction. The site has a General Industrial General Plan land use designation and is zoned General Manufacturing

(I-GM) as set forth in the Rialto Airport Specific Plan. The I-GM district allow uses including warehousing, manufacturing, and multi-tenant spaces. Resource extraction uses are not permitted. Areas in the City have a designation of Open Space to protect aggregate resources as long as mining activity is feasible. The project site is not located within an area protected by the City for mining development.

The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. Therefore, Project implementation would not result in the loss of availability of a State, regional, or locally important mineral resource recovery site. Impacts to mineral resources would be less than significant and no mitigation is required.

4.11.7 Cumulative Impacts

As concluded above, Project implementation would result in a less than significant impact on mineral resource availability. While a mineral recovery site operates directly west of the project site, as discussed above, given existing local standards and regulations (including incompatible zoning) precluding potential mineral resource recovery expansion, Project implementation would not impact such facilities. Further, all subsequent proposed projects near the City's existing resource recovery sites would undergo the City's review process, which includes project compliance with Municipal Code Section 18.76 and CEQA when applicable. Therefore, the Project would not result in incremental effects to mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, following compliance with applicable State and local regulations, the Project would not result in a cumulatively considerable impact regarding mineral resources and no mitigation is required.

4.11.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.11.9 Level of Significance After Mitigation

The Project would result in a less than significant impact associated with mineral resources and no mitigation is required.

4.11.10 References

California Geological Survey (CGS). 2008. Special Report 206: Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California. Accessed September 4, 2024.

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4.12 NOISE

4.12.1 Introduction

This section of the EIR describes both construction-related and operational noise and vibration levels to on-site and surrounding land uses resulting from the Project. The analysis in the section evaluates the level of noise impacts the Project would have on the environment. Noise data and assumptions that are used for quantifying the Project's noise impacts are included as **Appendix I: Noise Modeling Data** to this EIR.

4.12.2 Terminology

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. The fundamental acoustics model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. The sound from individual local sources is superimposed on this background noise. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (μPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. **Table 4.12-1: Typical Noise Levels** provides typical noise levels.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. While L_{eq} represents the continuous sound pressure level over a given period, the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 PM to 7:00 AM. Each is applicable to this analysis and defined in **Table 4.12-2: Definitions of Acoustical Terms**.

Table 4.12-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet fly-over at 1,000 feet	– 110 –	Rock Band
Gas lawnmower at 3 feet	– 100 –	
Diesel truck at 50 feet at 50 mph	– 90 –	Food blender at 3 feet
Noisy urban area, daytime	– 80 –	Garbage disposal at 3 feet
Gas lawnmower, 100 feet	– 70 –	Vacuum cleaner at 10 feet
Commercial area		Normal Speech at 3 feet
Heavy traffic at 300 feet	– 60 –	
Quiet urban daytime	– 50 –	Large business office
Quiet urban nighttime	– 40 –	Dishwasher in next room
Quiet suburban nighttime		Theater, large conference room (background)
Quiet rural nighttime	– 30 –	Library
	– 20 –	Bedroom at night, concert hall (background)
	– 10 –	Broadcast/recording studio
Lowest threshold of human hearing	– 0 –	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Table 4.12-2: Definitions of Acoustical Terms	
Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01} , L_{10} , L_{50} , L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 AM to 10:00 PM and a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Because sound levels can vary markedly over a short period of time, a method for describing either the sound's average character (L_{eq}) or the variations' statistical behavior must be utilized. The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The predicted models'

accuracy depends on various factors, such as the distance between the noise receptor and noise source, the character of the ground surface (e.g., hard or soft), and the presence or absence of structures (e.g., walls or buildings) or topography, and how well model inputs reflect these conditions.

A-Weighted Decibels

The perceived loudness of sound is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10.¹ When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness.² For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.³ Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.⁴

Sound Propagation and Attenuation

Sound spreads (propagates uniformly outward in a spherical pattern), and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source.⁵ Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.⁶ No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed in this EIR analysis.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the noise receptor and noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 15 dBA.⁷ The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual

¹ California Department of Transportation. September 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*.

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

⁷ Federal Highway Administration. April 2006. *Highway Traffic and Construction Noise - Problem and Response*.

physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA.⁸ Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.⁹ Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted.¹⁰

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

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

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

⁸ Compiled from James P. Cowan. 1979. *Handbook of Environmental Acoustics*, 1994, and Cyril M. Harris, *Handbook of Noise Control*

⁹ Compiled from James P. Cowan. 1979. *Handbook of Environmental Acoustics*, 1994 and Cyril M. Harris, *Handbook of Noise Control*.

¹⁰ Compiled from California Department of Transportation. 2017. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals*.

and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.¹¹

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave and is expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the squared amplitude of the signal and is expressed in terms of velocity decibels (VdB). The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.12-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the individual's sensitivity. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of in/sec is used to evaluate construction-generated vibration for building damage and human complaints.

¹¹ Federal Interagency Committee on Noise. August 1992. Federal Agency Review of Selected Airport Noise Analysis Issues.

Table 4.12-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.10	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)
PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration			
Source: California Department of Transportation. 2020. <i>Transportation and Construction Vibration Guidance Manual</i> and Federal Transit Administration. 2018. <i>Transit Noise and Vibration Assessment Manual</i> .			

4.12.3 Regulatory Setting

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal Regulations

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment report to provide guidance on procedures for assessing impacts at different stages of transit Project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration.

State Regulations

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the Governor's Office of Planning and Research's

*General Plan Guidelines and Technical Advisories, Appendix D.*¹² The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, hotel rooms, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings and habitable rooms (including hotels), the acceptable interior noise limit for new construction is 45 dBA CNEL.

Regional and Local Regulations

Rialto General Plan

The General Plan specifies exterior noise guidelines for land uses in Chapter 5, *Safety and Noise Element*. The City requires that new developments be designed to meet these guidelines.¹³ Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use. General Plan policies that directly address reducing and avoiding noise or vibration impacts include the following:

Goal 5-12	Minimize the impact of point source and ambient noise levels throughout the community.
Policy 5-12.2	Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.
Policy 5–12.3	Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Municipal Code and noise standards contained in Exhibit 5-5.
Goal 5-13	Minimize the impacts of transportation-related noise.

¹² Governor’s Office of Land Use and Climate Innovation. *General Plan Guidelines – Appendix D, Noise Element Guidelines*. Retrieved from: https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf. Accessed August 8, 2024.

¹³ City of Rialto, *Rialto Focused General Plan Update 2024, Chapter 5: Safety and Noise*, Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/4458/2023-Safety-Element?bidId=>. Accessed August 8, 2024.

Policy 5-13.3 Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.

The City of Rialto is largely built out and the street system is well established, creating challenges for separating noise-sensitive land uses from primary noise sources. Therefore, the Safety and Noise chapter of the General Plan establishes policies guarding against new noise or land use conflicts to minimize the impact of existing noise sources on the community. **Table 4.12-4: Rialto Noise Guidelines for Land Use Planning** presents the City's exterior noise guidelines for land use planning. It should also be noted that the Safety and Noise chapter of the General Plan mentions sound levels exceeding 40 to 45 dBA are generally considered to cause sleep interference within a residence. The General Plan also references Title 24 of the California Health and Safety Code stipulating a maximum of 45 dBA for interior residential noise levels.

Table 4.12-4: Rialto Noise Guidelines for Land Use Planning				
Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
R2 - Residential 2, R6 - Residential 6	50 – 60	60 – 65	65 – 70	70 – 85
R12 - Residential 12	50 – 60	60 – 65	65 – 70	70 – 85
R21 - Residential 21, R45 - Residential 45	50 – 60	60 – 70	70 – 75	75 – 85
DMU - Downtown Mixed-Use	50 – 60	60 – 75	75 – 80	80 – 85
CC - Community Commercial	50 – 65	65 – 75	75 – 80	80 – 85
GC - General Commercial	50 – 65	65 – 75	75 – 80	80 – 85
BP - Business Park, O - Office	50 – 65	65 – 75	75 – 80	80 – 85
LI - Light Industrial	50 – 70	70 – 75	75 – 80	80 – 85
GI - General Industrial	50 – 75	75 – 85	NA	NA
P - Public Facility, P - School Facility	50 – 60	60 – 65	65 – 70	70 – 85
OSRC - Open Space - Recreation	50 – 75	NA	75 – 80	80 – 85
OSRS - Open Space - Resources	50 – 75	NA	75 – 80	80 – 85
NA = Not Applicable; dBA = Decibel Normally Acceptable – Specified land use is satisfactory, assuming buildings are of conventional construction. Conditionally Acceptable – New development should be undertaken only after detailed analysis of noise reduction requirements are made. Normally Unacceptable – New development should be discouraged, or a detailed analysis of noise reduction requirements must be made. Clearly Unacceptable – New development should generally not be undertaken.				
Source: City of Rialto. 2024. <i>Rialto Focused General Plan Update 2024 Chapter 5: Safety and Noise</i> .				

Rialto Airport Specific Plan

The Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the City's Rialto Airport Specific Plan serves as the zoning ordinance for parcels in the Airport Specific Plan area that were not removed from the Airport Specific Plan, primarily located northwest, west, and east of the former Rialto Municipal Airport. The Airport Specific Plan provides a framework to guide future land use and development decisions in the Airport Specific Plan area. For projects within the Airport Specific Plan area, policies and standards in the Airport Specific Plan will take precedence over more general policies and standards applied throughout the rest of the City.

City of Rialto Municipal Code

A noise ordinance is intended to control unnecessary, excessive, and annoying sounds from stationary, non-transportation noise sources. Noise ordinance requirements are not applicable to mobile noise sources such as heavy trucks traveling on public roadways. Federal and State laws preempt control of mobile noise sources on public roads. Noise ordinance standards generally apply to industrial and commercial noise sources, as well as parks and schools affecting residential areas. The Municipal Code prohibits the production of excessive noise and is applied to future development within the City to determine potential noise impacts.

The City also identifies permitted hours for disturbances specifically from construction activity under Municipal Code Section 9.50.070. This code states that no person shall be engaged in any type of work relating to construction, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours provided in **Table 4.12-5: Permitted Hours of Construction Work**. However, Section 9.50.060 of the Municipal Code indicates exclusions from the provisions of this specific chapter of the Municipal Code. As described in Section 9.50.060(L) of the Municipal Code, noise sources associated with construction, repair, or excavation, are exempt so long as there is a valid written agreement with the City or any of its political subdivisions that provides for noise mitigation measures.

Table 4.12-5: Permitted Hours of Construction Work	
Days of Week	Time^{1,2}
October 1 through April 30	
Monday – Friday	7:00 AM to 5:30 PM
Saturday	8:00 AM to 5:00 PM
Sunday	No Permissible Hours
State Holidays	No Permissible Hours
May 1 through September 30	
Monday – Friday	6:00 AM to 7:00 PM
Saturday	8:00 AM to 5:00 PM
Sunday	No Permissible Hours
State Holidays	No Permissible Hours
Notes: For purposes of this section, the following exceptions shall apply: ¹ Emergency repair of existing installations, equipment, or appliances; and ² Such work that complies with the terms and conditions of a written early work permit issued by the city manager or his or her designee upon a showing of a sufficient need and justification for the permit due to hot or inclement weather, the use of an unusually long process material, or other circumstances of an unusual and compelling nature.	
Source: City of Rialto, <i>Code of Ordinances</i> , Section 9.50.070.	

The Project would be subject to the limitations imposed by the City regarding construction noise as identified in **Table 4.11-5**. The following section of the Municipal Code Noise Ordinance is relevant for operational noise.

9.50.050 Controlled hours of operation

It is unlawful for any person to engage in the following activities other than between the hours of 7:00 AM and 8:00 PM in all zones.

- A. Operate or permit the use of powered model vehicles and planes;

- B. Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence;
- C. Operate or permit the use of domestic power tools, or machinery or any other equipment or tool in any garage, workshop, house or any other structure;
- D. Operate or permit the use of gasoline or electric powered leaf blowers, such as commonly used by gardeners and other persons for cleaning lawns, yards, driveways, gutters and other property;
- E. Operate or permit the use of privately operated street/parking lot sweepers or vacuums, except that emergency work and/or work necessitated by unusual conditions may be performed with the written consent of the city manager;
- F. Operate or permit the use of pile driver, steam or gasoline shovel, pneumatic hammer, steam or electric hoist or other similar devices;
- G. Operate or permit the use of electrically operated compressor, fan, and other similar devices;
- H. Perform ground maintenance on golf course grounds and tennis courts contiguous to golf courses that creates a noise disturbance across a residential or commercial property line;
- I. Operate or permit the use of any motor vehicle with a gross vehicle weight rating in excess of ten thousand pounds, or of any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than fifteen minutes in any hour while the vehicle is stationary and on a public right-of-way or public space except when movement of the vehicle is restricted by other traffic;
- J. Repair, rebuild, reconstruct or dismantle any motor vehicle or other mechanical equipment or devices in a manner so as to be plainly audible across property lines."

Additionally, Section 9.50.060(O) of the Municipal Code states that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the Controlled Hours of Operation.

4.12.4 Existing Conditions

Existing Noise Levels

The City is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses (e.g., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise. The existing mobile noise sources in the Project area are generated by motor vehicles traveling on North Locust Avenue, West Lowell Street, and Lake Padden Lane. The primary sources of stationary noise in the vicinity are those associated with the industrial uses to the north, south, east, and west. Industrial stationary noise sources may include mechanical equipment (use of heating, ventilation, and air conditioning (HVAC) units, etc.) and parking lot activities (cars parking, open and

closing doors, etc.). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project area using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes; refer to **Appendix J**. The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.¹⁴ The average daily noise levels along roadway segments near the project site are identified in **Table 4.12-6: Existing Traffic Noise Levels**. Existing traffic-generated noise level on roadways near the project site range from 63.0 dBA CNEL¹⁵ to 64.5 dBA CNEL 100 feet from the centerline.

Table 4.12-6: Existing Traffic Noise Levels		
Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Locust Avenue, between Lowell Street to Persimmon Avenue	9,780	68.9
Casmalia Street, between Locust Avenue to Laurel Avenue	10,393	70.5
Riverside Avenue, between Alder Avenue to Locust Avenue	14,807	68.3
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level Sources: Based on traffic data within Appendix J ; see Appendix I for traffic noise modeling assumptions and results.		

Noise Measurements

To quantify ambient noise levels in the area, five short-term noise measurements were taken on July 25, 2024. The noise measurement sites were representative of typical existing noise exposure surrounding the project site. The 10-minute measurements were taken between 9:32 AM and 11:09 PM near potential sensitive receptors. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.12-7: Existing Noise Measurements**.

Table 4.12-7: Existing Noise Measurements					
Site	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	2279 E. Fairview Drive	49.9	34.3	68.0	9:51 AM
2	1767 W. Carpenter Street	50.2	40.5	62.4	10:10 AM
3	Corner of Buxton Street and N. Maple Avenue	56.2	37.2	73.1	10:25 AM
4	South of the project site on W. Stonehurst Drive	64.5	45.8	85.4	10:59 AM
5	Northwest corner of Summit Avenue and Alder Avenue	65.6	63.7	76.1	9:32 AM
Source: Noise measurements taken by Kimley-Horn, July 25, 2024. See Appendix J for noise measurement results.					

¹⁴ California Department of Transportation. 1987. *California Vehicle Noise Emission Levels*.

¹⁵ CNEL is 24-hour average noise level with a 5 dBA “weighting” during the hours of 7:00 PM to 10:00 PM and a 10 dBA “weighting” added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the project site are residential uses to the east and southeast. Sensitive land uses nearest to the project site are shown in **Table 4.12-8: Sensitive Receptors**.

Table 4.12-8: Sensitive Receptors		
Receptor Description	Distance and Direction from Project Site¹	Description
Single-Family Residences	700 feet to the east	Along Carpenter Street
Single-Family Residences	700 feet to the southeast	Along Persimmon Avenue
Wilmer Amina Carter High School	1,745 feet to the southeast	Along Maple Avenue
Alec Ferguson Park	2,240 feet to the northwest	Along Casa Grande Drive
Kucera Middle School	3,340 feet to the north	Along Buena Vista Drive
Single-Family Residences	2,060 feet to the north	Along Casa Grande Drive
1. Distance measured from the project site boundary line to the property line of the sensitive receptor.		
Source: Google Earth, 2024.		

4.12.5 Methodology

Construction Noise

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and the FHWA. Construction noise is assessed in dBA L_{eq} . This unit is appropriate because L_{eq} can be used to describe noise levels from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM). When calculating construction noise, the equipment was assumed to operate at staggered locations throughout the project site. This methodology accounts for equipment operating at different locations within the project site and not at a fixed location for extended periods of time.¹⁶ The distance used in the RCNM model are provided in **Appendix I**. The City does not establish quantitative construction noise standards. Therefore, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.

Operational Noise

The analysis of the Without Project and With Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a

¹⁶ Federal Transit Administration. September 2018. *Transit Noise and Vibration Impact Assessment Manual*.

worst-case noise environment as noise levels from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the City's Noise Ordinance and General Plan.

An analysis was conducted of the Project's effect on traffic noise conditions at off-site land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the vicinity of the project site were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography. The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered a worst-case representation of the roadway noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibration

Ground-borne vibration levels associated with Project construction-related activities were evaluated using typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage. The Caltrans 2020 Transportation and Construction Vibration Guidance Manual identifies a human annoyance vibration criterion of 0.4 in/sec PPV (which is considered severe by people subjected to continuous vibrations). As the nearest structure to the project site is an industrial building, this analysis uses the 0.50 in/sec structural damage criterion and 0.40 in/sec PPV human annoyance criterion.

Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.12.6 Thresholds of Significance

The following significance criteria for noise impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to noise if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generate excessive groundborne vibration or groundborne noise levels.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required in the EIR:

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

There are no private airstrips or airports located immediately adjacent to or near the project site. The closest airport is the San Bernardino International Airport, which is located approximately 10 miles southeast of the project site. The project site is not subject to an airport land use plan. Therefore, the Project would not expose people residing or working in the project area to excessive airport or airstrip-related noise levels.

Construction Noise Thresholds

The City does not establish quantitative construction noise standards. Therefore, this analysis uses the following construction noise thresholds:

- The FTA's construction noise threshold¹⁷ of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses; or
- Increase in existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

Per Caltrans and FHWA, a change in noise levels of at least 5 dBA is required before any noticeable change in community response would be expected.¹⁸ An increase of 5 dBA is typically considered substantial. Existing ambient noise levels are shown in **Table 4.12-7**.

Additionally, the following thresholds of significance are set forth in the Rialto Code of Ordinances, which states that a project would normally have a significant impact on noise levels from construction if construction activities occur outside the following hours:

- October 1 through April 30 - 7:00 AM to 5:30 PM Monday through Friday, 8:00 AM to 5:00 PM on Saturday. Construction activities are not permitted on Sundays and State holidays; and May 1 through September 30 - 6:00 AM to 7:00 PM Monday through Friday, 8:00 AM to 5:00 PM on Saturday. Construction activities are not permitted on Sundays and State holidays.

Operational Noise

Operational noise is evaluated based on the standards set in the City's Municipal Code and General Plan.

Vibration

The City does not have a significance threshold to assess vibration impacts. Therefore, this analysis uses the FTA and Caltrans structural damage criterion of 0.50 in/sec PPV for industrial buildings and the human annoyance criterion of 0.4 in/sec PPV.

¹⁷ Federal Transit Administration. September 2018. *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, page 179.

¹⁸ Compiled from California Department of Transportation. 2017. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals*.

4.12.7 Project Impacts and Mitigation

Threshold 4.12-1:	Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
	Level of Significance: Less than Significant with incorporation of MM NOI-1.

Construction

On-Site Construction Noise. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. The nearest sensitive receptors are approximately 700 feet to the east and southeast of the project site.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating, and infrastructure improvement. Such activities would require dozers, excavators, and concrete saws during demolition; graders, dozers, excavators, scrapers and tractors during site preparation and grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; air compressors during architectural coating; and excavators, pavers, dozers, and rollers during infrastructure improvements. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 4.12-9: Typical Construction Equipment Noise Levels**.

As previously mentioned, the Rialto Municipal Code (Municipal Code) does not establish quantitative construction noise standards. Therefore, this analysis uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts, as well as a review of any increase in ambient noise at nearby sensitive uses (i.e., residential use) by applying an ambient noise level increase threshold of 5 dBA.

Table 4.12-9: Typical Construction Equipment Noise Levels	
Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
1 Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$ dBA ₂ = estimated noise level at receptor; dBA ₁ = reference noise level; d ₁ = reference distance; d ₂ = receptor location distance	
Source: Federal Transit Administration. September 2018. <i>Transit Noise and Vibration Impact Assessment Manual</i> .	

The noise levels identified in **Table 4.12-10: Project Construction Noise Levels**, show estimated unmitigated and mitigated exterior construction noise without accounting for attenuation from existing physical barriers. The nearest noise-sensitive receptors are the residential uses located 700 feet to the east and 700 feet to the southeast of the project site. Additionally, the nearest non-noise sensitive use (i.e., industrial use) is located adjacent to the project site. As shown in the table, , unmitigated exterior construction noise levels could reach 87.5 dBA at the nearest non-noise sensitive use (i.e., industrial use) to the project site. Therefore, unmitigated exterior construction noise levels at the nearest non-noise sensitive use would not exceed the FTA's 90 dBA L_{eq} threshold.

Table 4.12-10: Project Construction Noise Levels

Construction Phase	Land Use	Direction	Unmitigated Modeled Exterior Noise Level (dBA L _{eq}) ¹	Mitigated Modeled Exterior Noise Level (dBA L _{eq}) ²	Ambient Noise Threshold (dBA L _{eq}) ³	FTA Noise Threshold (dBA L _{eq})	Does Mitigated Noise Level Exceed Either Threshold?
Demolition	Residential	East	60.6	50.6	55.2	80	No
	Residential	Southeast	60.7	50.7	61.2	80	No
	Industrial	Southeast	71.2	61.2	NA	90	No
Site Preparation	Residential	East	59.7	49.7	55.2	80	No
	Residential	Southeast	59.9	49.9	61.2	80	No
	Industrial	Southeast	84.6	74.6	NA	90	No
Grading	Residential	East	64.4	54.4	55.2	80	No
	Residential	Southeast	64.6	54.6	61.2	80	No
	Industrial	Southeast	87.5	77.5	NA	90	No
Building Construction	Residential	East	62.6	52.6	55.2	80	No
	Residential	Southeast	62.8	52.8	61.2	80	No
	Industrial	Southeast	87.4	77.4	NA	90	No
Paving	Residential	East	60.5	50.5	55.2	80	No
	Residential	Southeast	60.6	50.6	61.2	80	No
	Industrial	Southeast	86.7	76.7	NA	90	No
Architectural Coating	Residential	East	50.8	40.8	55.2	80	No
	Residential	Southeast	50.8	40.8	61.2	80	No
	Industrial	Southeast	78.2	68.2	NA	90	No
Infrastructure Improvements	Residential	East	56.1	46.1	55.2	80	No
	Residential	Southeast	56.2	46.2	61.2	80	No
	Industrial	Southeast	82.4	72.4	NA	90	No
Overlapping Phases							
Paving + Architectural Coating	Residential	East	61.0	51.0	55.2	80	No
	Residential	Southeast	61.1	51.1	61.2	80	No
	Industrial	Southeast	87.2	77.2	NA	90	No
Architectural Coating + Infrastructure Improvements	Residential	East	57.2	47.2	55.2	80	No
	Residential	Southeast	57.3	47.3	61.2	80	No
	Industrial	Southeast	83.8	73.8	NA	90	No
NA = Not Applicable 1. Equipment was assumed to operate throughout the project site at staggered distances near the property line. The distances used in the RCNM model can be seen in Appendix I. 2. Mitigated noise levels include implementation of Mitigation Measure (MM) NOI-1 to reduce construction noise levels. MM NOI-1 would require the proper maintenance of construction equipment and the installation of noise shielding/muffling devices. 3. The ambient noise threshold represents a 5 dBA increase in existing ambient exterior noise levels at a noise sensitive use. Existing ambient noise levels are show in Table 4.12-7. Noise Measurement Site 2 (50.2 dBA L_{eq}) is representative of the residential receptors to the east and Noise Measurement Site 3 (56.2 dBA L_{eq}) is representative of the residential receptors to the southeast. With the 5 dBA increase applied, the ambient noise threshold is 55.2 dBA L_{eq} at the residential receptors to the east and 61.2 dBA L_{eq} at the residential receptors to the southeast. The ambient noise threshold does not apply to non-noise sensitive uses.							
Source: Federal Highway Administration Roadway Construction Noise Emissions Model; refer to Appendix I , Noise Data.							

Additionally, unmitigated exterior construction noise levels would range from 50.8 dBA to 64.6 dBA at the nearest noise sensitive uses (i.e., residential uses) to the project site and the FTA's 80 dBA L_{eq} threshold would not be exceeded (**Table 4.12-10**). However, unmitigated construction noise levels at the nearest sensitive uses would exceed the ambient noise threshold during all phases of construction, with the exception of the architectural coating phase. Therefore, the Project would implement Mitigation Measure (MM) NOI-1 to reduce construction noise levels. MM NOI-1 would require the proper maintenance of construction equipment and the installation of noise shielding/muffling devices. The FHWA states that muffler systems can reduce noise levels by 10 dBA or more.¹⁹ As identified in the table, mitigated exterior construction noise levels at noise sensitive uses would not exceed the ambient noise thresholds.

It should be noted that construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although some sensitive uses may be exposed to elevated noise levels during Project construction, heavy construction equipment would be in motion and construction noise would be acoustically dispersed throughout the project site (i.e., not concentrated in one area near sensitive uses). The City has set restrictions on construction hours to control noise impacts from construction activities. Municipal Code Section 9.50.070 states that construction activities may only take place between the hours of 7:00 AM and 5:30 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from October 1 through April 30 and shall only occur between 6:00 AM and 7:00 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from May 1 through September 30.

The Project would be required to comply with the allowable hours of construction set in the Municipal Code. As discussed above, Project construction noise levels would not exceed the FTA or ambient noise thresholds with implementation of MM NOI-1 and impacts would therefore be less than significant.

Operations

Implementation of the proposed Project would create new sources of noise. The major noise sources associated with the Project that would potentially impact existing and future sensitive receptors include the following:

- Mechanical equipment
- Truck and loading dock noise
- Back-up alarms
- Parking areas
- Off-site traffic noise

As discussed previously, Section 9.50.050 of the Municipal Code identifies activities that are unlawful to engage in between the hours of 8:00 PM and 7:00 AM. This includes the loading or unloading any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence. However, Municipal Code Section 9.50.060 notes that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the provisions of the Municipal Code Chapter 9.50 (Noise Control) including Section 9.5.050 (Controlled Hours of Operation).

Additionally, all loading and unloading activities, including the operation of dollies, carts, and forklifts, would occur within the warehouse buildings while trucks are docked. Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would

¹⁹ Federal Highway Administration. 2017. *Special Report - Measurement, Prediction, and Mitigation*, Chapter 4 Mitigation.

serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day.

Mechanical Equipment. Potential stationary noise sources related to long-term operations would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.²⁰ HVAC units would be installed on the roof of the proposed warehouse building. The nearest residential sensitive receptors (residential uses to the east) would be located as close as 2,125 feet from the HVAC equipment at the project site. At this distance mechanical equipment noise would attenuate to approximately 19.4 dBA, which is well below the City's normally acceptable residential exterior noise standard (60 dBA). Operation of mechanical equipment would not increase ambient noise levels at sensitive receptors.²¹ Additionally, industrial uses would be located approximately 115 feet southeast from the warehouse building and the mechanical equipment. At this distance, mechanical equipment noise levels would be approximately 44.8 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Further, intervening structures are located between the proposed warehouse structure and the receptors to the east, which would further attenuate HVAC noise levels. Therefore, noise levels associated with mechanical equipment would not exceed the City's noise standards and noise impacts would be less than significant.

Truck and Loading Dock Noise. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the eastern side of the project site next to the warehouse building.

Typically, heavy truck operations generate a noise level of 70 dBA at a distance of 50 feet.²² The closest sensitive receptors would be the single-family residences located approximately 1,880 feet east of the nearest proposed loading areas. At this distance, heavy truck and loading dock noise levels would be 38.5 dBA, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA). Heavy truck operations would not increase ambient noise levels at sensitive receptors.²³ Additionally, industrial uses would be located approximately 200 feet southeast from the proposed loading areas. At this distance, heavy truck and loading dock noise levels would be approximately 58.0 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Heavy truck and loading dock noise levels at the nearest sensitive receptors would be further attenuated by intervening structures. Additionally, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with trucks and loading or

²⁰ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2010.

²¹ Ambient noise levels at the nearest residential sensitive receptors (residential uses to the east) is 50.2 dBA; refer to Noise Measurement Site 2 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

²² Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. 2015. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

²³ Ambient noise levels at the nearest residential sensitive receptors (residential uses to the southeast) is 56.2 dBA; refer to Noise Measurement Site 3 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

unloading activities would not exceed the City's noise standards and noise impacts would be less than significant.

Back-Up Alarms. Medium and heavy-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up alarms produce a typical volume of 97 dBA at one meter (3.28 feet) from the source.²⁴ As mentioned above, the closest sensitive receptors would be the single-family residences located approximately 1,880 feet east of the loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up alarms would be approximately 41.8 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Back-up alarms would not increase ambient noise levels at sensitive receptors.²⁵ Additionally, industrial uses would be located approximately 200 feet southeast from the proposed loading areas where trucks could be reversing and maneuvering. At this distance, back-up alarm noise levels would be approximately 61.3 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Therefore, noise levels associated with back-up alarms would not exceed the City's noise standards and noise impacts would be less than significant.

Parking Noise. The proposed Project would provide 365 passenger vehicle surface parking spaces and 398 truck trailer parking stalls; see **Figure 3-3: Conceptual Site Plan**. The Project would generate up to 200 trips during the peak hour. For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lots, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1,000) - 35.6$$

Where:

$L_{eq(h)}$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour

Using FTA's reference noise level of 92 dBA SEL^{26} at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 49.4 dBA L_{eq} at 50 feet from the parking lot. Parking lot noise would occur within the surface parking lots on the project site. It is also noted that parking lot noise occurs at the surrounding industrial uses under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along surrounding roadways. The closest sensitive receptors would be the single-family residences located approximately 710 feet east of the nearest parking area and east of Locust Avenue. At

²⁴ Environmental Health Perspectives. 2024. *Vehicle Motion Alarms: Necessity, Noise Pollution, or Both?*, Retrieved from: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3018517/>. Accessed August 8, 2024.

²⁵ Ambient noise levels at the nearest residential sensitive receptors (residential uses to the southeast) is 56.2 dBA; refer to Noise Measurement Site 3 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

²⁶ Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*.

this distance, parking lot noise levels would be approximately 26.4 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Parking lot activities would not increase ambient noise levels at sensitive receptors.²⁷ Additionally, industrial uses would be located approximately 30 feet southeast from the parking areas. At this distance, parking lot noise levels would be approximately 53.8 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would not exceed the City's noise standards and noise impacts would be less than significant.

Off-Site Traffic Noise. Implementation of the Project would generate increased traffic volumes along nearby roadway segments. The Project would result in approximately 1,138 daily vehicle trips. In general, traffic noise level increases of less than 3-dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.²⁸ Generally, traffic volumes on area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

The Opening Year "Opening Year With Project" and "Opening Year Without Project" scenarios are compared in **Table 4.12-11: Opening Year Traffic Noise Levels**. As shown in the table, roadway noise levels would range from 68.5 dBA CNEL to 70.7 dBA CNEL without the Project and between 69.1 dBA CNEL and 71.5 dBA CNEL with the Project. The "With Project" noise levels would result in a maximum increase of 1.2 dBA CNEL along North Locust Avenue (between Lowell Street to Persimmon Avenue). No significant impacts would occur and no mitigation is required.

Roadway Segment	Opening Year Without Project		Opening Year With Project		Change	Significant Impact ³
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Locust Avenue, between Lowell Street and Persimmon Avenue	10,200	69.1	11,694	70.3	1.2	No
Casmalia Street, between Locust Avenue and Laurel Avenue	10,800	70.7	11,878	71.5	0.8	No
Riverside Avenue, between Alder Avenue and Locust Avenue	15,400	68.5	15,680	69.1	0.6	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.						
Notes: 1. Traffic noise levels are 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. 2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts. 3. Potential impacts occur when the Project change exceeds 3 dBA and the Normally Acceptable land use compatibility standard is exceeded (i.e., both must occur).						
Source: Based on traffic data from Appendix I ; see Appendix I for traffic noise modeling assumptions and results.						

²⁷ Ambient noise levels at the nearest residential sensitive receptors (residential uses to the east) is 50.2 dBA; refer to Noise Measurement Site 2 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

²⁸ California Department of Transportation. 2013. *Technical Noise Supplemental to the Traffic Noise Analysis Protocol*.

Threshold 4.12-2: Would the Project expose persons to or generate excessive ground borne vibration or ground borne noise levels?

Level of Significance: Less than Significant Impact

Once operational, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the criterion of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The City does not provide numerical vibration standards for construction activities. As the nearest structure is a warehouse building (i.e., Radial) located approximately 40 feet east from the Project's southeastern property line, this impact discussion uses the FTA and Caltrans structural damage criterion of 0.50 in/sec PPV for industrial buildings and the human annoyance criterion of 0.4 in/sec PPV.

Table 4.12-12: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet and 40 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.12-12: Typical Construction Equipment Vibration Levels		
Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec)¹
Large Bulldozer	0.089	0.044
Caisson Drilling	0.089	0.044
Loaded Trucks	0.076	0.038
Jackhammer	0.035	0.017
Small Bulldozer/Tractors	0.003	0.002
Calculated using the following formula: $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$ where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018. D = the distance from the equipment to the receiver.		
Source: Federal Transit Administration. 2018. <i>Transit Noise and Vibration Impact Assessment Manual</i> .		

As shown in **Table 4.12-12**, at 40 feet the vibration velocities from construction equipment would range from 0.002 to 0.044 in/sec PPV from the source of activity, which is below the FTA's 0.50 PPV criterion for industrial buildings and the human annoyance criterion of 0.4 in/sec PPV. It can reasonably be assumed that at any further distance, the vibration levels would attenuate further. It is also acknowledged that

construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts would be less than significant and no mitigation is required.

4.12.8 Cumulative Impacts

Construction-related noise is a localized activity and would only affect land uses that are immediately adjacent to the construction areas due to the fact that noise dissipates as it travels away from its source. Noise by definition is a localized phenomenon and drastically reduces as distance from the source increases. Cumulative noise impacts involve development of the proposed Project in combination with ambient growth and other related development projects. As noise levels decrease as distance from the source increases, only projects in the nearby area could combine with the proposed Project to potentially result in cumulative noise impacts.

Cumulative Construction Noise

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant following the City of Rialto Municipal Code.

Construction activities at other planned and approved projects near the project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed. Impacts would not be cumulatively considerable and no mitigation is required.

Cumulative Operational Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of the project-generated traffic on local roadways in combination with cumulative projects in the vicinity. However, noise from generators and other stationary sources could also generate cumulative noise levels.

Cumulative Stationary Noise. As discussed above, impacts from the Project's operational stationary noise would be less than significant. Due to site distance, intervening land uses, and the fact that noise dissipates as it travels away from its source, noise impacts from on-site activities and other stationary sources would be limited to the project site and vicinity. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the Project. Therefore, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

Cumulative Off-Site Traffic Noise. The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the Project and other projects are compared. Second, for combined effects that are determined to be cumulatively significant, the Project's incremental effects are then analyzed. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by the Project combined with the traffic noise increase generated by cumulative projects.

The following criteria is used to evaluate the combined effect of the cumulative noise increase.

- **Combined Effect.** The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the Project in combination with identified cumulative projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- **Incremental Effects.** The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts. **Table 4.12-13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels** identifies the traffic noise effects along roadway segments in the vicinity of the project site for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, and net cumulative impacts.

Table 4.12-13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels						
Roadway Segment	CNEL @ 100 feet from the Centerline			Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	Existing	Cumulative Without Project	Cumulative With Project	dBA Difference: Existing and Cumulative With Project	dBA Difference: Cumulative Without and With Project	
Locust Avenue, between Lowell Street and Persimmon Avenue	68.9	69.5	70.7	1.8	1.2	No
Casmalia St, between Locust Avenue and Laurel Avenue	70.5	71.3	72.0	1.5	0.8	No
Riverside Avenue, between Alder Avenue and Locust Avenue	68.3	68.5	69.1	0.8	0.6	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level; 1. Traffic noise levels are 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. Source: Based on traffic data from Appendix J ; see Appendix I for traffic noise modeling assumptions and results.						

First, it must be determined whether the “Cumulative With Project” 3.0 dB increase above existing conditions (*Combined Effects*) is exceeded. Next, under the *Incremental Effects* criteria, cumulative noise impacts are defined by determining if the forecast ambient (“Cumulative Without Project”) noise level is increased by 1.0 dB or more. As shown in **Table 4.12-13**, the Incremental Effects criterion (1.0 dB) is exceeded along Locust Avenue (between Lowell Street to Persimmon Avenue); however, the Combined Effects criterion (3.0 dB) is not exceeded. Therefore, the Project would not exceed both the combined and incremental effects criteria along any of the surrounding roadways. Therefore, the Project, in combination with cumulative background traffic noise levels, would result in a less than significant cumulative impact. The Project’s contribution to traffic noise would not be cumulatively considerable and no mitigation is required.

4.12.9 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM NOI-1: Noise Shielding and Muffling. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers’ standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer’s specifications.

4.12.10 Level of Significance After Mitigation

Potential impacts related to noise would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.12.11 References

Governor’s Office of Land Use and Climate Innovation. 2017. *General Plan Guidelines – Appendix D, Noise Element Guidelines*. Retrieved from: https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf. Accessed August 8, 2024.

City of Rialto. *Rialto Focused General Plan Update 2024, Chapter 5*. Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/4458/2023-Safety-Element?bidId=>. Accessed August 8, 2024.

Kimley-Horn and Associates, Inc. 2025. *Vehicle Miles Traveled Analysis for the Proposed Locust Gateway Logistics Center in the City of Rialto*; refer to **Appendix J**.

California Department of Transportation. 1987. *California Vehicle Noise Emission Levels*.

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Environmental Health Perspectives. 2004. *Vehicle Motion Alarms: Necessity, Noise Pollution, or Both?*, Retrieved from: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3018517/>. Accessed August 8, 2024.

Federal Highway Administration. 2017. *Special Report - Measurement, Prediction, and Mitigation, Chapter 4 Mitigation*.

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*.

4.13 POPULATION AND HOUSING

4.13.1 Introduction

This section of the EIR provides contextual background information on potential impacts on population growth and housing (either directly or indirectly) resulting from Project implementation in the City of Rialto (City). The analysis is based on data in the City's General Plan and data available from the California Department of Finance (DOF) and Southern California Association of Governments (SCAG).

4.13.2 Regulatory Setting

State Regulations

California Housing Element Law

The Housing Element is one of the General Plan elements that are mandated by the State of California (California Government Code §§ 65580 to 65589.8). California State law requires that the Housing Element provides "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code § 65580).

State law requires that each city and county identify and analyze existing and forecasted housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Regional and Local Regulations

Southern California Association of Governments

SCAG is a Joint Powers Agency established under Sections 6502 et seq. of the California Government Code. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO) for the six-county region of San Bernardino, Los Angeles, Ventura, Orange, Riverside, and Imperial counties. The region encompasses a population exceeding 19 million persons in an area comprised of more than 38,000 square miles. As the designated MPO, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments. Rialto is a member of the SCAG Regional Council District 8.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth in the region. In April 2024, SCAG adopted Connect SoCal 2024, its 2024 - 2050 *Regional Transportation Plan/Sustainable Communities Strategy* (2024 RTP/SCS). The 2024 RTP/SCS plan base year is 2019 and the horizon year is 2050. Major themes in the 2024 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

Growth forecasts contained in the 2024 RTP/SCS for the County of San Bernardino County and the City are used as the basis of analysis for housing, population, and employment forecasts.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of General Plan Housing Element updates at the local level. The RHNA process begins with the California Department of Housing and Community Development's projection of future statewide housing growth need, and the apportionment of this need to regional COGs throughout the State. SCAG is the COG responsible for developing "fair share" allocation methodology to distribute the region's assigned share of statewide need to cities and counties in the region.¹ California Government Code Section 65583 sets forth the specific content requirements of a jurisdiction's Housing Element. Included in these requirements are obligations on the part of local jurisdictions to provide their "fair share" of regional housing needs (its RHNA allocation) at all income levels. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that need to be added to compensate for anticipated demolitions and changes to achieve an ideal vacancy rate. SCAG defines a "household" as an occupied dwelling unit.

The RHNA 6th Cycle planning period is 2021-2029. The housing construction need is determined for four broad household income categories: very low (households making less than 50% of area median income), low (50 to 80% of area median income), moderate (80 to 120% of area median income), and above moderate (more than 120% of area median income). The intent of the future needs allocation by income groups is to relieve the undue concentrations of very low-income and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.¹ For the 2021-2029 planning period, the City is required to meet the RHNA number of 8,272 housing units.² The Housing Element is required to identify potential candidate housing sites by income category to meet the City's RHNA allocation. The City's 2021-2029 Housing Element was adopted by the City on March 11, 2022.

Rialto General Plan

The City's General Plan is a long-range planning document that puts forward a path for realizing the community's vision through specific goals and policies. The General Plan includes the City's 2021-2029 Housing Element which provides goals and policies specifically associated with housing. The General Plan provides a framework for action and direction for the physical development of the City until 2040. The following housing goals are identified in the 2021-2029 Housing Element.

Goal 1	Maintain and improve the quality of existing housing and neighborhoods in Rialto.
Goal 2	Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.
Goal 3	Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.
Goal 4	Alleviate potential governmental constraints to housing production and affordability.

¹ Department of Housing and Community Development, Division of Housing Policy Development. *Southern California COG Final Regional Housing Need Assessment*. Retrieved from: https://www.hcd.ca.gov/community-development/housing-element/docs/Southern_California_Association_of_Governments_Regional_Housing_Need_Determination_for_the_Sixth_Housing_Element_Update_1.pdf. Accessed on April 23, 2024.

² Southern California Association of Governments. *6th Cycle Regional Housing Needs Assessment Allocation Plan*. Retrieved from: <https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-proposed-final-allocation-plan.pdf?1614911196>. Accessed April 22, 2024.

Goal 5 Promote equal opportunity for all residents to reside in the housing of their choice.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to population growth or housing.

4.13.3 Existing Conditions

Existing Regional and Local Population

Table 4.13-1: City and County Population Projections identifies the increase of population growth in the County and City for 2019 (i.e., 2024 RTP/SCS base plan year), 2024, and 2050 (i.e., 2024 RTP/SCS horizon year). According to the DOF and SCAG's 2024 RTP/SCS, the County has a population of approximately 2,181,433 residents. The City has a population of approximately 103,097 residents.

Table 4.13-1: County and City Population Projections					
Location	2019 Population¹	2024 Population²	2050 Population¹	Projected population increase (2019 to 2050)	% Change (2019 to 2050)
San Bernardino County	2,175,000	2,181,433	2,623,000	448,000	21%
City of Rialto	103,700	103,097	100,736 ³	-2,964	-3%

Sources:

1. Southern California Association of Governments. *SCAG Connect SoCal RTP/SCS 2024: Demographics and Growth Forecast Technical Report*. Retrieved from: <https://scag.ca.gov/connect-socal>. Accessed September 17, 2024. City projected 2050 population estimate derived using the San Bernardino County-level persons per household ratio (i.e., 2.75 persons per household) and applying it to the City's projected 2050 households (i.e., 36,600 units).
2. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024*. Retrieved from: [Demographics | Department of Finance](https://www.dof.ca.gov/Programs/Population/Pages/Population-and-Housing-Estimates-for-Cities-Counties-and-the-State.aspx). Accessed September 17, 2024. City projected 2050 population estimate derived using the San Bernardino County-level persons per household ratio (i.e., 2.75 persons per household) and applying it to the City's projected 2050 households (i.e., 36,600 units).

Existing Regional and Local Housing

Table 4.13-2: County and City Housing Data identifies the total housing units (Total/Occupied) plus vacancy rate and persons per household in the County and City for 2019 (i.e., 2024 RTP/SCS base plan year) and 2024 using DOF estimates. According to the DOF data, both the County and City have seen an increase in total and occupied housing units and a decrease in population household numbers. However, while the County has seen an increase in vacancy rate, the City has seen a decrease from 2019 to 2024.

Table 4.13-2: County and City Housing Data

Location	Total Units		Occupied Units		Vacancy Rate		Persons/ Household	
	2019 ¹	2024 ²	2019 ¹	2024 ²	2019 ¹	2024 ²	2019 ¹	2024 ²
San Bernardino County	723,783	753,826	642,806	688,088	9.1%	11.2%	3.31	3.12
City of Rialto	27,553	28,523	25,749	27,863	6.6%	2.3%	3.97	3.68

Sources:

1. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. Retrieved from: <https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2020/>. Accessed September 17, 2024.
2. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024*. Retrieved from: [Demographics | Department of Finance](https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2020-2024/). Accessed September 17, 2024.

City of Rialto

SCAG determines total housing needs for each community in Southern California based on three general factors: (1) the number of housing units needed to accommodate future population and employment growth; (2) the number of additional units needed to allow for housing vacancies; and (3) the number of very low, low, moderate, and above moderate-income units needed in the community. Additional factors used to determine the RHNA include tenure, the average rate of units needed to replace housing units demolished, and other factors. Based on DOF data (2024), the City has 28,523 housing units with an average of 3.68 persons per household. The vacancy rate is 2.3 percent (see **Table 4.13-2**). There is no existing residential development on the project site.

Existing Regional and Local Employment

Table 4.13-3: County and City Labor Force Data identifies the total labor force and employment and unemployment rates for the County and City for in the County and City for 2019 (i.e., 2024 RTP/SCS base plan year) and 2023 using DOF estimates. Because COVID-19 resulted in decreased employment for both the County and City, statistical information for 2020 was not used. Additionally, DOF 2024 annual average estimates are not available, therefore DOF 2023 annual average estimates are used in this analysis. According to the State of California Employment Development Department (EDD), between 2019 and 2023, the labor force and the number of employed persons decreased in both the County and City.

Table 4.13-3: County and City Labor Force Data

Location	Labor Force		Employment		Unemployment		Employment Change
	2019 ¹	2023 ²	2019 ¹	2023 ²	2019 ¹	2023 ²	
San Bernardino County	965,400	1,013,700	928,100	966,500	37,400	47,200	-4.1%
City of Rialto	44,700	46,900	42,600	44,500	2,000	2,400	-4.5%

Sources:

1. State of California, Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2019 – Revised*. Retrieved from: <https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>. Accessed September 17, 2024.
2. State of California, Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 – Revised*. Retrieved from: <https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>. Accessed September 17, 2024.

Jobs to Housing Balance

The economic analysis conducted for SCAG's 2024 RTP/SCS shows the following regional employment growth:

- Job growth from building, operating, and maintaining the 2024 RTP infrastructure projects, averaging over 279,000 jobs per year; and
- Increases in economic competitiveness, efficiency, and amenities from the completion of the projects and operations, averaging over 465,000 jobs per year.

In terms of the jobs to housing balance, the SCAG Rialto 2019 Local Profiles Report identified that 7.6 percent of City residents work within the City, while 92.4 percent commute to places of employment outside the City. The 2024 RTP/SCS aims to balance the region's future mobility and housing needs with economic, environmental, and public health goals.

4.13.4 Methodology

The proposed Project is evaluated against the significance criteria below, as the basis for determining the impact's level of significance concerning population and housing. In addition, this analysis considers the existing regulatory framework (i.e., laws and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.13.5 Thresholds of Significance

The following significance criteria for population and housing impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to population and housing if it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following threshold for the reasons stated below, and that no further analysis is required in the EIR:

- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is vacant; there is no housing on the site. Therefore, Project implementation would not create an impact that would displace people or housing.

4.13.6 Project Impacts and Mitigation

Threshold 4.13-1:	Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
	Level of Significance: Less than Significant Impact

The proposed Project is consistent with the General Industrial General Plan land use designation and the Rialto Airport Specific Plan General Manufacturing land use designation. Project implementation would allow for the construction and operation of a warehouse building, which is a permitted use in the General Manufacturing land use designation.

Employment opportunities would be provided both during the construction of the Project and once the Project is operational. The number of temporary construction jobs that would be created is unknown. With respect to long-term employment opportunities, the proposed Project would employ approximately 557 employees, based on an employment generation factor of one employee per 1,195 sf of warehouse use ($664,859 \text{ sf} / 1,195 \text{ sf} = 556.4$, rounded up to 557).³ As discussed above, approximately 92.4 percent of Rialto residents travel outside of the City for work. Given the high percentage of City residents commuting outside the City for employment and the opportunity to reduce local unemployment rates, the addition of new jobs as a result of the Project would likely be filled by the local labor market. As a result, the increase in new jobs would not induce substantial population growth.

The proposed Project is consistent with the General Plan and Specific Plan designations for the site, meaning that future growth associated with Project implementation has already been accounted for in the General Plan and General Plan EIR. Therefore, the increase in employment opportunities at the project site and potential increase of new workers moving into the City are not considered substantial or unplanned.

The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. These improvements would allow for passenger vehicle and truck access to the project site and would not result in the extension of a roadway or infrastructure that would directly or indirectly induce unplanned population growth on or near the project site. Therefore, the Project would not induce substantial unplanned population. Impacts would be less than significant and mitigation is not required.

4.13.7 Cumulative Impacts

Potential cumulative population and housing impacts are assessed relative to the Airport Specific Plan, General Plan, and regional plans, including SCAG's 2024 RTP/SCS population, housing, and employment projections. SCAG's regional growth projections reflect recent and past trends, key demographic and economic assumptions and include local and regional policies. Local jurisdictions participate in the growth forecast development process.

Cumulative impacts would occur if development on the project site, together with other cumulative projects would induce substantial unplanned population growth or displace substantial numbers of existing people or housing. As discussed above, the Project is consistent with the General Industrial

³ Natelson Company, Inc. 2001. *Employment Density Study Summary Report Prepared for SCAG, Table 8A.*

General Plan land use designation and Rialto Airport Specific Plan's General Manufacturing zoning designation and therefore does not conflict with the City's 2021-2029 Housing Element goals. Further, the proposed Project would not result in significant direct, or indirect permanent or temporary impacts related to population or housing because the Project is consistent with the City's land use and zoning and the off-site improvements that would be implemented as a part of the Project would not extend roadways or infrastructure that would directly or indirectly induce unplanned population growth on or near the project site. Future development projects would also be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. Therefore, the proposed Project would not result in incrementally significant effects to population or housing that could be compounded or increased when considered together with similar effects from other cumulative present and reasonably foreseeable probable future projects. Given the Project's consistency with land use and zoning, as well as the potential for other projects to be generally consistent with the City's population and housing policies, the Project would not result in significant population and housing impacts, and therefore, taken with past, present, and reasonably foreseeable future projects, Project impacts are not considered cumulatively considerable and no mitigation is required.

4.13.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.13.9 Level of Significance After Mitigation

No significant population and housing resource impacts have been identified; no mitigation is required.

4.13.10 References

City of Rialto. 2010. *Rialto General Plan Housing Element*. Retrieved from:

<https://www.rialtoca.gov/653/General-Plan>. Accessed on September 17, 2024.

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4.14 PUBLIC SERVICES

4.14.1 Introduction

This section of the EIR describes existing public services for the project area and identifies and addresses potential Project impacts related to fire and police protection services provided by the City of Rialto (City).

4.14.2 Regulatory Setting

Federal Regulations

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Federal Fire Safety Act (FFSA)

The 1992 FFSA is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government, which has at least 25 federal employees during the course of their employment.

Occupational Safety and Health Administration (OSHA)

OSHA's mission is to "assure America's workers have safe and healthful working conditions free from unlawful retaliation. OSHA carries out its mission by setting and enforcing standards; enforcing anti-retaliation provisions of the OSH Act and other federal whistleblower laws; providing and supporting training, outreach, education, and assistance; and working collaboratively with our state OSHA programs as well as ensuring that they are at least as effective as federal OSHA, furthering a national system of worker safety and health protections." The agency is also charged with enforcing a variety of whistleblower statutes and regulations.

OSHA: Emergency Action Plan. Developments are required under OSHA standards to prepare an emergency action plan that is kept in the workplace that provides procedures for reporting a fire or other emergency, emergency evacuation, including type of evacuation and exit route assignments, and to be followed by all employees. Employers are required to have and maintain an employee alarm system, provide training, and review the emergency action plan with each employee covered by the plan.

OSHA: Fire Prevention Plan. Developments are required under OSHA standards to prepare a fire prevention plan that at minimum must include procedures to control accumulations of flammable and combustible waste materials, and for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials. Furthermore, the fire prevention plan must contain the names and/or job titles of employees responsible for maintaining equipment to prevent or control sources of ignition or fires, and for the control of fuel source hazards.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act (DMA) of 2000 is a federal law that amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act). The DMA was signed into law on October 30, 2000, after being introduced by Representative Tillie Fowler (R-FL-4) on February 11, 1999. The DMA's goals include reducing injuries, loss of life, and property damage; helping communities understand and reduce their vulnerability to natural hazards; using a more proactive planning process; and developing more effective hazard mitigation plans.

State Regulations

California Public Resources Code 4290 and 4291

These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction within a State Responsibility Area approved after January 1, 1991, and within lands classified and designated as a Very High Fire Hazard Severity Zone (VHFHSZ) after July 1, 2021. The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. The regulations include the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the State.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Industrial buildings are plan checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all industrial buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Code of Regulations (CCR) Title 24, Part 9 (California Fire Code) contains regulations for the construction and maintenance of buildings, the use of premises, and the management of Wildland-Urban Interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (effective January 1, 2023). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire

suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises.

Emergency Mutual Aid Agreements

The Emergency Mutual Aid Agreements (EMAA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services in the coastal, southern, and inland regions of the State. EMAA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMAA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMAA, local and State emergency managers have responded in support of each other under a variety of plans and procedures. San Bernardino County, including the City of Rialto, is in Region VI, which also includes San Diego, Imperial, Inyo, Mono, and Riverside counties.

Mitigation Fee Act (California Government Code (Sections 66000 through 66008))

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Rialto, establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The local agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. The Mitigation Fee Act became enforceable on January 1, 1989.

Section 35 of Article XIII of the California Constitution Subdivision (a)(2)

Section 35 of Article XIII of the California Constitution subdivision (a)(2) identifies that the protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.

Local Regulations

Rialto General Plan

The General Plan Chapter 5, *Safety and Noise Element* identifies goals related to fire and police protection. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Goal 5-1	Continue to build the City's fire protection and prevention programs and requirements to minimize fire hazards.
Policy 5-1.3	Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe Regulations.
Goal 5-8	Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.

- Policy 5-8.7** Require that development be phased in relation to the City's ability to provide an adequate level of fire protection, pursuant to the City standard of cover and fire department strategic plan.
- Goal 5-10** **Provide effective, timely and comprehensive policing services that meet the safety needs of Rialto.**
- Policy 5-10.3** Continue to encourage design concepts that inhibit and discourage criminal behavior such as Crime Prevention Through Environmental Design (CPTED) techniques.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to fire and police protection.

City of Rialto Municipal Code

Title 3: Revenue and Finance. The California Mitigation Fee Act (California Government Code, §§ 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project.

The City has adopted development impact fee programs for various public facilities, which are codified under Rialto Municipal Code Chapter 3.33. Rialto Municipal Code Chapter 3.33 – Development Impact Fees establishes every fee that every person or development must comply with (if applicable) regarding utility, community and recreation center impacts, library, animal center impacts, police impacts, park in-lieu/park impacts, and fire protection fees, etc.

Title 18: Zoning. The purpose and intent of Rialto Municipal Code Title 18 -Zoning Code is to set standards and guidelines for the City to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

Title 15, Chapter 15.28: Fire Code. The City of Rialto Fire Code is codified under Rialto Municipal Code Chapter 15.28 – Fire Code. The City has adopted and amended the California Fire Code as permitted by Health and Safety Code Section 17958 and Government Code Section 50022. The City's Fire Code identifies methods for calculating required fire flow, hydrant placement and other requirements considered in building and site design. The Rialto Fire Department reviews plans for proposed development projects to ensure compliance with the City's Fire Code.

Emergency Response

Procedures for mitigating emergency events, such as wildfires, floods, windstorms, hazardous materials releases, civil disturbance, and earthquakes are outlined in the City's Standard Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP). The MHFP incorporates and coordinates all the facilities and personnel of the City into an efficient organization capable of responding to any emergency.

4.14.3 Existing Conditions

Fire Protection

FHSZs are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-51189. FHSZs are categorized as fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area under the jurisdiction of CAL FIRE, or within a Local Responsibility Area under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within State Responsibility Areas, which are found in 56 counties in California, and provides a variety of emergency services in 36 counties.

CAL FIRE defines a State Responsibility Area as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area. The project site and adjacent areas are classified as a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ).

The Rialto Fire Department provides fire protection services for the City. Led by a Fire Chief, the Fire Department has a Division Chief, two Battalion Chiefs, an Emergency Medical Services Coordinator, and a Fire Marshall. The Fire Department deploys from five fire stations staffed 24 hours per day by firefighters and non-safety ambulance operators. Daily emergency medical service and fire/rescue staffing consists of one Battalion Chief, four engine companies, one truck company, and four paramedic ambulances. The closest fire station to the project site is Station 204, located at 3288 Alder Avenue, approximately 1.2 miles north of the project site. There is one fire hydrant located at the southeast corner of Locust Avenue at Lowell Street.

Administration. The Rialto Fire Department Administration provides oversight to all department operations including project development, budgeting, development of policy and protocol, personnel development, and strategic planning to ensure highly effective fire and life safety services. Fire Administration is staffed by the Fire Chief with an Executive Assistant, a Division Chief of Operations, Administrative Battalion Chief, and one office specialist.

Rialto Fire Prevention Division. The Rialto Fire Prevention Division engages in community risk reduction services through code compliance, plan review, public education, inspection, emergency preparedness and targeted risk-specific programs.

Ambulance Operator Program. The Rialto Fire Department has provided ambulance transportation services since 1971 using a model of deployment that includes staffing of ambulances with firefighters that are cross-trained as Paramedics and Emergency Medical Technicians. Based on service demand and

cost of deployment, the current ambulance staffing model is being retooled to include single function, paramedic and Ambulance Operators to staff city-owned ambulances.

Rialto Fire Department Emergency Medical Service. The Rialto Emergency Medical Service is responsible for the planning, compliance, review, and oversight for the provisions of clinical medical care provided by the Rialto Fire Department. The Fire Department staffs one paramedic for all fire engines, trucks, and ambulances; all other positions are staffed by Emergency Medical Technicians.

Incident Response

Fire service deployment is about the speed and weight of the response. Speed refers to initial response (first due) of all-risk intervention resources (engines, ladder trucks, and squads) strategically deployed across a jurisdiction for response to emergencies within a time interval to facilitate desired outcomes. Weight refers to multiple-unit Effective Response Force (commonly referred to as a First Alarm) responses to more serious emergencies, such as building fires, multiple-patient medical emergencies, vehicle collisions with extrication required, or technical rescue incidents. In these situations, a sufficient number of firefighters must be assembled within a reasonable time interval to safely control the emergency and prevent it escalating into a more serious event. The Rialto Fire Department responded to a monthly average of 939 incidents in 2023.¹

Police Protection

The Rialto Police Department provides law enforcement and police protection services throughout the City. The Police Department headquarters is located at 128 North Willow Avenue, approximately 5.8 miles southeast of the project site. With 176 employees, the Police Department is a full-service law enforcement agency that is charged with the enforcement of local, State, and federal laws, and with providing 24-hour protection. Operations within the Rialto Police Department are organized within divisions — Operations, Support Services, and Professional Standards — with bureaus, teams and units, and programs within each division.²

The Rialto Police Department participates in the California Law Enforcement Mutual Aid Plan administrated by the Governor's Office of Emergency Services. The law enforcement mutual aid system is an ongoing cooperative effort among law enforcement agencies to ensure an effective and organized response to a wide range of emergencies. Under the Law Enforcement Mutual Aid Plan, the City of Rialto can both provide and request law enforcement resources to and from neighboring jurisdictions. There are seven mutual aid regions in the State and each region is comprised of multiple Operational Areas and has a Regional Law Enforcement Mutual Aid Coordinator. Rialto is located in mutual aid Region VI, which includes the counties of San Bernardino, Mono, Inyo, Riverside, Imperial, and San Diego.

4.14.4 Methodology

The Rialto Fire Department and Rialto Police Department were contacted to determine if the Project would significantly impact the departments' ability to provide fire protection and police protection services. The following analysis considers the existing regulatory framework and available information published by the Rialto Fire Department and Rialto Police Department. Where significant impacts remain

¹ Average was compiled through available monthly report data between May and October 2023. This is the most current published information.

² The Rialto Police Department does not have publicly available response time standards or service ratios.

despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.14.5 Thresholds of Significance

The following significance criteria for fire and police impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to fire and police protection if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following threshold for the reasons stated below, and that no further analysis was required:

- Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: schools, parks, and other public facilities?

The Project does not propose new or physically altered government facilities, nor would it include residential uses with the potential to create a demand for new or physically altered school, parks, or other public facilities, such as library services. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

4.14.6 Project Impacts and Mitigation

Threshold 4.14-1:	Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? <i>Level of Significance:</i> Less than Significant Impact

Fire Protection

The project site is vacant and located in an area currently served by the Rialto Fire Department. Impacts related to fire protection services are assessed by the Rialto Fire Department on a project-by-project basis. In determining the potential impacts to fire protection services that could occur, the Rialto Fire Department considers a project's land use, fire-protection related needs, and a project site's

recommended response distance and time and fire safety requirements, as well as project design features that would reduce the demand for fire protection services.

Construction

During construction, site clearance including vegetation removal would remove potential fuel for fires which could occur during construction. The potential for emergency response incidents related to construction operations would be minimized through compliance with the established regulatory framework, including Cal/OSHA, which ensures that employers provide their workers with a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions.

Project traffic would not result in substantial delays and congestion that would affect the circulation of emergency vehicles in the study area. The Project would not require permanent road closures but would result in temporary partial lane closures during specific construction phases such as connection to utilities in the roadways. SC TRAN-1 in **Section 4.15: Transportation** requires the preparation of a Construction Management Plan to identify planned travel patterns for construction and haul vehicles. These temporary lane closures would not result in the closure of any roadways that would impact the mobility of first responders. The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Therefore, compliance with the mentioned codes and regulations, and the temporary nature of construction activities would ensure that Project construction would result in less than significant impacts with respect to performance objectives for fire protection services.

Operations

Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). LRAs are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ).³

The proposed Project would conform to the then-current California Building Code and California Fire Code which would require fire suppression systems such as sprinklers and fire curtains. As discussed previously, the City's Fire Code identifies standards for building and site design and fire protection and notification systems. It also contains regulations relating to construction, maintenance, and use of buildings including Fire Department access, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises.

The Project would include 20 fire hydrants located throughout the project site. The fire hydrants would connect to a proposed fire water line loop, which ultimately connects to the water main in Lowell Street. All driveways have been designed to accommodate the required turning radius for fire engines and would not impair emergency fire service access. In accordance with the City's entitlement process, the Rialto Fire Department will review the plot plan to ensure compliance with the City's Fire Code.

³ CAL FIRE. *Fire Hazard Severity Zones Map*. Retrieved from: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed April 29, 2025.

Project implementation would incrementally increase the demand for fire protection services. Although the project site is not developed, the project area is already served by the Rialto Fire Department. Therefore, the Project does not include or require construction of any new or physically altered fire station facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. The proposed land use is consistent with the General Plan and zoning assumptions for the site. The Project is not expected to substantially increase service demand such that a new or physically altered facility would need to be constructed in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

Project plans would be reviewed by applicable City departments to ensure compliance with the Rialto Municipal Code and General Plan as well as all emergency response and fire safety requirements of the Rialto Fire Department and the California Fire Code. Further, the Project would be required to pay all required development impact fees as adopted by City Ordinance No. 1532. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from the Project. Therefore, upon payment of fees, impacts would be considered less than significant. Therefore, compliance with building codes and payment of development impact fees would reduce impact to a less than significant level and no mitigation is required.

Threshold 4.14-2:	Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?
	<i>Level of Significance:</i> Less than Significant Impact

Police Protection

Construction

Impacts to police protection services are assessed based on the ability of police personnel to adequately serve the existing and future population, including residents, workers, and daytime and nighttime visitors and the Police Department's ability to meet the additional demand for protection services with the Project. The project site is in a developed area and is adjacent to existing industrial uses.

During construction, action by the Rialto Police Department could be required in cases of trespassing, theft, or vandalism. Construction would not require road closures but may require temporary lane closures during specific construction phases such as connection to utilities in the roadways. SC TRAN-1 in **Section 4.15: Transportation** requires the preparation of a Construction Management Plan to identify planned travel patterns for construction and haul vehicles. These temporary lane closures would not result in the closure of any roadways that would impact the mobility of first responders. The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Prior to commencement of construction activities, Project plans would be reviewed by the City to ensure compliance with the City's Municipal Code and General Plan as well as all applicable regulations associated with site signage, lighting, perimeter control, and other crime safety preventative measures. SC PS-1 requires the Applicant to contract with a security service to provide security during construction and may include additional security measures, such as the installation of

temporary fencing. With implementation of these Standard Conditions, impacts to police protection would be less than significant during construction and no mitigation is required.

Operations

Project implementation would result in an increase in employment opportunities, which could incrementally increase the demand for police services. However, since the project site is in a developed area of the City that is already contributing toward the need for police services, the Project is not expected to substantially increase service demand such that a new police station would need to be constructed. SC PS-1 requires that all development plans be evaluated by the Rialto Police Department to ensure that public safety design measures are incorporated into the Project plans. Additionally, the Project is required to pay all required impact fees as adopted by City Ordinance No. 1532. Accordingly, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from the Project. Impacts on service demand and response times for police would be less than significant and no mitigation is required.

4.14.7 Cumulative Impacts

For purposes of public services, cumulative impacts are considered for projects located within the City.

Fire Protection

The Project assumes the provision of fire protection services is based on a combination of existing fire services and the use of mutual aid agreements. Additionally, all present and reasonably foreseeable future projects would be required to pay impact fees as adopted by City Ordinance 1532. As previously addressed, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand caused by development. The payment of fees and compliance with applicable regulatory requirements would preclude the Project's cumulative contribution to fire protection impacts and no mitigation is required.

Police Protection

The Police Department's operating budget is primarily generated through tax revenues and fees collected from penalties and requested services, and impact fees as adopted by City Ordinance 1532. Increased property and sales tax from cumulative projects would increase the City's General Fund in rough proportion to population increases, providing funding for any improvements necessary to maintain adequate police protection facilities, equipment, and/or personnel. The payment of fees and compliance with applicable regulatory requirements would preclude the Project's cumulative contribution to police protection impacts. Moreover, should any new or altered facilities be required in the future, these facilities would be subject to separate CEQA review. The Project would not cumulatively contribute to an impact to police protection services and no mitigation is required.

4.14.8 Mitigation Program

Standard Conditions and Requirements

Fire Protection

Please refer to SC TRAN in **Section 4.15: Transportation**.

Police Protection

- SC PS-1** Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Rialto Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project.
- SC PS-2** Prior to issuance of building permits, the City of Rialto Police Department shall review development plans for the incorporation of defensible space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process.

Mitigation Measures

No mitigation is required for Fire or Police Protection.

4.14.9 Level of Significance After Mitigation

Impacts would be less than significant for Police and Fire Protection services and no mitigation is required.

4.14.10 References

CAL FIRE. 2025. *Fire Hazard Severity Zones Map*. Retrieved from: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed April 29, 2025.

4.15 TRANSPORTATION

4.15.1 Introduction

This EIR section summarizes the findings of *Locust Gateway Logistics Center Vehicle Miles Traveled Analysis* prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2025) to evaluate the potential transportation impacts associated with the proposed Project. This study has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The report is included as **Appendix J** of this EIR.

4.15.2 Regulatory Setting

Federal Regulations

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of such transportation projects proposed over a six-year period. As the metropolitan planning organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies.

The FTIP identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while supporting efforts to attain federal and State air quality standards for the region by reducing transportation-related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects - bicycle and pedestrian.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. Projects in the FTIP are consistent with SCAG's approved Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Manual on Uniform Traffic Control Devices

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the Code of Federal Regulations (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal state standard for traffic-control devices within two years of the update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City of Rialto (City) uses the MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

State Regulations

Sustainable Communities Strategies: Senate Bill 375 – Land Use Planning

Senate Bill (SB) 375 (2008) provides for a planning process to coordinate land use planning and Regional Transportation Plans (RTPs) and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires that RTPs developed by metropolitan planning organizations (e.g., SCAG) incorporate a “sustainable communities’ strategy” in their RTPs that will achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as Transit-Oriented Developments (TODs).

Senate Bill 743 – Update to the CEQA Guidelines for Transportation Impacts

The Steinberg Act (SB 743) (also known as the Environmental Act) was enacted in 2013 to shift the focus of transportation analysis from driver delay to reducing GHG emissions, creating multimodal networks, and promoting mixed land uses. SB 743 required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide alternative level of service metrics for transportation impact evaluations. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of the SB 743 modifications. The CEQA Guidelines shift traffic analysis from delay and operations to vehicle miles traveled (VMT) when evaluating transportation impacts under CEQA. VMT refers to the amount and distance of automobile travel attributable to a project.

Metrics to evaluate transportation impacts may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. According to SB 743, projects should aim to reduce VMT and mitigate potential VMT impacts through the implementation of transportation demand management (TDM) strategies. By July 1, 2020, all CEQA lead agencies were required to analyze a project’s transportation impacts using VMT. The City adopted their VMT guidelines in 2021.

Regional and Local Regulations

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2024, SCAG’s Regional Council adopted *2024-2050 Regional Transportation Plan/Sustainable Communities Strategies* (RTP/SCS) or Connect SoCal Plan. On May 10, 2024, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved Connect SoCal 2024; CARB approved on May 7, 2025. The Connect SoCal Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the State of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The RTP/SCS is a living, evolving blueprint for the region’s future.

Of the goals presented in Connect SoCal, the following six are applicable to transportation:

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Improve access to jobs and educational resources

- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's congestion management agency. SBCTA prepares, monitors and periodically updates the County Congestion Management Program (CMP) to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures; the process for mitigation of impacts of new development on the transportation system and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a Development Impact Fee (DIF) program that is consistent with Measure I requirements. The DIF program includes a local traffic development fee which is codified under Rialto Municipal Code 3.33.170.

Rialto General Plan

Chapter 2: Managing Our Land Supply

General Plan Chapter 2, *Managing Our Land Supply* (2010, as amended in 2024), provides guidance to promote the City's goals for current and future development related to Land Use, Community Design, Open Space and Conservation. The following list includes relevant General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-23	Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.
Policy 2-23.5	Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.
Policy 2-23.6	Require delivery areas to be separated from pedestrian areas.
Goal 2-36	Reduce air pollution emissions from both mobile and stationary sources in the City.
Policy 2-36.2	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Chapter 3: Making the Connections – The Circulation Chapter

General Plan Chapter 3: *Making the Connections – The Circulation Chapter* (2010, as amended in 2024) addresses the anticipated level and pattern of development that will generate travel throughout the City

and that must be accommodated by the roadway system, public transportation, and non-motorized forms of transportation. It also notes that Rialto's increasing prominence as a logistics hub will create a demand for goods movement throughout the City that must be accommodated by commercial vehicles and railroads. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies.

Goal 4-1 **Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.**

Policy 4-1.17 Require new streets and improvements to connect to established streets.

Policy 4-1.20 Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours, and require new development to mitigate traffic impacts that degrade LOS below that level. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E. **Note: LOS is not used under CEQA to evaluate traffic impacts.**

Policy 4-1.21 Design City streets so that unsignalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours, and require new development to mitigate traffic impacts that increase delay above that level.

Goal 4-2 **Protect residential neighborhoods from through traffic impacts.**

Policy 4-2.1 Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.

Policy 4-2.2 Discourage non-local traffic from using neighborhood streets.

Goal 4-8 **Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.**

Policy 4-8.5 Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Goal 4-9 **Promote Walking.**

Policy 4-9.1 Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

Policy 4-9.2 Require sidewalks and parkways on all streets in new development projects.

Policy 4-9.4 Accommodate pedestrians and bicyclists – in addition to automobiles – when considering new development projects.

Policy 4-9.6 Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Policy 4-9.7 Require ADA compliance on all new or modified handicap ramps.

Goal 4-10 **Provide a circulation system that supports Rialto's position as a logistics hub.**

Policy 4-10.1 Designate and enforce truck routes for use by commercial trucking as part of the project approval process.

Policy 4-10.3 Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.

Policy 4-10.4 Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan included a Circulation Plan consistent with the, then current, City Master Plan of Arterial Highways. The Specific Plan Circulation Plan has been superseded by updates to the Rialto General Plan Circulation Element.

4.15.3 Existing Conditions

Existing Transportation System

Roadways and Roadway Characteristics

Regional access to the project site is provided by State Route 210 (SR-210), located approximately one mile to the south of the project site. In addition, Interstate 15 (I-15) is located approximately four miles to the west, the Interstate 215 (I-215) is approximately four miles to the east, and Interstate 10 (I-10) is approximately six miles to the south.

Locust Avenue. Locust Avenue is located east of and adjacent to the project site, and is designated as a Secondary Arterial. The General Plan identifies that Secondary Arterials have two travel lanes in each direction with left-turn lanes. Locust Avenue is an undivided roadway with two travel lanes in each direction which is oriented in a north-south direction through and beyond the boundaries of the City. Locust Avenue is a truck route between Baseline Road and Riverside Avenue. The posted speed limit on Locust Avenue is 45 miles per hour (mph).

Lowell Street. West of Locust Avenue, Lowell Street is an undivided roadway with one travel lane in each direction. On the north side of the street, there are sidewalks along the first property. The remainder of the north side of Lowell Street has curbs and gutters until its terminus to the west adjacent to the project site. There are no road improvements along the south side of Lowell Street.

Casmalia Street. Casmalia Street is designated as a Secondary Arterial, which provides four travel lanes with a bike lane in each direction and a raised median. Casmalia Street extends in an east-west direction through and beyond the boundaries of the City of Rialto. Casmalia Street is a truck route east of Sierra

Avenue to Ayala Drive, with truck access restricted to local deliveries to the west of Alder Avenue. The posted speed limit on Casmalia Street is 55 miles per hour (mph).

Alder Avenue. Alder Avenue is designated as a Major Arterial. Between Riverside Avenue to the north and Casa Grande Drive to the south, Alder Avenue is an undivided roadway with two travel lanes in each direction and a Class II (4-foot-wide) bike lane adjacent to the curb in each direction with a posted speed limit of 40 mph. Between Casa Grande to the north to its terminus at Summit Avenue, Alder Avenue has a raised median. South of the intersection of Alder Avenue at Casa Grande Drive, Alder Avenue has two southbound travel lanes and one northbound travel lane with a posted speed limit of 35 mph. There is no public or improved roadway between Summit Avenue and Lake Padden Lane. Alder Avenue extends south from Lake Padden Lane to its southern terminus at I-10; it continues south of I-10 beyond the City of Rialto. Alder Avenue is a truck route between Baseline Road and Casa Grande Drive.

Renaissance Parkway. Renaissance Parkway is located approximately 1.2 miles south of the project site and south of I-210, and is designated as a Major Arterial, with four travel lanes, a bike lane in each direction, and a raised center median. Renaissance Parkway extends in an east-west direction through and beyond the boundaries of the City where it changes its name to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway connects with a number of north-south streets that have interchanges with the SR-210 to the north and I-10 to the south. Renaissance Parkway is a truck route between Alder Avenue and Locust Avenue. Truck access is restricted to local deliveries between Locust Avenue and Ayala Drive, and west of Alder Avenue. The posted speed limit on Renaissance Parkway is 50 mph.

Laurel Avenue. Laurel Avenue is located approximately 0.2-mile west of Locust Avenue and north of the project site and is designated as a Secondary Arterial. In the vicinity of the project site, Laurel Avenue terminates at Bohnert Avenue to the north and extends south across I-210. The undivided roadway has two travel lanes; it does not have a roadway designation in the General Plan. The posted speed limit is 30 mph.

Riverside Avenue. Riverside Avenue is a four- to six-lane generally north-south roadway divided by a painted median through the study area. The posted speed limit is 55 mph and on-street parking is prohibited on both sides of the roadway. Riverside Avenue is designated as a Modified Major Arterial II between Sierra Avenue and Locust Avenue. East of Locust Avenue, Riverside Avenue is designated as a Major Arterial to Foothill Boulevard. Between Foothill Boulevard and the BNSF Railway corridor, it is a Modified Arterial II. South of the rail corridor, Riverside Avenue is a Major Arterial to San Bernardino Avenue; it is a Modified Major Arterial II until Slover Avenue. South of Slover Avenue, it is a Modified Arterial to the southern City boundary. North of I-210, Riverside Avenue has Class II bike lanes. Riverside Avenue is a designated truck route east of Sierra Avenue to Locust Avenue.

Casa Grande Drive – Casa Grande Drive is located approximately 0.5 mile north of the project site with two travel lanes in each direction divided by a painted median and bike lane in each direction. Casa Grande is designated as a Secondary Arterial. Casa Grande Drive is an east-west roadway and extends from Locust Avenue to Sierra Avenue in the City. West of Alder, there is one travel lane in each direction with a Class I bike path. Casa Grande Drive is closed to through traffic at Mango Avenue.

Transit Services

OmniTrans provides public transit service to the San Bernardino Valley, inclusive of the City of Rialto. Bus stops in the project vicinity are on Locust Avenue approximately 250 feet from the intersection of Locust

Avenue at Lowell Street and on Casa Grande Drive approximately 200 feet west of Locust Avenue. There are bus stops further south on Bohnert Avenue at Locust Avenue and further to the north on Riverside Avenue at Locust Avenue. OmniTrans Route 22 operates between the Arrowhead Regional Medical Center in the City of Colton to and through the City of Rialto. Route 22 operates on weekdays between approximately 5:00 AM to 9:40 PM; on Saturdays from approximately 7:15 AM to 7:30 PM; and on Sundays from approximately 7:30 AM to 7:30 PM. Route 22 has a transfer point with Route 312 at the intersection of Renaissance Parkway at Linden Avenue south of I-210.

Bicycle And Pedestrian Facilities

The Circulation Chapter of the General Plan identifies Class I Bikeways (Bike Path; exclusive use for bicycles), Class II Bikeways (Bike Lane; shares the right-of-way with roads or walkways; it has a continuous stripe of the pavement or is separated by a curb or low barrier); and Class II Bikeways (Bike Route; shares the right-of-way; no pavement markings only signage). North of I-210, there are no bikeways on Locust Avenue. The General Plan identifies Class II Bikeways on Casa Grande Drive, Alder Avenue north of Casa Grande Drive, and Riverside Avenue.

With the exception of a portion of sidewalk on the north side of Lowell Street along the property at the northwest corner of Lowell Street at Locust Avenue, there are no sidewalks or pedestrian facilities along Lowell Street. There are sidewalks on portions of Locust Avenue north of Lowell Street. There are no sidewalks or road improvements along the project site fronting Locust Avenue south of Lowell Street.

4.15.4 Methodology

A significant impact would result if the proposed Project resulted in a conflict that could result in a transportation impact. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts. The analysis of impacts on transportation examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

A project-specific VMT analysis was conducted for the Project. Project-generated VMT is an assessment based on trips and trip distances of project-specific trip purposes. The Project effect on VMT is an estimate of how VMT within the County will change once a project is built and new and existing traffic is redistributed.

Production/Attraction (PA) VMT. Consistent with the City's VMT Guidelines, because the Project does not include residential uses, the Production/Attraction (PA) trip matrix was used to determine project-generated VMT, which separates and isolates employee commute VMT. The calculation of Home-Based-Work VMT per employee (Employee-Based VMT) using the PA method has two components – the total number of weekday trips generated and the average trip length of each vehicle. Home-Based-Work VMT per employee is determined by dividing the total Home-Based-Work attraction VMT by total employment derived from the model. The Home-Based-Work VMT per employee is used to measure the efficiency of VMT generated by work-related uses for the project site traffic analysis zone (TAZ), under Baseline and Cumulative year conditions.

Boundary VMT. The Project's effect on VMT was evaluated using the boundary method. The boundary method is the total daily VMT within a specific area calculated by multiplying the daily vehicle traffic volume on all the roadway segments by the length of each of the roadway segments within that specific study area. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This method also captures the effect of cut-through and/or displaced traffic within the specific study area.

The VMT impact is determined by normalizing the boundary VMT by the service population and comparing the results between the No Project and Plus Project conditions. The Project effect on VMT using the boundary method was evaluated for the countywide boundary.

4.15.5 Thresholds of Significance

The following significance criteria for transportation impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to transportation if it would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

VMT Thresholds

Per the *City of Rialto Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (October 2021; VMT Guidelines), VMT impacts are evaluated based on "project-generated VMT" and the "project effect on VMT." The "project-generated VMT" is compared to the baseline Countywide VMT efficient metric, whereas the "project-effect" effect on VMT is compared between the with and without project conditions. The following thresholds of significance apply to the VMT analysis:

- A project's effect on VMT would be considered significant if the baseline link-level boundary (County Boundary) VMT per service population (residents + employees) increases under plus project conditions compared to no project conditions for both baseline and cumulative scenarios.
- A project would result in a significant project-generated VMT impact if the project-generated VMT per service population exceeds the San Bernardino County regional average baseline of 32.7 VMT per service population for both baseline and cumulative scenarios.
- The Cumulative "No Project" scenario shall reflect the adopted RTP/SCS; as such, if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence.

4.15.6 Project Impacts and Mitigation

Threshold 4.15-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less than Significant Impact

Please refer to **Section 4.7: Greenhouse Gas Emissions** and **Section 4.10: Land Use and Planning**, which includes an evaluation of the Project's consistency with SCAG's Connect SoCal: 2024-2050 RTP/SCS and the City's General Plan, respectively. The project site is within the SCAG region. The Connect SoCal 2024-2050 RTP/SCS forecasts the number of people, households and jobs (at the jurisdictional level) expected throughout SCAG's 191 cities and in unincorporated areas by 2050. This information is typically a component of the City's General Plan, and if available, the City's traffic analysis model.

Growth assumed in the City of Rialto General Plan and its corresponding traffic modeling information and assumptions are supplied to SCAG. The proposed Project is consistent with the General Plan and zoning assumptions. Therefore, because the proposed Project was accounted for in the City's growth forecast, the Project would be consistent with the RTP/SCS. The analysis finds that the Project is consistent with the applicable goal and policies of the 2024-2050 RTP/SCS and the General Plan. The Project's circulation plan would be consistent with the General Plan pertaining to transit, bicycle and pedestrian facilities. The Project would provide pedestrian sidewalks along the project site frontage of Lowell Street and Locust Avenue, which would improve pedestrian circulation in the surrounding area. Public transit routes would continue to operate during Project construction and operations and would not be impacted by Project implementation.

Transit Facilities. OmniTrans bus stops are located on Locust Avenue, Casa Grande Drive, Riverside Avenue, and Bohnert Avenue in the area. The nearest bus stop is just north of the intersection of Locust Avenue at Lowell Street. Project construction and operation would not impact surrounding roadways and thus would not impact transit facilities through closure of roadways that would impede public transit mobility.

Roadways. There is currently no vehicular access to the project site. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The driveway shown on the site plan on Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access. All driveway improvements would be constructed pursuant to the City's requirements. At the Locust Avenue and Lowell Street intersection, the eastbound approach on Lowell Street would be restriped with a dedicated left-turn lane and dedicated right-turn lane; the northbound approach on Locust Avenue would be restriped with a northbound left-turn lane. Improvements to the west side of Locust Avenue along the project site frontage include curb and gutter and pavement replacement extending 14 feet onto the east side of the roadway. Improvements to the south side of Lowell Street include curb and gutter and full width pavement replacement. The Project would not conflict with a plan, ordinance, or policy concerning the existing circulation system or roadway facilities.

Bicycle Facilities. There are currently no bike lanes on Lowell Street or Locust Avenue. On-site bike storage facilities would be provided.

Pedestrian Facilities. There are currently no sidewalks or pedestrian facilities along the project site frontage. Project implementation includes the addition of a pedestrian sidewalk along the project site frontages of Lowell Street and Locust Avenue.

With respect to Threshold 4.15-1, impacts would be less than significant and no mitigation is required.

Threshold 4.15-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Level of Significance: Less than Significant Impact

The City's VMT Guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed level analysis. According to the City's VMT Guidelines, if a project meets the transit priority area (TPA), low VMT, or project type screening thresholds, the project is presumed to result in a less than significant VMT impact. The proposed Project does not meet the screening thresholds associated with Transit Priority Areas, Low VMT Areas, or Project Type.

The VMT analysis was completed using the current version of San Bernardino County's Travel Demand Model, SBTAM version 3.1 (referred to as the SBTAM Model). The model is trip-based and considers the interactions between different land uses based on socio-economic data, such as population, households, and employment. Adjustments in socio-economic data (population and employment) were made to the appropriate Traffic Analysis Zones (TAZ) in the SBTAM Model to reflect the Project's proposed land uses.

The current version of the SBTAM Model maintains a base year condition of 2019, which was interpolated to 2024 to be representative of baseline conditions. The Cumulative Year for the SBTAM Model is 2050.

The project's VMT analysis was conducted for the following scenarios:

- **Baseline Conditions** – Based on 2019 SBTAM Model version 3.1 conditions and interpolated to 2024 conditions using Cumulative No Project Conditions.
- **Baseline Plus Project Conditions** – Based on the 2019 SBTAM Model with the Project and interpolated to 2024 conditions using Cumulative Plus Project Conditions.
- **Cumulative No Project Conditions** – Based on the updated 2050 SBTAM Model conditions without the Project.
- **Cumulative Plus Project Conditions** – Based on the updated 2050 SBTAM Model conditions with the Project. For this scenario, the TAZ that includes the geographic boundaries of the project site was updated to reflect the Project's land uses. In addition, other TAZs in the City had their future land use growth totals reduced on a weighted basis by employment type to maintain regional control totals. Based on the City guidelines, it is important to maintain appropriate control totals for regional jobs to housing ratio such that the model reflects appropriate future demographic and market conditions. Simply put, the total number of jobs and housing units in the City remained the same as the Cumulative No Project conditions even with the addition of the Project.

Project-generated VMT is an assessment based on trips and trip distances of project-specific trip purposes. The Project effect on VMT is an estimate of how VMT within the County would change once a project is built and new and existing traffic is redistributed.

Table 4.15-1: Baseline Year (2024) Project-Generated VMT identifies the Project's VMT for the Baseline Year (2024) conditions. As shown in the table, the home-based work VMT per employee for the Project is 23.23, which is approximately 22 percent lower than the County average of 29.74.

Table 4.15-1: Baseline Year (2024) Project-Generated VMT		
VMT Metric	San Bernardino County	Project
HBW VMT	26,937,842	15,741
Employment	905,832	678
HBW VMT/Employee	29.74	23.23
Exceed Threshold?	-	No
VMT = vehicle miles traveled; HBW = Home-Based Work Note: The current version of the SBTAM Model maintains a base year condition of 2019, which was interpolated to 2024 to be representative of existing conditions. The Cumulative Year for the SBTAM Model is 2050.		

Table 4.15-2: Cumulative Year (2050) Project-Generated VMT shows the project-generated home-based and home-based work VMT for Cumulative Year (2050) conditions. As shown in the table, the Project's home-based work VMT per employee is 23.42, which is approximately 21 percent lower than the County average of 29.53.

Table 4.15-2: Cumulative Year (2050) Project-Generated VMT		
VMT Metric	San Bernardino County	Project
HBW VMT	33,810,918	23,025
Employment	1,144,814	983
HBW VMT/Employee	29.53	23.42
Exceed Threshold?	-	No
VMT = vehicle miles traveled; HBW = Home-Based Work		

Therefore, because the Project's Baseline (2024) and Cumulative Year (2050) Home-Based Work (HBW) VMT per employee are both less than the countywide average, according to the City's VMT Guidelines, the Project would result in a less than significant impact concerning project-generated VMT.

As shown in **Table 4.15-3: Baseline Year (2024) Project Effect on VMT**, the County Boundary VMT per service population decreases under the With Project Condition (22.47) when compared to the Without Project Conditions (22.48).

Table 4.15-3: Baseline Year (2024) Project Effect on VMT		
VMT Metric	Without Project	With Project
County Boundary VMT	71,731,963	71,729,970
County Service Population	3,191,574	3,191,780
County Boundary VMT/Service Population	22.48	22.47
Exceed Threshold?	-	No
VMT = vehicle miles traveled; HBW = Home-Based Work Note: 2024 VMT results were determined by interpolating model Base Year 2019 and Future Year 2050 results.		

Table 4.15-4: Cumulative Year (2050) Project-Generated VMT shows the Cumulative Year (2050) Project effect on VMT for the County. As shown in the table, the County Boundary VMT per service population of 24.59 remains the same under both the With and Without Project Conditions.

Table 4.15-4: Cumulative Year (2050) Project Effect on VMT		
VMT Metric	Without Project	With Project
County Boundary VMT	92,487,700	92,482,797
County Service Population	3,761,254	3,761,254
County Boundary VMT/Service Population	24.59	24.59
Exceed Threshold?	-	No
VMT = vehicle miles traveled; HBW = Home-Based Work		

Therefore, because the Project's Baseline Year (2024) and Cumulative Year (2050) Countywide Boundary VMT per service-population does not increase under the With Project conditions, according to the City's VMT Guidelines, the proposed Project would have a less than significant impact based on the VMT impact thresholds and no mitigation is required.

Threshold 4.15-3: **Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Level of Significance: Less than Significant Impact

The roadways serving the project site are generally straight and flat. There is currently no vehicular access to the project site. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The driveway shown on the site plan along Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access. All driveway improvements would be constructed pursuant to the City's requirements. At the Locust Avenue and Lowell Street intersection, the eastbound approach on Lowell Street would be restriped with a dedicated left-turn lane and dedicated right-turn lane; the northbound approach on Locust Avenue would be restriped with a northbound left-turn lane. All drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers for emergency vehicles and fire services. Project operations would not include sharp curves nor would it introduce incompatible uses to area roadways. The two public access roadways adjacent to the project site are Lowell Street and Locust Avenue; Locust Avenue is a truck route. The Project does not include the use of incompatible vehicles on the project site. Further, the project site has a Rialto Airport Specific Plan land use designation of General Manufacturing (I-GM), which permits wholesaling and warehousing uses. The proposed Project is a permitted use under the I-GM land use designation and is considered a compatible use.

The line of sight – a straight line between the driver's eye and oncoming vehicles on the adjacent roadway – defines the "limited use area." The limited-use area for each driveway would be kept clear of visual obstructions, including signage, structures, and obstructive landscaping, in order to maintain adequate sight distance. The Project would be designed in compliance with all applicable State building codes and would meet City standards for design, including sight distance at intersections. Therefore, impacts are considered less than significant and no mitigation is required.

Threshold 4.15-4: Would the Project result in inadequate emergency access?

Level of Significance: Less than Significant Impact

Internal drive aisles would be up to 40 feet to allow for truck turning movements. In addition, all drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers to allow access for emergency vehicles. Emergency vehicle access could occur from any of the driveways. All entry gates on the project site would be equipped with Knox Boxes for access by the Rialto Fire Department and Rialto Police Department for emergencies.

Lowell Street is not considered an evacuation route according to the City's Safety Element. Project traffic would not result in substantial delays and congestion that would affect the circulation of emergency vehicles in the study area. While lane closures during construction may be required, construction would not result in the closure of any roadways that would impact the mobility of first responders or increase traffic. SC TRAN-1 requires the preparation of a Construction Management Plan to identify planned travel patterns for haul vehicles. Construction management requirements may include peak hour restrictions, using flag men for short-term obstructions, and a formal traffic control plan should any currently unforeseen extended lane and street closures be required. The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Therefore, the Project would not result in inadequate emergency access to the City. A less than significant impact would occur and no mitigation is required.

4.15.7 Cumulative Impacts

Circulation System. The proposed Project would connect to the existing circulation system and implement the City's traffic engineering design standards. In addition, the proposed Project would provide new facilities, such as sidewalks, to improve pedestrian mobility; and would not conflict with a plan, ordinance, or policy addressing circulation. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews that would not allow potential cumulatively considerable impacts related to inconsistencies with plans, programs, policies, and ordinances addressing circulation. Therefore, the proposed Project would not combine with other cumulative projects to result in significant cumulative impacts and no mitigation is required.

Vehicle Miles Traveled. For cumulative conditions, a project that is below the VMT impact thresholds and does not have a VMT impact under baseline conditions would also not have a cumulative impact as long as it is aligned with long-term State environmental goals, such as reducing GHG emissions, and relevant plans, such as the SCAG RTP/SCS. The geographic context for the analysis of cumulative traffic impacts includes traffic volumes resulting from buildout of the City of Rialto. In addition, cumulative impacts are based on the future traffic volumes estimated by SCAG, which includes population and socioeconomic projections. The Project is consistent with the General Plan and is accounted for in the growth allocated by the General Plan and analyzed in the General Plan EIR. Based on VMT thresholds of significance, the Project's contribution would not be cumulatively considerable and no mitigation is required.

Design and Incompatible Use Hazards and Emergency Access Adequacy. The evaluation of the proposed Project concluded that it would not result in impacts related to incompatible uses, hazards due to roadway design, or inadequate emergency access. The proposed circulation layout would be required to be installed in conformance with City design standards that would be ensured through the City's development permitting process to provide that no potentially hazardous design features or inadequate

emergency access would be introduced by the Project that could combine with potential hazards from other nearby projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by building and fire authorities that would require compliance with existing building and fire code standards that limit the potential of other projects to create design hazards or interference with emergency access. The project site's intended use is compatible with the zoning provided by the Rialto Airport Specific Plan. Therefore, the Project with cumulative projects would not result in a significant cumulative impact related to circulation design features, incompatible uses, and emergency access and no mitigation is required.

4.15.8 Mitigation Program

Standard Conditions

The Project is subject to the City's citywide traffic impact fee program. To the extent that a recommended improvement is included in an existing fee program, a project's payment of impact fees can be used to offset the costs of implementing the measures. In addition, a project may be required to construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow a project to recoup costs from future development.

SC TRAN-1 Prior to issuance of any grading or building permit, the Applicant shall submit for City of Rialto Community Development Director and Traffic Engineer review and approval a Construction Management Plan for the Project. The Plan shall identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. The Plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, construction materials and vehicle staging areas, and temporary parking arrangements for the construction workers.

Mitigation Measures

No mitigation is required.

4.15.9 Level of Significance After Mitigation

No significant impacts concerning transportation have been identified and no mitigation is required.

4.15.10 References

Kimley-Horn and Associates, Inc. 2025. *Vehicles Miles Traveled Analysis for Locust Gateway Logistics Center*, included as **Appendix J** of this EIR.

4.16 TRIBAL CULTURAL RESOURCES

4.16.1 Introduction

This section of the EIR provides contextual background information on tribal cultural resources on or near the project site. The extent to which implementation of the proposed Project could impact existing tribal cultural resources is evaluated. This section also provides the results of Assembly Bill 52 (AB 52) tribal consultation.

Tribal cultural resources are defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape, sacred place or object which is of cultural value to a California Native American tribe and is either [1] on or eligible for the California Historic Register or a local historic register; or [2] the lead agency at its discretion, chooses to treat the resource as a tribal cultural resource.

The analysis in this section was conducted in compliance with Public Resources Code Section 5024.1 and Section 21074 to identify tribal, archaeological and historic resources in the project area and evaluate potential impacts that could result from implementation of the Project. Baseline conditions and impact analyses are based on the Cultural Resources Assessment which is included in **Appendix E** of this EIR. The analysis also includes information obtained during consultations with Native American tribal representatives. Native American tribal resources correspondence is provided in **Appendix K**. Historic and archaeological resources are addressed in **Section 4.4: Cultural Resources**.

4.16.2 Regulatory Setting

State Regulations

Senate Bill 18

Senate Bill (SB) 18 (California Government Code § 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the State Native American Heritage Commission (NAHC) information on a proposed project and request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins if requested by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible. SB 18 is not applicable to the Project.

California Assembly Bill 52

On July 1, 2015, California AB 52 of 2014 was enacted and expanded CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (Public Resources Code § 21084.2).

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before an EIR can be released. AB 52 requires that lead agencies “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to

the Lead Agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the Lead Agency. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of a project’s impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe.

The parties must consult in good faith, and consultation is deemed concluded when either the parties agree on measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

Health and Safety Code Sections 7050.5 and 7052

State Health and Safety Code (HSC) Section 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the San Bernardino County Coroner must be notified. HSC Section 7052 establishes a felony penalty for mutilating, disintering, or otherwise disturbing human remains, except by relatives.

More precisely, if human remains are encountered, Section 7050.5 states that:

- a) Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the Public Resources Code. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the Public Resources Code or to any person authorized to implement Section 5097.98 of the Public Resources Code.
- b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The Coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the Coroner of the discovery or recognition of the human remains.
- c) If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

Regional and Local Regulations

Rialto General Plan

General Plan Chapter 7, *Our Roots: Cultural and Historic Resources Element*, recognizes that the “future of Rialto is linked strongly to its past.” The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 7-1	Preserve Rialto’s significant historical resources as a source of community identity, stability, aesthetic character, and social value.
Policy 7-1.1	Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.
Goal 7-3	Identify, document, and protect significant archaeological resources in Rialto.
Policy 7-3.1	Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.
Policy 7-3.3	Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.
Policy 7-3.4	Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to tribal cultural resources.

City of Rialto Municipal Code

Municipal Code Chapter 2.20¹ establishes the Historical Preservation Commission. The commission is authorized to make recommendations, decisions and determinations concerning the designation, preservation, protection, enhancement, and perpetuation of these historical and cultural resources which contribute to the culture and aesthetic values of the City. Government Code Section 37361 empowers cities to adopt regulations and incentives for the protection, enhancement, perpetuation and use of such places, buildings, structures and other objects. The adoption of reasonable and fair regulations is necessary as a means of recognition, documentation, preservation and maintenance of resources of cultural, aesthetic, or historical significance. Such regulation serves to integrate the preservation of resources and the extraction of relevant data from such resources into public and private land management and development processes, and to identify as early as possible and resolve conflicts

¹ City of Rialto Municipal Code. Retrieved from: https://library.municode.com/ca/rialto/codes/code_of_ordinances. Accessed July 2024.

between the preservation of cultural resources and alternative land uses. Chapter 2.20 is intended to carry out the goals and policies of the General Plan.

4.16.3 Existing Conditions

Natural Setting

The project site is situated to the southwest of the Cajon Pass, 2.5 miles southeast of the San Bernardino National Forest in the northwestern portion of the City of Rialto. On-site elevations range from approximately 1,612 to 1,649 feet above mean sea level and generally slope from northwest to southeast at an approximately 2 to 9 percent grade. The City is largely urbanized and bordered by other developed areas; the setting surrounding the project site is primarily light and heavy industrial. Residential land uses are located east of Locust Avenue. Previous on-site land uses include a historic ammunition complex, and stockpiling and storage activities. The project site has been heavily disturbed and currently vacant and contains vegetation noted as a mix of chaparral and non-native grasslands.

Prehistoric Setting

Maara'yam/Serrano

The project site is within the ancestral territory of the Maara'yam, often referred to as "Serrano", which was the term adopted by the Spanish and later communities. The Maara'yam occupied a territory of over 7.4 million acres, which was sparsely populated and used in a seasonal manner with clans occupying valley floors in cool seasons and higher elevations in the warm seasons. Evidence of long-term settlement in the immediate area is indicated by the presence of villages to the north and northeast in the mountains and Cajon Pass, as well as west toward Rancho Cucamonga. The Maara'yam also interacted with other cultural groups, such as the Cahuilla, Luiseno, Mojave, and Gabrieleño for the purpose of trade and cultural practice. Across the region, Maara'yam were organized into clans affiliated with one of two exogamous moieties, Coyote or Wildcat.

Villages were typically clan-based and the Maara'yam typically engaged in specific practices between clans/villages, such as marriage outside their clan. Subsistence strategies focused on hunting and gathering which were supplemented by fishing. Food preparation varied, ranging from baking in earth ovens to parching. Food processing tools included scrapers, bowls, baskets, mortars, and metates. Dwellings were usually circular domes that used willow and reeds. They also used ramadas, which consisted of a thatched roof supported by vertical poles in the ground that provided shade. Other structures in villages were used for community and ceremonial reason. A lineage leader, or *kika'*, administered laws and ceremonies from a large ceremonial house centrally located in most villages.

Gabrieleño/Tongva

The project site is also within the ancestral territory of the Gabrieleño/Tongva. It is generally understood that their ancestral territory included the watersheds of the San Gabriel, Santa Ana, and Los Angeles Rivers, portions of the Santa Monica and Santa Ana Mountains, the Los Angeles Basin, the coast from Aliso Creek to Topanga Creek, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrieleño/Tongva have a rich and diverse material culture, traditionally including shell set in asphaltum, carvings, painting, baskets, an extensive steatite industry, and a wide range of stone, shell, and bone materials. At the time of European colonization, they inhabited numerous permanent villages in fertile lowlands along waterways in sheltered areas along the coast, each of which held a population in the low hundreds. Smaller villages were also located at varying distances from these permanent villages, all of

which were highly connected via economic, religious, and social ties. Villages contained circular and domed homes made of tule mats, fern, or carrizo, as well as small, circular earth-covered sweathouses. Their hunting and gathering subsistence strategy included land and offshore efforts that resulted in the intake of both small and large land animals, sea mammals, river and ocean fish, and a variety of plant resources. The population sometimes migrated between villages on a temporary basis throughout the year, returning to their permanent villages for ceremonies or when resources needed to be replenished.

Records show that the long history of European colonization and displacement of Native Americans initially began in 1542 as a result of Juan Rodríguez Cabrillo visiting the Los Angeles area during exploration. The Missions San Gabriel and San Fernando were established in 1771 and 1797, respectively. According to mission records, many Gabrieleño/Tongva were forced into the system because of the location of the missions within their ancestral lands. The Serrano faced similar displacement with many of the clans in the adjacent San Bernardino Valley, mountains, and Antelope Valley being removed to the San Gabriel Mission or forced to support Mission lands doing agricultural labor. Due in part to the introduction of new diseases, as well as the harsh conditions of mission life, the indigenous population quickly declined and cultural practices were lost.

Following the secularization of the missions, most surviving Gabrieleño/Tongva and Serrano became wage laborers on the ranchos of Mexican California and were later nearly completely wiped out as a result of a smallpox outbreak in the 1860s. The combination of removal, murder, disease, forced labor, and poor diet contributed to the dispersion of the Gabrieleño/Tongva and Serrano from established villages to scattered areas for survival. During the 1800s, groups of remaining Serrano in San Bernardino County were removed to the San Manuel Reservation and Morongo Reservation, where they were granted federal recognition as domestic dependent sovereign nations. The displacement of the Gabrieleño/Tongva, whose lands ancestral lands were coveted by government and private landowners, has led to difficulty in attaining federal recognition. However, during the 20th century, there was a revitalization of the Serrano and Gabrieleño/Tongva people and cultures, and these communities remain active within their ancestral territories in the modern day.

Historic Setting

Please refer to **Section 4.4: Cultural Resources**, of this EIR.

4.16.4 Methodology

NAHC Sacred Lands File Search

A Sacred Lands File (SLF) search was requested from NAHC on February 20, 2024, to determine if there was any information relating to the potential presence of Native American cultural resources on the project site. A response was received on February 26, 2024, indicating that the SLF check was positive and noted that the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted for additional information. A list of tribal contacts who may have also had an interest in the project site was provided with the NAHC response (refer to **Appendix K**).

AB 52 Tribal Consultation

In compliance with Public Resources Code Section 21080.3.1(b), the City of Rialto sent formal notification on March 12, 2024, to tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe(s) and have requested notifications of applicable

development projects from the City. Formal notification letters were sent to representatives of the following California Native American tribes based on the list of tribal contacts provided by the NAHC:

- Yuhaaviatam of San Manuel Nation (formerly known as San Manuel Band of Mission Indians)
- Morongo Band of Mission Indians
- Gabrieleño-Tongva San Gabriel Band of Mission Indians
- Gabrieleño/Tongva Nation
- Agua Caliente Band of Cahuilla Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño Tongva Indians of California Tribal Council
- Gabrieleño-Tongva Tribe
- Quechan Tribe of the Fort Yuma Reservation
- Soboba Band of Luiseno Indians

The Yuhaaviatam of San Manuel Nation and the Kizh Nation responded on March 18, 2024 and March 21, 2024, respectively, requesting consultation to discuss the Project in further detail. The Yuhaaviatam of San Manuel Nation requested receipt of the Cultural Resources Report (**Appendix E** of this EIR), the Geotechnical Investigation Report (**Appendix F1**), and the Project plans and anticipated depth of disturbance. Upon review of the information provided by the City, the Yuhaaviatam of Manuel Nation contacted the City on August 15, 2024, noting that they did not have concerns regarding the Project and provided mitigation language for incorporation into the Cultural Resources and Tribal Cultural Resources sections of the EIR. The City responded to the Kizh Nation's request for consultation, and as a result provided their requested mitigation language to the City on August 22, 2024. The Morongo Band of Mission Indians provided comments to the City on December 12, 2024, including recommended mitigation measures.

4.16.5 Thresholds of Significance

The following significance criteria for tribal cultural resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact would be considered significant and would require mitigation if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a) Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

4.16.6 Project Impacts and Mitigation

This analysis of impacts on cultural resources examines the Project's construction and operational effects based on application of the significance criteria outlined above. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

Threshold 4.16-1:	<p>Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p class="list-item-l1">(a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?</p> <p class="list-item-l1">(b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.</p> <p>Level of Significance: Less than Significant with incorporation of MM CUL-2, MM CUL-3, MM CUL-5, and MM TCR-1 through MM TCR-3.</p>

Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with Public Resources Code Section 21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about the adverse effects of development on tribal cultural resources as defined in Public Resources Code Section 21074. The City contacted the tribal representatives as noted above.

It is unlikely that tribal cultural resources are present on the project site, given the pedestrian survey results, record search results, Native American tribal consultations, review of archival and environmental data, and existing site disturbance. While low, there is the potential for tribal cultural resources to be inadvertently unearthed during excavation and grading activities. Therefore, Project construction activities could result in potential impacts to previously unidentified tribal cultural resources or human remains. The Project would be subject to compliance with MM CUL-2, MM CUL-3, and MM CUL-5, which requires the preparation of a Cultural Resources Management plan to be approved by the consulting tribes, a cultural resource sensitivity training, and in the event a cultural resources is discovered, work shall cease within a 60 foot buffer and if the resources is Native American in origin, the consulting tribes shall be contacted regarding potential significance and treatment of the resource outlined in MM TCR-3. The Project would also be subject to compliance with MM TCR-1 which requires the retention on a Native

American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation, MM TCR-2 which requires a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians, and MM TCR-3 which outlines protocol in the event of discovery of a tribal cultural resource, including compliance with the Cultural Resource Management plan outlined in MM CUL-2 and coordination with the Consulting Tribes. Additionally, the Project would comply with California State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in SC CUL-1, which outlines procedures and treatment in the event human remains are discovered during excavation and disturbance activities. Therefore, compliance with the established regulatory framework and the mitigation measures outlined above would reduce potential impacts to tribal cultural resources to a less than significant level.

4.16.7 Cumulative Impacts

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on a project's potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off the site. With this consideration, the cumulative analyses for tribal cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common resource.

As discussed above, the project site does not contain any known tribal cultural resources. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the Project would implement measures to mitigate further damage to the found tribal resource. Therefore, Project impacts would be reduced to a less than significant level.

In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo environmental and development plan review in order to evaluate potential impacts. The combination of the proposed Project as well as past, present, and reasonably foreseeable projects would be required to comply with all applicable State, federal, and local regulations concerning preservation, salvage, or handling of cultural and tribal cultural resources, including compliance with required mitigation. This also includes project-by-project consultation with the appropriate tribal representatives to discuss mitigation measures that would be included to mitigate impacts to tribal cultural resources. Therefore, the Project's contribution to cumulative impacts would be less than cumulatively considerable.

4.16.8 Mitigation Program

Standard Conditions

Please refer to Standard Condition (SC) CUL-1 in **Section 4.4: Cultural Resources**.

Mitigation Measures

MM CUL-2, MM CUL-3, and MM CUL-5 are applicable, please refer to Section 4.4: Cultural Resources.

MM TCR-1 Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation. The Project Applicant shall retain a Native American Monitor from or approved by the

Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians.

The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe.

On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2: Native American Monitoring for Morongo Band of Mission Indians. Prior to the issuance of the first permit that would result in a “ground-disturbing activity,” the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary) ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery.

MM TCR-3: Inadvertent Discovery of a Tribal Cultural Resource. The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation

Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.

4.16.9 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this EIR, potential impacts to tribal cultural resources would be reduced to a level considered less than significant.

4.16.10 References

Kimley-Horn and Associates, Inc. May 2024. *Cultural Resources Assessment for the Locust Gateway Logistics Project*. Included as **Appendix E** to this EIR.

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Introduction

This section of the EIR examines the utilities and service systems that would be used by the proposed Project and describes the potential impacts on those systems due to the implementation of the Project. Specifically, this section addresses water supply, wastewater, dry utilities, and solid waste. A Water Supply Assessment (WSA) was prepared by Water Systems Consulting, Inc. (January 2025) on behalf of the West Valley Water District (WVWD). The WSA is summarized in this section and is provided as **Appendix L** to this EIR. Storm drain facilities are addressed in **Section 4.8: Hydrology and Water Quality**.

4.17.2 Regulatory Setting

Federal Regulations

Please refer to **Section 4.5: Energy** regarding federal and State energy regulations.

Clean Water Act

The Clean Water Act (33 United States Code §§ 1251 et seq.) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

Section 401 of the Clean Water Act requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, obtain State certification. Section 303 of the Clean Water Act requires states to identify surface waters that have been impaired. Under Section 303(d), states, territories, and authorized tribes are required to develop a list of water quality segments that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology.

Safe Drinking Water Act

The Safe Drinking Water Act (Health and Safety Code §§ 116350–116405) is intended to protect public health by regulating the nation's public drinking water supply. The federal Safe Water Drinking Act authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national standards for drinking water to protect against both naturally occurring and man-made contaminants.

State Regulations

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) is the California agency focused on providing and ensuring clean sustainable water for all California residents. The SWRCB works alongside federal programs like the Clean Water Act to regulate water sources and uses. The agency regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, storm water, and other sources.

The SWRCB preserves, enhances, and restores the quality of California's water resources and ensures proper allocation and efficient use for the benefit of present and future generations. Wastewater

generators must obtain a permit to discharge their wastewater. Pursuant to the federal Clean Water Act and California's Porter-Cologne Water Quality Control Act, the SWRCB regulates wastewater discharges to surface waters through the National Pollution Discharge Elimination System (NPDES) program. Some wastewater discharges are exempt from federal NPDES requirements, but California law may still apply. Under California law, the SWRCB requires waste discharge requirements for some discharges, in addition to those subject to NPDES permits. Permits contain specific requirements that limit the pollutants in discharges. They also require dischargers to monitor their wastewater to ensure that it meets all requirements. Wastewater dischargers must maintain their treatment facilities, and treatment plant operators must be certified. The SWRCB routinely inspects treatment facilities and strictly enforces permit requirements.

California Safe Drinking Water Act

California enacted its own Safe Drinking Water Act, with the California Department of Health Services (DHS) granted primary enforcement responsibility. Title 22 of the California Code of Regulations (CCR) (Division 4, Chapter 15, "Domestic Water Quality and Monitoring Regulations") established DHS authority and provides drinking water quality and monitoring requirements, which are equal to or more stringent than federal standards.

Urban Water Management Plan Act

In 1983, the Urban Water Management Planning Act (UWMP Act) was established by Assembly Bill (AB) 797, and passage of this law recognized that water is a limited resource and that efficient water use and conservation would be actively pursued throughout the State of California. The UWMP Act requires that water suppliers providing water for municipal purposes either directly or indirectly to more than 3,000 customers, or supplying more than 3,000 acre-feet of water annually, prepare and submit an Urban Water Management Plan (UWMP) to the California Department of Water Resources (DWR) every five years.

Senate Bill 610 and Senate Bill 221

Senate Bill (SB) 610 (Public Resources Code § 21151.9 and Water Code § 10910 et seq.) requires the preparation of "water supply assessments" for large developments.¹ These are defined as:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area.
- A mixed-use project that includes one or more of the projects specified above.

¹ California Department of Water Resources (DWR). 2003. *Guidebook for Implementation of Senate Bill 1610 and Senate Bill 221 of 2001*. Page iii. Accessed August 12, 2024.

- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

These water supply assessments, prepared by public water systems responsible for service, address whether adequate existing or projected water supplies are available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.

A water supply assessment is included in any environmental document prepared for a project. Where a water supply assessment concludes that insufficient supplies are available, it must describe steps that would be required to obtain the necessary supply. The content requirements for the assessment include identification of the existing and future water suppliers and quantification of water demand and supply by source in five-year increments over a 20-year projection. This information must be provided for average normal, single-dry, and multiple-dry years. The absence of an adequate current water supply does not preclude project approval but does require a lead agency to address a water supply shortfall in its project approval findings.

Additionally, SB 610 requires new information to be included as part of an UWMP if groundwater is identified as a source of water available to the supplier. Information must include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 prohibits eligibility for funds from specified bond acts until the plan is submitted to the State. SB 221 requires written verification that there is sufficient water supply available for applicable new residential subdivisions. The verification must be provided before commencement of construction.

California Recycled Water Regulations

The regulation of recycled water is vested by State law in the SWRCB and the California Department of Public Health Services (DPH). DPH is responsible for the regulations concerning the use of recycled water. Title 17 (California Water Code, §§ 13500–13556) regulates the protection of the potable water supply through the control of cross-connections with potential contaminants, including recycled water. The established water quality standards and treatment reliability criteria for recycled water are codified in Title 22 of the California Water Code. The requirements of Title 22, as revised in 1978, 1990 and 2001, establish the quality and/or treatment processes required for a recycled effluent to be used for a non-potable application. In addition to recycled water uses and treatment requirements, Title 22 addresses sampling and analysis requirements at the treatment plant, preparation of an engineering report prior to production or use of recycled water, general treatment design requirements, reliability requirements, and alternative methods of treatment.

Assembly Bill 1668 and Senate Bill 606

Assembly Bill (AB) 1668 and SB 606 establish guidelines for efficient water use and a framework for implementation and oversight of the new standards, which were required to be in place by 2022. The two bills strengthen the State's water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; and indoor residential water use, outdoor residential water use, commercial, industrial and institutional irrigation with dedicated meters, water loss, and other unique local uses.
- Providing incentives for water suppliers to recycle water.

- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning. Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.²

California Code, Government Code Section 66013

Pursuant to the Government Code, water and sewer connections for new development to existing infrastructure may be associated with fees from the corresponding local agency. These fees or charges shall not exceed the estimated reasonable cost of providing the service for which the fee is charged or imposed unless taken to a vote regarding if the amount imposed is in excess of the estimated reasonable cost of providing the service.

Sanitary Sewer Management Plan

The SWRCB adopted Wastewater Discharge Requirements Order 2006-0003-Division of Water Quality (DWQ) on May 2, 2006. This order mandates all federal and State agencies, municipalities, counties, districts, and other public entities (“enrollees”) that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated sewer to a publicly owned treatment works facility in California to comply with the terms of the order. Order 2006-0003-DWQ also requires each enrollee to develop and implement a system-specific sewer management plan to facilitate proper funding and management of sanitary sewer systems. Sewer system management plans must include provisions to provide proper and efficient management, operation, and maintenance of sanitary sewer systems, while taking into consideration risk management and cost/benefit analysis. Additionally, a sewer system management plan must contain a spill response plan that establishes standard procedures for immediate response to a sewer system overflow in a manner designed to minimize water quality impacts and potential nuisance conditions.

Wastewater Discharge Requirements Order 2006-0003-DWQ

On May 2, 2006, the SWRCB adopted Wastewater Discharge Requirements Order 2006-0003-DWQ. This order mandated all federal and State agencies, municipalities, counties, districts, and other public entities (“enrollees”) that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated sewage to a publicly owned treatment works facility in California to comply with the terms of the order. Order 2006-0003-DWQ also stated that, to facilitate proper funding and management of sanitary sewer systems, each enrollee must develop and implement a system-specific sewer management plan. To be effective, sewer system management plans must include provisions to provide proper and efficient management, operation, and maintenance of sanitary sewer systems, while taking into consideration risk management and cost/benefit analysis. Additionally, a sewer system management plan must contain a spill response plan that establishes standard procedures for immediate response to a sewer system overflow in a manner designed to minimize water quality impacts and potential nuisance conditions.

² State of California. *California Statutes Making Conservation a California Way of Life*. Retrieved from: https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html. Accessed August 12, 2024.

Sewer System Management Plan

The SWRCB requires wastewater collection providers to report sanitary sewer overflows and to prepare and implement Sewer System Management Plans (SSMP). The SSMP policy requires dischargers to provide adequate capacity in the sewer collection system, take feasible steps to stop sewer overflows, identify and prioritize system deficiencies, and develop a plan for disposal of grease, among other requirements. In addition, wastewater providers must report sanitary sewer overflows to the Santa Ana Regional Water Quality Control Board (RWQCB), keep internal records of these overflows, and produce an annual report on overflows. Newport Beach's Utilities Department prepared a SSMP in September 2019, in compliance with the SWRCB.

Assembly Bill 341

AB 341, approved in October 2011, is intended to reduce greenhouse gas emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in the state. It is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020. This law requires California commercial businesses and public entities that generate four or more cubic yards of commercial solid waste per week, or a multi-family residential dwelling with five or more units, to arrange for recycling services.

Each local jurisdiction is required to inform businesses about the recycling requirement and to keep track of the level of recycling within the business community. In addition, each jurisdiction is required to report to California's Department of Resources Recycling and Recovery (CalRecycle), the State agency that oversees recycling and solid waste, on progress in the business community.³

Assembly Bill 939

Assembly Bill 939, the California Integrated Waste Management Act of 1989, requires each city or county to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by and after the year 2000. Subsequent legislation changed the reporting requirements and threshold, but restated source reduction as a priority.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act requires areas in development projects to be set aside for collecting and loading recyclable materials. The Act required CalRecycle (formerly the California Integrated Waste Management Board) to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, to provide adequate areas in development projects for the collection and loading of recyclable materials.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which

³ California Legislative Information (CLI). 2011. *Assembly Bill No. 341*. Retrieved from: https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341 Accessed October 8, 2024.

uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year, CalRecycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Assembly Bill 1826

Assembly Bill 1826, also known as the Mandatory Commercial Organics Recycling (MORE) law of 2014, requires most businesses and multi-family complexes to recycle their organic waste dependent on weekly waste generation. Local jurisdictions across the state are required to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units.⁴

Senate Bill 1383

SB 1383 establishes targets for reductions in organic waste disposal in landfills and rescue of currently wasted surplus food. The goal was to reduce emissions of short-lived climate pollutants in various sectors of California's economy and find a sustainable alternative to disposing of organics in landfills. All businesses must comply with the law and enroll in an organic recycling program and utilize an organics cart for residential and commercial customers.⁵

CalGreen Code Section 4.408

The California Green Building Standards Code mandates that construction waste management must be recycled or salvaged for reuse at a minimum of 65 percent for nonhazardous construction and demolition waste and comply with local construction standards for demolition waste management when applicable. Exceptions to this include excavated soil and land-clearing debris, if recycling facilities capable of compliance with this item do not exist or are not located reasonably close to the jobsite, or if the enforcing agency makes exceptions when project sites are located in areas beyond the haul boundaries of the diversion facility.⁶

Local and Regional Regulations

Rialto General Plan

The General Plan Chapter 2, *Managing Our Land Supply Element* and Chapter 3, *Investing in Our Future: Economic Development, Redevelopment, and Infrastructure* provides guidance to promote the City's goals for current and future development related to solid waste, recycling, and infrastructure, including water

⁴ CalRecycle, *Mandatory Commercial Organics Recycling*. Retrieved from: <https://calrecycle.ca.gov/recycle/commercial/organics>. Accessed August 12, 2024.

⁵ Republic Services. *What is SB 1383?* Retrieved from: <https://oclandfills.com/sites/ocwr/files/2022-06/Repub%20Services%201383%20Organics.pdf>. Accessed August 12, 2024.

⁶ CalRecycle. Nd. *Construction and Landscaping*. Retrieved from [Construction and Landscaping - CalRecycle Home Page](#). Accessed October 8, 2024.

and wastewater systems. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect on the supply of water and are applicable to the proposed Project.⁷

Goal 2-29	Protect and enhance Rialto's surface waters and groundwater basins.
Policy 2-29.3	Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.
Policy 2-29.5	Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.
Goal 2-30	Conserve water resources.
Policy 2-30.1	Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.
Goal 2-31	Incorporate green building and other sustainable building practices into development projects.
Policy 2-31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Policy 2-31.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.
Policy 2-31.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
Goal 2-35	Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.
Policy 2-35.2	Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.
Policy 2-35.3	Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.
Goal 3-8	Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.
Policy 3-8.1	Require that all new development or expansion of existing facilities bear the cost of expanding the water system to handle the increased demands which they are expected to generate.
Policy 3-8.10	Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

⁷ City of Rialto. *The City of Rialto Focused General Plan Update 2024*. Retrieved from: <https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan>. Accessed October 8, 2024.

Goal 3-9 Upgrade and maintain an improved wastewater system with adequate plant efficiency and capacity to protect the health and safety of all Rialto residents, businesses, and institutions.

Policy 3-9.1 Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.

Goal 3-10: Minimize the volume of solid waste that enters local and regional landfills.

Policy 3-10.2: Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to utilities.

City of Rialto Municipal Code

Chapter 12.08 Sewer System. Connections to the City's sewer system are generally regulated by Title 12 (Public Utilities) of the Municipal Code. Chapter 12.08 establishes rules and requirements for connection to the sewer system and fees for waste deposit. The Chapter further regulates private sewer connections when connections to the public system are not feasible as well operation of private sewer systems.

Chapter 18.111 Wireless Telecommunications Facilities. This chapter provides the installation, modification, operation, and maintenance of wireless telecommunication facilities on public and private property consistent with State and federal law. Telecommunication facilities must ensure public safety, minimize the visual effects of telecom facilities on public streetscapes, protect public views, and otherwise avoid and mitigate the visual impacts of telecom facilities on the community.

Chapter 18.108, Regulation of Recycling Facilities. The requirements of Chapter 18.108 – Regulation of Recycling Facilities established guidelines and operating standards and procedures for the permitting of recycling facilities in the City. Recycling facilities may be located and operated in commercial and industrial zoning districts in conformance with Section 18.108.040.

2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan

Pursuant to the UWMP Act, the City adopts the San Bernardino Valley Regional Urban Water Management Plan every five years. The current adopted plan is the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP).⁸

⁸ San Bernardino Valley Municipal Water District, *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan*. Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/1601/2020-Upper-Santa-Ana-River-Watershed-Integrated-Regional-Urban-Water-Management-Plan>. Accessed July 11, 2024.

4.17.3 Existing Conditions

Water

The WVWD is located in the southwest region of San Bernardino County and serves the cities of Rialto, Fontana, Colton, and Jurupa Valley, and unincorporated areas of San Bernardino County. WVWD's total water service area encompasses approximately 31 square miles. Its service area is generally bordered by the City of Fontana to the west, the City of San Bernardino to the east, the U.S. Forest Service boundary to the north, and the County of Riverside to the south. The project site is located entirely within WVWD's northern service area section. WVWD's distribution system is divided into 8 pressure zones and uses 25 reservoirs for a total storage capacity of 72.6 million gallons (mg). WVWD also operates a 14.4 million gallons per day (mgd) water filtration facility.

There is existing domestic water infrastructure proximate to the project site. WVWD has an existing municipal water main that varies from 8 inches to 10 inches in Lowell Street and an existing 12-inch water main in Locust Avenue.

Purchased or Imported Water. WVWD purchases State Water Project (SWP) water from the San Bernardino Valley Municipal Water District. This water is put into the distribution system based on metered flows at the Lytle Turnout off the San Gabriel Pipeline Feeder. Metering and transmission facilities are sized to enable WVWD to purchase and treat up to 20 mgd (approximately 23,000 acre-feet per year (afy)). SWP water is treated at WVWD's Oliver P. Roemer Water Filtration Facility (Water Filtration Facility) and used for potable supply. WVWD is investigating the use of SWP water for groundwater recharge in the Lytle Creek Basin. In 2006, the Water Filtration Facility was expanded to increase production capacity to 14.4 mgd. In 2020, WVWD began the design of a 7.2 mgd expansion of the Water Filtration Facility to increase capacity to 21.6 mgd.

Groundwater. WVWD draws the majority of its supply from its wells from five regional groundwater basins: Bunker Hill and Lytle Creek (which are both part of the San Bernardino Basin), Rialto-Colton, Riverside North, and Chino Basins. These groundwater supply sources enter WVWD's distribution system based on metered flows at each well. All five basins have been adjudicated and are managed for long-term sustainability.

Surface Water. WVWD uses local surface water from the east side of the San Gabriel Mountains, including North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek. WVWD has the right to divert and export out of the Lytle Creek Region at 2,290 gallons per minute (gpm) when it is available. WVWD can also purchase an additional 1,350 gpm of Lytle Creek flows through an agreement with the City of San Bernardino, which is treated at the Water Filtration Facility. WVWD also uses Lytle Creek surface water flows for groundwater recharge in the Lytle Creek Basin. When flows at the mouth of Lytle Creek Canyon drop below 7,182 gpm, all diversion rights holders must reduce their diversions to a prorated schedule set in the 1897 McKinley Decree entered in Los Angeles Superior Court Case No. 20,790. If WVWD is not receiving its full Lytle Creek surface water allotment, WVWD is permitted to make up the difference through additional pumping in the Lytle Creek Region.

Transfer Opportunities. WVWD has interconnections with the Fontana Water Company, Marygold Mutual Water Company, San Bernardino Valley Municipal Water District, and the cities of Rialto, Colton and San Bernardino, which can be used as needed for short-term supply needs.

Future Water Projects. To meet future demands within the system, WVWD plans to rehabilitate existing wells, drill new wells, and equip wells with wellhead treatment if required. These wells are planned for various groundwater basins and pressure zones within the distribution system. WVWD is expanding the Water Filtration Facility by 7.2 mgd for a total capacity of 21.6 mgd to allow additional treatment of SWP water, when available. When planning future water supply sources, WVWD selects projects that provide sufficient supply to meet peak day demands. When possible, these sources are planned by pressure zone, thereby reducing the need to lift water to a higher zone. As development progresses and increased demands are placed on the system, WVWD will determine which projects to implement. Although WVWD may not need to use each source to its full potential, construction of these water supply projects gives WVWD this option should one or more sources be offline due to maintenance. WVWD plans to collaborate with the other parties to implement groundwater recharge in the Rialto Basin to increase water levels. Increased water levels will result in an increase in WVWD's allowable pumping from the Rialto Basin, thereby increasing supply. The potential supply increase has not yet been quantified.

Recycled Water. Wastewater collected within WVWD's service area is treated by the cities of Rialto and Colton, San Bernardino County, and the Inland Empire Utilities Agency. In 2012, WVWD prepared a master plan to evaluate potential uses of recycled water within its service area. WVWD does not currently have a recycled water distribution system and is not pursuing recycled water use at this time because it is not cost effective to extend facilities from the wastewater treatment plants to the locations of potential use.

Service Area

The current and projected population for WVWD's water service area is shown in **Table 4.17 1: WVWD Water Service Area Projected Population**. The population projections were prepared as part of the IRUWMP. The 2020 population was determined using the DWR Geographic Information Systems (GIS) based tool (DWR Tool) to estimate the population within WVWD's service area using census data and the number of service connections. Future population was projected based on the 2020 WVWD Water Facilities Master Plan. Based on various growth rates identified in the Water Facilities Master Plan, it was estimated that population between 2020 and 2025 would grow at 2.84 percent, then reduce to an annual growth rate of 1.5 percent from 2025 through 2045.

Table 4.17-1: WVWD Water Service Area Projected Population Growth						
	2020	2025	2030	2035	2040	2045
Service Area Population	89,101	102,490	110,410	118,943	128,136	138,039
Source: Locust Gateway Water Supply Assessment, 2025.						

WVWD's available supplies for future years are summarized in **Table 4.17 2: Current and Projected Water Supplies**. These quantities are established in the IRUWMP.

Table 4.17-2: Current and Projected Water Supplies						
Water Supply	Detail on Water Supply	2025	2030	2035	2040	2045
Groundwater	Bunker Hill (part of the San Bernardino Basin)	2,052	2,353	3,554	4,754	6,455
	Bunker Hill (part of the San Bernardino Basin, via Baseline Feeder)	5,000	5,000	5,000	5,000	5,000
	Lytle Creek (part of the San Bernardino Basin)	2,900	2,900	2,900	2,900	2,900
	Rialto-Colton	4,426	4,538	4,650	4,761	4,873
	Riverside-Arlington	2,500	3,000	3,500	4,000	4,000
	Chino	-	900	900	900	900
Purchased or Imported Water	SWP – Rialto Colton Groundwater Supplemental Supply	-	-	-	-	-
	SWP - Direct Delivery	7,000	7,000	7,000	7,000	7,000
Surface Water	Lytle Creek	3,100	3,100	3,100	3,100	3,100
Total		26,978	28,791	30,603	32,415	34,229

Source: Locust Gateway Water Supply Assessment, 2025.

Wastewater

The City owns, operates, and maintains the local public sanitary sewer system, which includes a wastewater collection system and treatment plant. Wastewater is treated at the Rialto Wastewater Treatment Plant located at 501. E. Santa Ana Avenue in Rialto. The Rialto Wastewater Treatment Plant treats domestic and commercial/industrial wastewater generated in the City of Rialto and portions of the City of Fontana. The combined total treatment design capacity of the plant is 11.7 million gallons per day (mgd).⁹ The City processes over 2 billion gallons of wastewater per year at the Wastewater Treatment Plant. Processing of sewage can be accomplished in numerous ways through mechanical, biological, and chemical treatment methods. Primary, secondary, and tertiary treatment standards reflect the degree by which the sewage has been treated. Primary treatment includes the removal of relatively large objects such as trash, rags, cans, and gravel. Secondary treatment involves the removal of biological solids such as fat, grease, human waste, soaps, and other organic materials. Tertiary treatment further clarifies wastewater utilizing chemical washes, biological decomposition, and disinfection. Tertiary treatment involves the removal of nitrates, phosphorus, pathogens, and other microorganisms.¹⁰

Tertiary treated water can be used as reclaimed water for irrigation and other uses that can rely on non-potable water. Reclaimed water is produced at the Wastewater Treatment Plant. However, there is no infrastructure for citywide use of recycled water for irrigation or other non-potable uses and there are no plans to install such infrastructure. The City's Utilities Division is responsible for maintaining over 150 miles of sewer mains. The collection method uses gravity flow through vitrified clay pipes that flow from

⁹ Veolina. Nd. *Strengthening Rialto's Water & Wastewater Infrastructure*. Retrieved from: <https://www.veolianorthamerica.com/case-studies/strengthening-rialtos-water-wastewater-infrastructure>. Accessed October 8, 2024.

¹⁰ City of Rialto. 2010, as amended. Rialto General Plan Update EIR. Accessed October 8, 2024.

northwest to southeast. There is an existing 12-inch sewer line in Locust Avenue and an 8-inch sewer line in Lowell Street.

Dry Utilities– Electricity, Natural Gas, Telecommunications

Electricity

Southern California Edison Company (SCE) is the primary distribution provider for electricity in the City.¹¹ SCE services approximately 15 million people in a 50,000-square-mile service territory. SCE is a regulated electrical utility and maintains electrical facilities and infrastructure within the City and surrounding areas. SCE facilities and infrastructure are used to provide service to the City under the applicable rules and tariffs approved by the California Public Utilities Commission (CPUC), which is responsible for ensuring that California utilities' customers have safe and reliable utility service. SCE provides service in accordance with Tariff Rule 2 as authorized by the CPUC. In addition to the specific rule requirements, each service request is individually designed taking into consideration factors that include but are not limited to: the customer's projected electrical load, location of the customer's metering point, requested service voltage, reliability needs, proximity and delivery capacity of SCE's near-by facilities, potential for load expansions and future development of the SCE system.¹² There is an 11-foot-wide SCE easement on Locust Avenue parallel to the right-of-way. The SCE easement and the 5-foot-wide public utility easement on Lowell Street are shown on **Figure 11: Tentative Parcel Map** in **Section 3.0: Project Description**.

Natural Gas

The City is served by Southern California Gas Company (SoCalGas). SoCalGas serves approximately 21.1 million people in a 24,000-square mile service territory.¹³ According to the California Energy Commission (CEC), natural gas demand in the SoCalGas service area was 5026 million therms in 2022 (most recent data).¹⁴

SoCalGas projects that total demand for natural gas will decline at an annual average rate of 2.0 percent per year through 2040.¹⁵ The decline in demand is due to modest economic growth, the CPUC mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.

Telecommunications

Telecommunications are provided by multiple telecommunications companies that operate and maintain transmission and distribution infrastructure which currently serves the City.

¹¹ Southern California Edison. 2019. *Southern California Edison's Service Area*. Retrieved from: https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True. Accessed October 8, 2024.

¹² Southern California Edison. ND. *Expansion and New Facilities*. Retrieved from: <https://www.sce.com/business/consulting-services/expansion>. Accessed October 8, 2024.

¹³ SoCalGas. ND. Company Profile. Retrieved from: <https://www.socalgas.com/about-us/company-profile>. Accessed October 8, 2024.

¹⁴ California Energy Commission. 2022. *Gas Consumption by Southern California Gas*. Retrieved from: [Natural Gas Consumption](#). Accessed May 7, 2025.

¹⁵ California Gas and Electric Utilities. 2024. *California Gas Report 2024*. Page 5. Retrieved from: <https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf>. Accessed October 8, 2024.

Solid Waste

Burrtec Waste Industries provides trash collection and recycling services including hazardous waste disposal and recycling services to the City of Rialto. Burrtec transports solid waste to the San Bernardino County Department of Public Works Mid-Valley Sanitary Landfill located approximately one mile southwest of the project site at 2390 Alder Avenue. The Mid-Valley Sanitary Landfill has a maximum permitted throughput of 7,500 tons per day and the remaining capacity is 54,219,377 cubic yards. There is currently no solid waste generation at the project site since the site is vacant.

4.17.4 Methodology

Water

A Water Supply Assessment (WSA) was prepared by Water Systems Consulting, Inc. (January 2025) on behalf of the West Valley Water District (WVWD). The WSA is summarized in this section and is provided as **Appendix L** to this EIR. As required by Senate Bill 610 (SB 610), the WVWD is responsible for assessing whether the total projected water supplies available during average, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand for the proposed Project, in addition to WVWD's existing and planned future uses. A water supplier's UWMP serves as a foundational document for a WSA. The water demands of the proposed Project were not accounted for in WVWD's IRUWMP (Water Systems Consulting, Inc. and Woodard & Curran, June 2021), as submitted to the DWR in June 2021. Updated projections were incorporated into the WSA to reflect the most recent supply and demand information. Additional information from other sources were also incorporated into this WSA to document supplies from all sources, including groundwater and purchased water. Documentation includes identifying and quantifying water rights, contracts, and/or entitlements to the supply. The WSA includes the following:

- Overview of WVWD's water system;
- Description of the Project and proposed water demand;
- Information on WVWD's current and projected water supplies;
- Comparison of WVWD's service area water supplies and water demands for average, single dry, and multiple dry years; and,
- Determination of the WVWD water service area water supply sufficiency.

Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

Wastewater

The Project is evaluated against the significance criteria/thresholds and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed Project. The wastewater analysis identifies the types of wastewater that is anticipated to be generated by Project implementation and wastewater treatment requirements related to wastewater. Impacts would be considered significant if the proposed Project would not comply or would conflict with existing applicable wastewater regulations resulting in a significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant

environmental impacts. Refer to **Section 4.9: Hydrology and Water Quality** for information regarding the Project's impacts on drainage.

Dry Utilities – Electricity, Natural Gas, Telecommunications

The Project is evaluated against the significance criteria/thresholds and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the Project. This analysis addresses the Project's potential impacts on dry utility infrastructure, including electrical, natural gas, and telecommunications facilities. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts. Energy consumption that would occur during both construction and operation of the Project and specific analysis methodologies was assessed in **Section 4.5: Energy**. Energy calculations are provided in **Appendix B** of this EIR and are based on the same assumptions used in **Section 4.2: Air Quality**, and **Section 4.7: Greenhouse Gas Emissions**.

Solid Waste

The Project is evaluated against the significance criteria/thresholds and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed Project. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

Landfill Capacity: The analysis of the proposed Project's impact on landfill facilities is based on the anticipated generation of solid waste that would occur during construction and operation of the Project. The analysis identifies the projected amount of non-hazardous construction debris and operational solid waste that would be generated from implementation of the Project and the amount that would be disposed of in landfills after compliance with recycling/diversion requirements. The proposed Project's impact regarding solid waste would be significant if the Project's anticipated solid waste generation would substantially affect landfill capacity, such that additional or expanded landfill facilities would be required to accommodate the Project.

Solid Waste Regulations: The analysis of the proposed Project consists of the Project's conformance of applicable solid waste regulations related to the generation or disposal of solid waste. Impacts would be considered significant if the proposed Project would not comply with all applicable federal, State, or local statutes or regulations related to solid waste.

4.17.5 Thresholds of Significance

The following significance criteria for utilities and service system impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact if it would:

- Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

- Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

4.17.6 Project Impacts and Mitigation

Water

Threshold 4.17-1:	Would the Project require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?

Level of Significance: Less than Significant Impact

Water infrastructure for domestic water, fire protection, and landscape irrigation would be extended to the site from Lowell Street, and water infrastructure for fire protection would be extended to the site from Locust Avenue. The proposed Project would receive water supplies from WVWD through the existing 12-inch water main in Locust Avenue and the existing 8-inch to 10-inch water main in Lowell Street. For the Project's proposed 12-inch water connection to the water main in Lowell Street, either the Project would connect to the existing 10-inch portion of the existing water main or the existing 10-inch main would be replaced with a 12-inch water main. WVWD would be responsible for the review of water infrastructure design plans and would determine if the existing water line in Lowell Street requires replacement during final engineering. The City would provide an encroachment permit for the construction/installation of required infrastructure in the public right-of-way.

Construction activities related to the new on-site and off-site water infrastructure would occur within areas that would be disturbed for other aspects of the proposed Project. The water infrastructure would be installed as part of grading, building construction, and installation of other utilities. The proposed off-site connections to water mains would occur within roadway rights-of-way that would be provided as part of the implementation of the proposed Project. Reconstruction or replacement of the water line would occur within the same location both horizontally and vertically in Lowell Street. The installation of off-site water infrastructure is assumed as part of the impact analysis for the proposed Project. Therefore, impacts related to water infrastructure would be less than significant and no additional mitigation is required.

Threshold 4.17-2:	Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
	Level of Significance: Less than Significant Impact

The Locust Gateway WSA was prepared for the proposed Project to satisfy the requirements of SB 610. As required by SB 610, the WVWD is responsible for assessing whether the total projected water supplies available during average, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand for the Project, in addition to WVWD's existing and planned future uses. The findings of the WSA are summarized below and the WSA is provided as **Appendix L** to this EIR.

Project Water Demand

The City designates the project site's land use as industrial which corresponds to the 2020 WVWD Water Facilities Master Plan's industrial water demand factor category. The Rialto Airport Specific Plan designates the property as General Manufacturing. To provide consistency with previous WVWD WSAs prepared for warehouse uses, the heavy industrial demand factor was used to provide a conservative estimate. The estimated heavy industrial water demand factor applied is provided in **Table 4.17-3: Project Water Demand**. The WSA identified that the Project's water demand would be approximately 68 afy.

Table 4.17-3: Project Water Demand			
Use	Area (Acres)	Demand Factor (gpd/ac)	Demand (afy)
Heavy Industrial	39.91	1,530	68
gpd/ac; gallons per day per acres; ac = acre; afy = acre-feet per year			
Source: Locust Gateway Water Supply Assessment, 2025.			

Table 4.17-4: Historic and Projected Water Demand identifies the IRUWMP historical and projected demands by customer class, which includes cumulative projects. The Project's water demand was compared to the demands projected within the IRUWMP starting in 2025; the net Project demand is included in the table. The IRUWMP reports projections every five years (2025, 2030, 2035, 2040, and 2045). The IRUWMP projected a 94 AFY increase of industrial demands from 2020 to 2025, which is more than the Project's water demand.

Table 4.17-4: Historic and Projected Water Demand						
Customer Class	Demand, AFY^{1, 2}					
	2020	2025	2030	2035	2040	2045
Single-Family ³	12,049	13,715	14,647	15,578	16,509	17,440
Multi-Family	481	553	591	628	665	702
Commercial	1,689	1,943	2,073	2,204	2,334	2,465
Industrial ⁴	623	1,115	1,282	1,330	1,378	1,426
Institutional ⁵	860	972	1,039	1,105	1,172	1,238
Landscape Irrigation	2,161	2,485	2,652	2,819	2,986	3,153
Hydrant	272	313	334	355	376	397
Golf Course	-	-	-	-	-	-

Table 4.17-4: Historic and Projected Water Demand						
Fire Service	5	5	6	6	7	7
Agricultural Irrigation	70	81	86	92	97	103
Water Losses	1,889	2,513	2,682	2,851	3,020	3,189
Total⁶	20,099	23,694	25,391	26,967	28,543	30,119
1. Demand for 2020 provided in Table 10-3 of the IRUWMP 2. Demand for 2025 – 2045 provided in Table 10-5 of the IRUWMP. 3. Single-family demands here differ from the IRUWMP because they exclude the existing 144 AFY single-family use of the Bloomington Business Park site to be redeveloped. 4. Industrial demands here differ from the IRUWMP because they include the demands from the Pepper Commerce Center (119 AFY) and Bloomington Business Park (236 AFY), WSAs prepared after the IRUWMP. 5. Institutional demands here differ from the IRUWMP because they exclude the existing institutional use of 17 AFY from the Bloomington Business Park WSA site to be redeveloped. 6. Demand totals updated to reflect the changes to the IRUWMP projections.						
Source: Locust Gateway Water Supply Assessment, 2025.						

Water Supply and Demand

As a part of the IRUWMP, the WVWD estimated that water demands could increase by 10 percent during a single dry year. During a multiple dry year period and to provide for the most conservative estimate, the IRUWMP assumed that demand could continue to exhibit a 10 percent increase although it is expected that conservation messaging and restrictions would help reduce overall consumption.

Table 4.17-5: Normal Year Supply and Demand Comparison provides a comparison of supply and demand projections for a normal year including the IRUWMP, proposed Project demand, and other WSA demands.

Table 4.17-6: Single Year Supply and Demand Comparison identifies the supply and demand projections for a single dry year.

Table 4.17-5: Normal Year Supply and Demand Comparison					
Totals	2025	2030	2035	2040	2045
Supply Totals	26,978	28,791	30,603	32,415	34,229
Demand Totals	23,764	25,459	27,035	28,612	30,188
Difference	3,214	3,332	3,568	3,803	4,041
Notes: Supply information provided in the IRUWMP Table 10-12. Demand totals updated to reflect addition of net Project demand and additional demands identified in WSAs developed subsequent to the IRUWMP including the Bloomington Business Park (236 AFY) and Pepper Commerce Center (119 AFY).					
Source: Locust Gateway Water Supply Assessment, 2025.					

Table 4.17-6: Single Year Supply and Demand Comparison					
Totals	2025	2030	2035	2040	2045
Supply Totals	29,676	31,670	33,663	35,657	37,651
Demand Totals	26,110	27,963	29,697	31,430	33,164
Difference	3,566	3,707	3,966	4,227	4,487
Notes: Supply information provided in the IRUWMP Table 10-12. Demand totals updated to reflect addition of net Project demand and additional demands identified in WSAs developed subsequent to the IRUWMP including the Bloomington Business Park (236 AFY) and Pepper Commerce Center (119 AFY). WVWD's demands in single dry years are assumed to increase by 10% above normal year demands.					
Source: Locust Gateway Water Supply Assessment, 2025.					

Table 4.17-7: Multiple Dry Year Supply and Demand Comparison identifies the supply and demand for multiple dry years. The water demands presented in these tables differ from the IRUWMP in order to show the demand required to serve the Project (68 afy) and the additional demands identified in WSAs prepared subsequent to the IRUWMP.

According to the IRUWMP, WVWD has adequate supplies to meet its customer demands and replacement water needs during average, single dry, and multiple dry years throughout the planning period. Even with the addition of the Project demands and the water demands of the cumulative projects noted in the tables, to the projected demands established in the IRUWMP, WVWD anticipates sufficient supply to serve the Project with additional surplus supply for as-needed use. The WVWD has adequate supplies to meet demands during average, single dry, and multiple dry years throughout the planning period. Impacts would be less than significant and no mitigation is required.

Table 4.17-7: Multiple Dry Year Supply and Demand Comparison						
Year	Totals	2025	2030	2035	2040	2045
First Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	3,803	3,707	3,966	4,227	4,487
Second Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	3,803	3,707	3,966	4,227	4,487
Third Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	3,803	3,707	3,966	4,227	4,487
Fourth Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	3,803	3,707	3,966	4,227	4,487
Fifth Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	3,803	3,707	3,966	4,227	4,487
Notes: Supply information provided in the IRUWMP Table 10-12. Demand totals updated to reflect addition of net Project demand and additional demands identified in WSAs developed subsequent to the IRUWMP including the Bloomington Business Park (236 AFY) and Pepper Commerce Center (119 AFY). WVWD's demands in dry years are assumed to increase by 10% above normal year demands.						
Source: Locust Gateway Water Supply Assessment, 2025.						

Wastewater

Threshold 4.17-3:	Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction of which could cause significant environmental effects?
Threshold 4.17-4:	Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
Level of Significance: Less than Significant Impact	

The Project would construct an 8-inch sewer PVC pipe along the eastern portion of the project site that would flow to an on-site private sewer lift station. The flows would then be pumped to a gravity manhole that would discharge to an existing 8-inch sewer in Lowell Street. The City would be responsible for the review of wastewater infrastructure design plans and would provide an encroachment permit for the construction/installation of required infrastructure in the public right-of-way. Wastewater from the Project would be conveyed to and treated at the Rialto Wastewater Treatment Plant. The design capacity of the Rialto Wastewater Treatment Plant is permitted for 11.7 mgd of treatment capacity and treats an average of 7 to 8 mgd with 4 to 5 mgd remaining capacity. Based on wastewater generation rates from the Rialto Master Sewer Study, the Project would generate 60,000 gpd of wastewater or 67.2 acre feet per year (1,500 gpd/acre × 40 acres = 60,000 gpd). Projected wastewater demand for the Project would account for less than one percent of the daily treatment volume at the Wastewater Treatment Plant. This increase is nominal compared to the combined residual capacity of the treatment plant. Therefore, existing wastewater treatment facilities would accommodate the project-generated wastewater and continue to maintain a substantial amount of remaining capacity for future wastewater treatment. Further, the City's General Plan EIR evaluated wastewater demand based on the proposed land use and zoning identified for the project site. The Project is consistent with the land use designation and zoning for the project site. Lastly, the City of Rialto has provided a Will Serve letter dated September 19, 2024, stating that the City can provide sewer service to the proposed Project.

Therefore, the Project would not require expansion or relocation of a wastewater facility as there is sufficient capacity at the Wastewater Treatment Plant to serve the Project. Further, the City collects development impact fees, specifically Sewer Frontage fees and Sewer Treatment fees, from new development under Ordinance No. 1532. Collection of fees would also fund future expansion of wastewater infrastructure facilities as needed. Therefore, impacts would be less than significant and no mitigation is required.

Dry Utilities— Electricity, Natural Gas, Telecommunications

Threshold 4.17-6:	Would the Project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities, the construction of which could cause significant environmental effects?
	Level of Significance: Less than Significant Impact

SoCalGas and SCE provide natural gas and electric power services to the area. These service providers install and maintain mainline systems throughout the City. Several companies provide telecommunications. Project construction would use approximately 0.0080 gigawatt-hours (GWh) of electricity, 35,998 gallons of gasoline, and 97,770 gallons of diesel. Project operations would annually use approximately 0.958 GWh of electricity, 0 therms of natural gas, 180,492 gallons of gasoline, and 728,982 gallons of diesel upon implementation of MM AQ-2 through MM AQ-5, MM GHG-1, MM GHG-2, and MM GHG-4; see **Section 4.5: Energy**.

Electricity

SCE currently operates electric power in the City through electricity distribution lines in both aboveground and buried lines. The Project would connect to existing SCE lines which would enable services to the site. Although some new utility infrastructure may be required on the site, extension of services is not

anticipated to require the construction of any new off-site electric power facilities in order to serve the project site. The Project Applicant would be required to coordinate with SCE to prevent disruption of service while electrical infrastructure is extended to the project site. Impacts would be less than significant and mitigation is not required.

Natural Gas

As identified in **Section 4.2: Air Quality**, Mitigation Measure (MM) AQ-2 requires the Project to use all-electric appliances and end uses instead of natural gas. MM AQ-2 also requires that the Project not include natural gas utility lines or connections. Although there are natural gas lines in the area, natural gas infrastructure would not be extended to the project site. Therefore, no impact would occur related to natural gas and no mitigation is required.

Telecommunications

The project site would require telecommunication services, which are provided by private purveyors. There are existing telecommunication lines located within existing adjacent rights-of-way that serve the existing surrounding development. Service to the project site would require tying into these lines but these improvements would occur within existing areas of disturbance such as those adjacent to existing roadways. Any upgrades to existing telecommunication facilities and the construction of new facilities to meet the demand of users would be determined by the service provider. However, the construction of substantial new telecommunication infrastructure is not assumed to be required. These impacts would be less than significant and no mitigation is required.

Solid Waste

Threshold 4.17-5:	Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
Threshold 4.17-6:	Would the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste.
<i>Level of Significance:</i> Less than Significant Impact	

Construction

Site preparation (vegetation removal and grading activities) and construction activities would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green waste. Non-salvaged construction and demolition waste would result in an incremental and intermittent increase in solid waste disposal at the Mid-Valley Sanitary Landfill.

Mid-Valley Sanitary Landfill has a maximum daily intake capacity of 7,500 tons per day.¹⁶ Therefore, the landfill would support a temporary increase in solid waste during construction of the Project. Recycling of construction debris would reduce the potential amount of waste disposed of at the Mid-Valley Sanitary Landfill and would contribute to the recycling goals set forth by the City, the CBC, and AB 939. Construction activities would be required to comply with all federal, State, and local statutes and regulations related to

¹⁶ CalRecycle. 2024. SWIS Facility/Site Activity Details. Retrieved from: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662>. Accessed August 12, 2024.

solid waste. As a result, impacts associated with short-term solid waste would be less than significant and no mitigation is required.

Operations

As of August 2024, the Mid-Valley Sanitary Landfill has a remaining capacity of approximately 54,219,377 cubic yards. Based on a generation rate of 41.64 pounds per employee per day for industrial uses, the Project would generate approximately 11.6 tons per day.¹⁷ This accounts for less than one percent of the maximum daily capacity of the Mid-Valley Sanitary Landfill. The existing landfill would have sufficient capacity to serve the proposed Project and solid waste generated during construction and operations would represent a nominal increase compared to the daily permitted tonnage at the landfill. Compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Therefore, impacts are less than significant and no mitigation is required.

The Project would comply with applicable local, State and federal regulations regarding solid waste, including those of the City of Rialto. Regulations specifically applicable to the proposed Project include the California Integrated Waste Management Act of 1989 (AB 939), AB 1826, SB 2022, SB 1383, SB 1019, CalGreen Code Section 4.408, AB 341, and the City's Municipal Code Section 8.08. The regulatory framework is described above in the regulatory setting and details what requirements the Project must follow to be compliant. The City's Municipal Code Section 8.08 outlines policies and regulations regarding solid waste handling and recycling for both customers and collectors in the City. In accordance with Municipal Code Section 8.08, the Project would maintain a sufficient number of containers to hold all solid waste; deposit all solid waste, including gray container waste, non-organic recyclables, and organic waste generated or accumulated on the premises into the proper containers; and cleanup of any and all solid waste generated, accumulated, or spilled on the premises prior to collection. Compliance with the above-mentioned policies and programs would ensure that the Project would not conflict with federal, State and local statutes and regulations related to solid waste. Further, the General Plan contains a goals and policies related to solid waste and recycling. Following adherence to these federal, State and local statutes and regulations related to solid waste, impacts would be less than significant and no mitigation is required.

4.17.7 Cumulative Impacts

For purposes of public utilities and service systems, cumulative impacts are considered for projects on a system-wide basis and are associated with the capacity of existing and planned infrastructure from local responsible agencies. As addressed in this section of the EIR, the Project would not result in significant impacts to utilities and service systems in consideration of compliance with existing laws, ordinances, regulations and standards.

With respect to water, as previously addressed, the WSA evaluated the water demand of the proposed Project as well as the projected demands as set forth in the IRUWMP and WSAs prepared subsequent to the preparation of the IRUWMP. The WVWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for this Project in addition to existing and future uses during average, single dry, and multiple dry years. Impacts related to a cumulatively considerable increase in water supply demands would be less than significant and no mitigation is required.

¹⁷ CalRecycle, *Estimated Solid Waste Generation Rates*. Retrieved from: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed August 12, 2024. Note: $[41.64(\text{lb}/\text{employee}/\text{day}) \times 557(\text{employee})] \div 2000(\text{lb}/\text{ton}) = 11.59(\text{ton}/\text{employee}/\text{day})$

With respect to wastewater, given the existing available capacity at the Rialto Wastewater Treatment Plant, the wastewater treatment needs of the Project, when combined with past, presents, and reasonably foreseeable future projects within the vicinity of the project site, would not result in the need for new or expanded wastewater treatment facilities that could result in significant environmental impacts or exceed the capacity of the wastewater treatment facilities. Furthermore, the Project would have adequate wastewater capacity to serve the Project and reasonably foreseeable future development. All projects within the vicinity of the Project would be required to comply with applicable federal, State, and local regulations that would minimize environmental impact and prevent a cumulatively considerable significant impact from occurring. No significant impact is anticipated with respect to wastewater capacity, and the Project's contribution is not cumulatively considerable. Therefore, the cumulative impact relating to wastewater treatment would be less than significant and no mitigation is required.

With respect to dry utilities, the Project would result in a less than significant impact related to dry utilities. Regarding cumulative impacts, the electric power and telecommunication needs of the Project, when combined with past, present, and reasonably foreseeable future projects within the vicinity of the project site, would not result in the relocation or construction of new or expanded electric power or telecommunication facilities that could result in significant environmental impacts or exceed the capacity of the electricity, natural gas, and telecommunication providers. All projects within the vicinity of the Project would be required to comply with applicable federal, State, and local regulations that would minimize environmental impacts and prevent a cumulatively considerable significant impact from occurring. Based on the foregoing, no significant cumulative impact is anticipated with respect to dry utilities, and the Project's contribution is not cumulatively considerable. Therefore, the cumulative impact relating to electric power and telecommunication facilities would be less than significant and no mitigation is required.

With respect to landfills and solid waste, potential future projects in the City would increase solid waste generation and decrease available capacity at the Mid-Valley Sanitary Landfill and other landfills within the County. However, as with the proposed Project, these projects would be subject to environmental review prior to construction and comply with federal, State and local regulations to minimize water, wastewater and solid waste impacts. Additionally, the Mid-Valley Sanitary Landfill is projected to have sufficient capacity to serve current and future needs until its scheduled closure in 2045. The Project would not result in a significant impact and combined with other projects within the vicinity would not result in cumulatively considerable significant impacts to solid waste standards, infrastructure, or reduction goals. Furthermore, the Project would comply and it is expected that projects within the vicinity of the project site would also comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, a cumulatively considerable significant impact is not expected with respect to solid waste and no mitigation is required.

Therefore, there are no significant cumulative impacts anticipated relative to utility and service systems, and the Project's contribution toward potential future utility and service system impacts is not cumulatively considerable.

4.17.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation measures are required.

4.17.9 Level of Significance After Mitigation

No significant impact would occur and no mitigation is required.

4.17.10 References

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5.0 OTHER CEQA CONSIDERATIONS

5.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA provides that an EIR focus on the significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. The City of Rialto, as the lead agency for the Locust Gateway Development Project (proposed Project), is subject to specific environmental review under CEQA. CEQA Guidelines Section 15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. In this case, the City determined that an EIR will need to be prepared based on the Project's potential to create short-term, long-term, and cumulative impacts. California Public Resources Code (PRC) §21100 (c) states that an EIR shall contain a statement briefly indicating the reasons that a project's various possible significant effects were determined not to be significant and were, therefore, not discussed in detail in the Draft EIR (PRC §21000 et. seq.). The Draft EIR further evaluates all of the Project's possible significant effects in accordance with the CEQA Guidelines. Where it was determined that the Project would have "less than significant impact" or "no impact," these threshold issues have not been addressed in the EIR, except to be identified in this section. The following identifies the threshold and a discussion of why the "less than significant" or "no impact" determination was reached.

5.1.1 Aesthetics and Visual Resources

The CEQA Guidelines ask for an evaluation of the following:

- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

There are no officially designated State scenic highways in or proximate to the City.¹ The nearest officially designated scenic highway is State Route 38 (Rim of the World Scenic Byway), located approximately 33 miles east of the project site.² Therefore, since the project site is not within the vicinity of any designated or eligible State scenic highways, the Project would not substantially damage scenic resources within a State scenic highway. No impact would occur and this threshold question is not addressed further in the EIR.

5.1.2 Agriculture and Forestry Resources

The CEQA Guidelines ask for an evaluation of the following:

- Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

¹ California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Retrieved from: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed October 20, 2024.

² Ibid.

- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.³ No portion of the project site is covered by a Williamson Act Contract.⁴ Additionally, the area does not include forest resources, including timberlands, and is not zoned for agriculture use.⁵ Therefore, the Project would result in no impact concerning mapped farmlands, Williamson Act Contracts, agricultural, forest, or timberland zoning, or the conversion or loss of Farmland, forest land, or timberland. For this reason, no impact would occur and this topic is not addressed further in the EIR.

5.1.3 Biological Resources

The CEQA Guidelines ask for an evaluation of the following:

- Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The project site is not located with an active Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) area⁶. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

5.1.4 Geology and Soils

The CEQA Guidelines ask for an evaluation of the following:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

There are no known active or potentially active faults at the project site, and the site is not within an Alquist-Priolo Earthquake Fault Zone as designated by the California Department of Conservation, California Geological Survey (CGS). The closest known fault to the site is the San Jacinto fault, which is mapped about 1.4 miles to the northeast⁷. Therefore, the Project would not directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault. For this reason, no impact would occur and this threshold question is not addressed further in the EIR.

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

³ State of California Department of Conservation. *California Important Farmland Finder*. Retrieved from: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed October 20, 2024.

⁴ State of California Department of Conservation. 2023. *California Williamson Act Enrollment 2023*. Retrieved from: <https://gis.conservation.ca.gov/portal/home/item.html?id=c608c0e32810424f8f4f9d39570cc45b>. Accessed October 20, 2024.

⁵ City of Rialto. 2013. *City of Rialto Zoning Map*. Retrieved from: <https://www.rialtoca.gov/DocumentCenter/View/1513/Zoning-Map---July-2013>. Accessed October 22, 2024.

⁶ Rocks Biological Consulting. 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

⁷ California Department of Conservation, California Geological Survey. November 2024. *California Earthquake Hazards Zone Application*. Retrieved from: <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>. Accessed October 22, 2024.

The project site has an average elevation of approximately 1,620 feet above mean sea level. Due to the area's relatively flat topography, landslides are not anticipated. The project site is not located in a zone identified as being susceptible to landslides by the County of San Bernardino.⁸ Therefore, given landslides are not anticipated due to the project site's location and topography, Project implementation would not expose people or structures to potential substantial adverse effects involving landslides, and no loss, injury, or death involving landslides would occur. For this reason, no impact would occur and this threshold question is not addressed further in the EIR.

- Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project would connect to the City's existing sewer system and would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact concerning soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. For this reason, no impact would occur and this threshold question is not further addressed in the EIR. **Section 4.17: Utilities** of this EIR addresses wastewater service and facilities.

5.1.5 Hazards and Hazardous Materials

The CEQA Guidelines ask for an evaluation of the following:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

There are no public airports or public use airports located within two miles of the project site. The closest airport is the San Bernardino International Airport, which is approximately 10 miles southeast of the project site. The Rialto Municipal Airport Final Comprehensive Plan (January 1991) is no longer applicable as the airport closed in 2014. The project site is not located within an area subject to an airport land use plan. Therefore, the Project would not result in an airport-related safety hazard or excessive noise for people residing or working in the project area. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-51189. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department,

⁸ County of San Bernardino. 2020. *HZ-2 Liquefaction & Landslides*. Retrieved from: <https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905>. Accessed July 14, 2024.

are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ). Therefore, the Project would not result in exposing people or structures to a significant risk of loss, injury or death involving wildland fires. For this reason, no impacts would occur and this threshold questions is not further addressed in the EIR.

5.1.6 Land Use and Planning

The CEQA Guidelines ask for an evaluation of the following:

- Would the project physically divide an established community?

The Project could have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. For example, the construction of a highway through an existing community could constrain travel from one side of the community to another, as well as the cohesiveness of that community.

The proposed Project would develop a speculative warehouse building with three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. As described above, the project site would be located in an area with predominantly planned and developed industrial, warehouse, manufacturing, and office uses. The project site is bordered by Lowell Street and industrial, office, and warehouse uses to the north; industrial uses, Locust Avenue, and an undeveloped parcel and single-family residences to the east; industrial, warehouse, and manufacturing uses to the south; and Lake Padden Lane, industrial and manufacturing uses, and Mid-Valley Landfill to the west. The residential neighborhood is approximately 700 feet east of Locust Avenue. The site does not currently provide any connection to the residential neighborhood nor does it provide connectivity or accessibility to other surrounding uses. The Project would include roadway and utility improvements along Lowell Street and Locust Avenue adjacent to the project site, including sidewalks, curb and gutter, restriping, pavement replacement, and utility connections. Project improvements would not include features such as a highway, new roadway, or above-ground infrastructure that would preclude or impede movement through the project site such that a permanent disruption in the physical arrangement of the surrounding community or isolation of that community would occur. The Project is consistent with the existing General Plan designation and zoning and would be compatible with the existing industrial uses adjacent to the site. As such, neither the residential neighborhood nor other existing or planned communities proximate to the project site would be physically divided by the proposed Project. Therefore, the proposed Project would not physically divide an established community and no impact would occur. For this reason, this threshold question is not further addressed in the EIR.

5.1.7 Noise

The CEQA Guidelines ask for an evaluation of the following:

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

There are no private airstrips or airports located immediately adjacent to or near the project site. The closest airport is the San Bernardino International Airport, which is located approximately 10 miles southeast of the project site. The project site is not subject to an airport land use plan. Therefore, the Project would not expose people residing or working in the project area to excessive airport or airstrip-

related noise levels. No impact would occur. For this reason, this threshold question is not further addressed in the EIR.

5.1.8 Population and Housing

The CEQA Guidelines ask for an evaluation of the following:

- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is vacant; there is no housing on the site. Therefore, Project implementation would not create an impact that would displace people or housing. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

5.1.9 Public Services

The CEQA Guidelines ask for an evaluation of the following:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: schools, parks, and other public facilities including libraries?

Implementation of the Project would not create a direct demand for public school services; no residential uses are proposed. The addition of employment-generating uses on the project site would assist the City in achieving its goal to provide a better jobs/housing balance within the City (allowing more City residents to work in the City rather than commuting elsewhere). The Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate a substantial number of new school-aged students in the City requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Rialto Unified School District in compliance with Senate Bill 50, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of a building permit. For this reason, impacts to public schools would be less than significant, this threshold question is not further addressed in the EIR.

The proposed Project does not include any residential uses and would not directly create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

5.1.10 Recreation

The CEQA Guidelines ask for an evaluation of the following:

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed Project does not include the development of any residences or recreational facilities, which would directly increase population and result in increased demand for parks and recreational facilities resulting in the need for new or expanded existing off-site recreational facilities. The collection of taxes and payment of development impact fees as outlined in Rialto Municipal Code Title 3 contributes to the funding of recreational facilities. For this reason, no impact would occur and this topic is not further addressed in the EIR.

5.1.11 Wildfire

The CEQA Guidelines ask for an evaluation of the following:

- If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:
 - a) Substantially impair an adopted emergency response plan or emergency evacuation plan.
 - b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
 - c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
 - d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-89. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area (LRA) under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). LRAs are incorporated cities, urban regions, agricultural lands, and portions of the desert where the local government is responsible for wildfire protection. The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ).⁹ For this reason, no impact would occur and this topic is not further addressed in the EIR.

5.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The environmental effects of

⁹ CAL FIRE. 2025. *Fire Hazard Severity Zones Map*. Retrieved from: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed April 29, 2025.

the proposed Project are addressed in Sections 4.1 through 4.17 of this EIR. Implementation of the proposed Project would result in potentially significant impacts for the following topical issues:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources

CEQA Guidelines Section 15126.2(c) requires EIRs to describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The environmental effects of the proposed Project are addressed in Sections 4.1 through 4.17 of this EIR. Project implementation would result in potentially significant impacts for the following topical issues: air quality, biological resources, cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, noise, and tribal cultural resources. Project standard conditions (SCs) and mitigation measures (MMs) provided in Sections 4.1 through 4.17 would reduce these impacts to levels considered less than significant, except construction and operations-related greenhouse gas emissions impacts, which would remain significant and unavoidable as discussed below.

Greenhouse Gas Emissions. As discussed in **Section 4.7: Greenhouse Gas Emissions**, the Project is located within South Coast Air Quality Management District's (SCAQMD) jurisdiction. While SCAQMD has not adopted its proposed 3,000 metric tons of CO₂e (MTCO₂e) threshold, this EIR's analysis conservatively uses the proposed 3,000 MTCO₂e screening threshold rather than the higher 10,000 MTCO₂e industrial threshold. Project construction and operation would generate approximately 10,180 MTCO₂e per year, and therefore exceed the 3,000 MTCO₂e per year threshold despite implementing MM GHG-1 through MM GHG-4. As such, the Project would generate GHG emissions, either directly or indirectly, that would exceed SCAQMD thresholds despite all feasible mitigation measures, resulting in a significant and unavoidable impact.

5.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(d) requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project should it be implemented. Generally, the section notes that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve large amounts of nonrenewable resources during initial and continued phases in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts from the Project would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from a potential environmental accident; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Project implementation would require long-term commitment of natural resources and land. Project development would result in committing land resources associated with warehouse uses. The Project includes infrastructure to support the proposed land use. Project construction and long-term operation would require committing and reducing available nonrenewable and slowly renewable resources,

including petroleum fuels and natural gas (for vehicle use, construction, lighting, heating, and cooling of structures) and lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by Project implementation; examples include air quality, through the combustion of fossil fuels and production of greenhouse gases and water supply, through the increased potable water demands for drinking, cleaning, landscaping, and general maintenance needs. The project does not propose land uses that are associated with such effects and would not include the use, storage, or disposal of materials that could damage the environment in the event of a release (i.e., refer to **Section 4.8: Hazards and Hazardous Materials**). With regard to the consumption of resources, as analyzed in **Section 4.5: Energy**, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

5.4 GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires EIRs to include a discussion of ways in which a project could induce growth. The CEQA Guidelines identify a project as “growth-inducing” if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project’s potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. The following analyzes the Project’s potential growth-inducing impacts for the criteria outlined above, in accordance with CEQA Guidelines Section 15126.2(d). Potential growth-inducing effects are examined through analysis of the following questions.

5.4.1 Would the Project directly or Indirectly foster economic or population growth, or the construction of additional housing?

Population and Employment

According to the California Department of Finance (DOF), the City's estimated population in 2024 is 103,097 persons.¹⁰ The California Employment Development Department (EDD) calculated the City's workforce in 2023 to be approximately 46,900 persons with 44,500 persons employed and 2,400 unemployed.¹¹ As discussed in **Section 4.13: Population and Housing**, the Project could generate approximately up to 557 employees, based on an employment generation factor of one employee per 1,195 sf of warehouse use.¹² The Project's estimated employment generation would be anticipated to draw from the local workforce. Further, a high percentage of City residents commute outside the City for employment.¹³ Given the City's existing available local workforce, the Project would likely only have an indirect effect on the City's population through the expansion of economic activity within the City.

Housing

The project site is undeveloped, and the Project does not propose residential uses. Further, the Project is consistent with both the City's General Plan land use designation and zoning, and the impacts from future development have already been accounted for in the City's General Plan EIR. Therefore, given the City has already accounted for the Project's general economic and population effects, the Project would not directly affect housing availability within the City.

5.4.2 Would the Project remove obstacles to population growth or require the construction of new or expanded facilities that could cause significant environmental effects?

The Project would not remove obstacles to growth through the construction or extension of major infrastructure facilities. Although the project site is undeveloped, it is bordered by existing uses and is planned for development in the City's General Plan and the Rialto Airport Specific Plan.

As discussed in **Section 4.17: Utilities and Service Systems**, existing utilities and service systems (i.e., water, wastewater, solid waste, and electricity) are available to serve the Project. While upgrades to the existing utilities may be necessary, major infrastructure is already present in the area. Project improvements are distribution lines that would serve the project site via existing infrastructure such as the existing water and sewer mains in Lowell Street. The Project does not propose improvements that would extend services to areas that currently are not served or provide additional capacity in these infrastructure improvements, thereby facilitating new off-site development. There are no properties adjacent to the project site that would benefit by having the utilities extended. Therefore, the Project is

¹⁰ State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024*. Retrieved from <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/>. Accessed September 17, 2024. City projected 2050 population estimate derived using the San Bernardino County-level persons per household ratio (i.e., 2.75 persons per household) and applying it to the City's projected 2050 households (i.e., 36,600 units).

¹¹ State of California, Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 – Revised*. Retrieved from: <https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>. Accessed September 17, 2024.

¹² Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 8A*.

¹³ SCAG. 2019. *Local Profile Report: Profile of the City of Rialto*. Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/rialto_localprofile.pdf. Accessed August 2024.

not considered growth inducing with respect to removal of obstacles to growth or through the provision of infrastructure.

5.4.3 Would the Project encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

The potential impacts associated with the Project have been analyzed in this EIR in Sections 4.1 through 4.17. Project mitigation measures and standard conditions would reduce identified potential significant environmental effects to less than significant except for greenhouse gas emissions. The Project's long-term operational unmitigated GHG emissions would exceed the 3,000 MTCO₂e threshold. To reduce impacts associated with GHG emissions, the Project would implement Laws, Ordinances, and Regulations (LORs) GHG-1 through LOR GHG-7, MM AQ-2 through MM AQ-5, MM GHG-1 through MM GHG-4. However, Project GHG emissions would remain above the 3,000 MTCO₂e threshold with the implementation of feasible mitigation. Project GHG impacts would remain significant and unavoidable. Project implementation is anticipated to have a beneficial economic effect. Project construction would create design, engineering, and construction-related jobs. These jobs would span from Project planning to construction, lasting until Project completion. This would be a direct but temporary growth-inducing Project impact.

5.5 MANDATORY FINDINGS OF SIGNIFICANCE

CEQA Guidelines Section 15065(a)(1)-(4) requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. An EIR determines a finding of significance if a project has the potential to: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory. In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

An EIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance. This EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project including direct, indirect, and cumulative impacts in the following resource areas:

▪ Aesthetics	▪ Land Use and Planning
▪ Air Quality	▪ Mineral Resources
▪ Biological Resources	▪ Noise
▪ Cultural Resources	▪ Population and Housing
▪ Energy	▪ Public Services
▪ Geology and Soils	▪ Transportation
▪ Greenhouse Gas Emissions	▪ Tribal Cultural Resources
▪ Hazards and Hazardous Materials	▪ Utilities and Services Systems
▪ Hydrology and Water Quality	

A summary of all potential environmental impacts, level of significance before and after the implementation of standard conditions and mitigation measures is provided in **Section 1.0: Executive Summary**. Endemic and endangered animals within California and the Project's potential effect on those species are discussed in **Section 4.3: Biological Resources**, of this EIR. The section found that although the project site has potential habitat to support burrowing owl, California horned lark, loggerhead shrike, prairie falcon, merlin, coastal whiptail, coast horned lizard, and Southern California legless lizard, Cooper's hawk, Costa's hummingbird, and Lawrence's goldfinch existing habitat on site has been disturbed by previous grading and is no longer suitable habitat for the species. Project implementation would have the potential to impact the above-mentioned species during construction activities. As such, the Project has included mitigation, as further discussed in the section. Crotch's bumble bee which is a candidate species for listing under the California Endangered Species Act (CESA) was observed on the project site. As described further in **Section 4.3: Biological Resource**, mitigation would be implemented which requires that an Incidental Take Permit (ITP) from the California Fish and Wildlife Service for the Crotch's bumble bee be obtained. One special-status plant species, Parry's spineflower was observed on the site. Parry's spineflower is a CRPR rank 1B.1 species, meaning it is rare, threatened, or endangered in California and elsewhere and eligible for state-listing under CEQA. Parry's spineflower is also a State Rank S2, meaning it is imperiled because of rarity making it very vulnerable to extirpation. Compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat. Therefore, biological impacts can be mitigated to a less than significant level.

Section 4.4: Cultural Resources, of the EIR analyzed the potential historic and cultural resource impacts that could occur due to the implementation of the Project and found no recorded historic or prehistoric resources located within the project site. Mitigation proposed within the section would include the retainment of a professional archaeologist to further minimize potential effects to cultural resources. The mitigation presented in the section further lowered the significance of the potential impacts to less than significant levels.

5.6 REFERENCES

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6.0 ALTERNATIVES TO THE PROPOSED PROJECT

6.1 CEQA REQUIREMENTS FOR ALTERNATIVES IDENTIFICATION AND ANALYSIS

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in CEQA Guidelines Section 15126.6(a):

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to a proposed project, "...even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."¹ The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.²

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

Beyond these factors, the CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for a project, if feasible. Based on the alternatives analysis, the City of Rialto (City) must identify an environmentally superior alternative. If the environmentally superior alternative is the no project alternative, then the EIR must identify an environmentally superior alternative among the other alternatives.³ In addition, CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

6.2 PROJECT SUMMARY

As proposed, the Project would develop the approximately 40-acre site with a 664,859 square feet (sf) warehouse, inclusive of 7,713 sf of ancillary office space, 365 vehicle parking stalls, 398 trailer parking stalls, and a fence-secured dock area with 82 dock doors. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The Project would be constructed using concrete tilt-up panels with architectural treatments for

¹ CEQA Guidelines § 15126.6(b).

² CEQA Guidelines § 15126.6(f).

³ CEQA Guidelines § 15126.6(e)(2).

visual relief along the building facades. The warehouse would be white and grey with blue accents and blue window glazing. Views of the warehouse building would be shielded with a screen wall. The proposed Project is described in further detail in **Section 3.0: Project Description**.

The project site has a General Plan land use designation of General Industrial. The General Industrial designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail.⁴ The General Industrial designation permits manufacturing and distribution, as well as similar uses. The designation allows for a maximum Floor to Area Ratio (FAR) of 1.0. The proposed Project would have an approximate 0.38 FAR. The Project is consistent with the General Plan designation for the site.

The project site is within the Rialto Airport Specific Plan and has a Specific Plan land use designation of General Manufacturing (I-GM), which permits wholesale and warehousing operations. A Conditional Development Permit would be required for the development of a warehouse, which is a conditionally permitted use in industrial zones in the City.⁵

6.3 CRITERIA FOR SELECTING ALTERNATIVES

The range of feasible alternatives must be selected and discussed in a manner to foster meaningful public participation and informed decision making. Several criteria were used to select alternatives to the proposed Project. These criteria are described below.

Ability To Achieve Project Objectives

Section 15126.6(f) of the CEQA Guidelines states:

The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.

The CEQA Guidelines do not require an EIR to consider every plausible alternative to a project, but rather must examine in detail only the ones which the lead agency determines could feasibly attain most of the basic project objectives. For purposes of the alternative analysis, each alternative assessed in this EIR was evaluated to determine the extent to which it could attain the following objectives identified for the proposed Project:

- Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215, and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow

⁴ City of Rialto. 2010. *General Plan*. Page 2-10.

⁵ City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8.

the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

- Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.
- Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.
- Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.
- Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.
- Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.
- Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.
- Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

Elimination/Reduction of Significant Impacts

Section 15126.6(b) of the CEQA Guidelines states that "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code § 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

Therefore, the alternatives evaluated in this EIR have been selected because they are anticipated to reduce and/or eliminate one or more significant impacts associated with the proposed Project. Potentially significant environmental impacts that would result from the Project are evaluated in Sections 4.1 through 4.17 of this EIR. With implementation of the respective Mitigation Program which could include existing requirements based on local, State, or federal regulations or laws and Mitigation Measures (MMs) identified for each topical issue, all significant impacts resulting from the Project would be reduced to a level considered less than significant with the exception of greenhouse gas (GHG) impacts. The Project's operational GHG emissions would exceed the 3,000 MTCO₂e per year threshold, the majority due to non-construction related truck and passenger car trips. Despite all feasible mitigation implemented, including Mitigation Measure (MM) AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4, project-related GHG emissions would remain significant and unavoidable.

Feasibility

Section 15126.6(f)(1) of the CEQA Guidelines states:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553; see Save Our Residential Environment v. City of West Hollywood (1992) 9 Cal.App.4th 1745, 1753, fn. 1).

Each alternative was evaluated for its feasibility, its ability to attain the proposed Project's objectives, and its ability to reduce and/or eliminate significant impacts associated with the Project.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines § 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Project Location

Pursuant to CEQA Guidelines Section 15126.6(f)(2), alternate sites should be evaluated, if any feasible sites exist, where significant impacts can be lessened. An alternative location was considered and rejected as discussed below.

An alternative location was rejected from further consideration because the Project is consistent with the General Plan land use designation of General Industrial and the Specific Plan land use designation of I-GM for the project site and there are no site-specific significant and unavoidable impacts that would be lessened if a different site were selected. It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. The Project would result in a significant and unavoidable GHG impact. Due to the cumulative nature of GHG emissions, the environmental impacts of development on any other site in the City are expected to be similar to those of the proposed Project. In addition, other sites, depending on their biological or cultural resources may have similar or greater impacts than the Project. Given the nature of the proposed Project, an alternative location would not alleviate the impacts because a relocation of the proposed Project would not lessen the significant and unavoidable GHG impact. Therefore, an alternative location may meet most of the basic Project objectives but would not substantially lessen impacts and meet the CEQA definition of an alternative. Therefore, this alternative was not further considered.

6.5 ALTERNATIVES FOR ANALYSIS

CEQA Guidelines Section 15126.6 (d) of the CEQA Guidelines requires an EIR to provide sufficient information about each alternative to allow for meaningful evaluation, analysis, and comparison with the Project. Pursuant to CEQA Guidelines Section 15126.6, an analysis of alternatives is presented in this EIR to provide decision-makers with alternatives to be considered. The CEQA Guidelines specify that an EIR shall describe a reasonable range of alternatives that would avoid or substantially lessen the Project's significant effects but need not consider every conceivable alternative.

The analysis provides a comparison of the alternatives' varying environmental effects and their merits and/or disadvantages in relation to the proposed Project and to each other; their feasibility and ability to achieve Project objectives are also discussed. The environmentally superior alternative is identified as required by CEQA see **Section 6.6: Environmentally Superior Alternative**.

Four alternatives to the proposed Project have been identified.

- Alternative 1: No Development Alternative
- Alternative 2: Truck Trailer Parking Alternative
- Alternative 3: Business Park Alternative
- Alternative 4: Reduced Warehouse Alternative

The four analyzed alternatives present a reasonable range of alternatives to the proposed Project. The analysis in this section focuses on significant and unavoidable impacts attributable to each alternative and the ability of each alternative to meet basic Project objectives. The evaluation of each alternative uses the same thresholds of significance identified in Sections 4.1 through 4.17.

For the alternatives, it is assumed that relevant regulatory requirements, applicable project design features, and project-specific mitigation measures identified for the proposed Project would also be implemented with each alternative and thus serve to reduce or avoid potential significant impacts similar to the proposed Project.

Alternative 1: No Development Alternative

CEQA Guidelines Section 15126.6, requires an evaluation of the "No Project" alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. The No Development Alternative assumes that the proposed Project would not be developed, which means there would be no warehouse facilities, truck trailer parking, landscape improvements, or off-site roadway improvements. In its existing condition, the site would remain vacant and disturbed, and the remnants of a World War II-era bunker structure, rail spurs, and underground transformer would remain.

Section 15126.6(e)(2) of the CEQA Guidelines specifies the following:

The "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation [NOP] is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Section 15126.6(e)(3)(B) of the CEQA Guidelines indicates that when the project is not a land use or regulatory plan, the "no project" alternative:

...is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others ... this "no project" consequence should be discussed.

Therefore, although this alternative assumes "No Development" (as required by CEQA), this is considered a speculative assumption as the land is assumed to remain in private ownership (as there are no offers to purchase the land for public use).

Alternative 1: Impact Comparison to the Proposed Project

Aesthetics. Under the Alternative 1 scenario, no development would occur, and the project site would remain vacant. There would be no buildings on site and no related on-site or off-site improvements would be provided. Because there are no scenic vistas proximate to the project site, neither the proposed Project nor Alternative 1 would adversely affect a scenic vista. Because no development on the project site would occur, regulations governing scenic quality are not applicable. However, it is noted that the proposed Project would be consistent with regulations governing scenic quality as addressed in the General Plan, Rialto Airport Specific Plan, and the Municipal Code. Because Alternative 1 would not involve development of the project site, there would be no new sources of lighting; the proposed Project would not result in significant lighting impacts. Neither the Project nor Alternative 1 would result in significant impacts regarding the topic of aesthetics.

Air Quality. Under the Alternative 1 scenario, because there would be no development, no air quality emissions would be generated. The proposed Project would generate emissions during construction and operational activities that require mitigation. Although Alternative 1 would not have any air quality impacts, all significant air quality impacts associated with the Project would be mitigated to a less than significant level.

Biological Resources. Alternative 1 would have no impacts to biological resources, including potential impacts to the burrowing owl and Crotch's bumble bee. Trees and other vegetation on the project site that currently could be used for nesting by migratory birds protected under the Migratory Bird Treaty Act (MBTA) would remain because no existing vegetation would be removed. Although Alternative 1 would not have any biological resources impacts, all potentially significant impacts associated with the Project would be mitigated to a less than significant level.

Cultural Resources. Under Alternative 1, the project site would remain in its current condition and would therefore prevent potential impacts to cultural resources. No construction or grading activities would occur. The intensive-level pedestrian survey conducted of the project site for this EIR found the entire site highly disturbed due to prior grading and development, with various instances of modern dumping and squatting observed. The field survey also confirmed the presence of resource CA-SBR-8696H at the project site, and noted the collapsing entry structure to the empty munitions bunker and historic debris. Although these resources have been determined not to be historically or archeologically significant, under this alternative the resources would remain in situ because the project site would not be developed. Therefore, the potential to discover and impact previously undisturbed cultural resources, including archaeological resources, would not occur. Although this Alternative 1 would have no impact on cultural resources, all potentially significant impacts associated with the Project would be mitigated to a less than significant level.

Energy. The energy usage during construction associated with water for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would not occur under the Alternative 1 scenario because no construction or development would occur. However, it is also noted that implementation of the proposed Project would not result in significant impacts concerning energy usage. Therefore, although Alternative 1 would have no impact on energy, the Project would result in a less than significant impact.

Geology and Soils. Under the Alternative 1 scenario, no development would occur on the project site. Therefore, the potential to expose additional people or structures to adverse effects of seismic ground shaking, ground failure, expansive soils, or other unstable geologic hazards would not occur. No soil erosion or loss of topsoil would occur since the project site would remain in its existing condition. Additionally, the potential to unearth unknown paleontological resources during Project implementation would not occur. Although Alternative 1 would have no impact on soils and geology or paleontological resources, impacts associated with the Project would be mitigated to a less than significant level.

Greenhouse Gas Emissions. Under Alternative 1, there would be no construction activities or associated construction equipment operations or operational activities. Therefore, there would be no short-term GHG emissions from construction activities or long-term GHG emissions from mobile sources, area sources, or the consumption of electricity, natural gas, and water associated with operations of the land uses assumed as a part of the Project. Alternative 1 would not generate additional GHG emissions and would have no impact, while the Proposed Project's GHG emissions would be significant and unavoidable despite implementation of all feasible mitigation.

Hazards and Hazardous Materials. Under the Alternative 1 scenario, no development would occur on the project site. The existing ammunitions bunker and brick and mortar structure, which were constructed in the 1940s, would not be demolished. The Phase II Environmental Site Assessment (ESA), which was prepared for the proposed Project, determined that there is the potential for the project site to contain unexploded ordinances (UXOs) and discarded military munitions (DMMs) due to the historical use of the site for munitions storage and the unknown suspected use of the site by historic adjacent pyrotechnic facilities. Although Alternative 1 would have no impact regarding hazards and hazardous materials, potential UXOs and DMMs would remain on the site.

Neither Alternative 1 nor the proposed Project would create a safety hazard as it pertains to an Airport Land Use Compatibility Plan because the project site is not located within two miles of a public airport or public use airport and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Mitigation would be required such that Project demolition activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction and would not result in the accidental release of hazardous materials. Therefore, although the proposed Project would require mitigation, potentially significant impacts would be mitigated to a less than significant level.

Hydrology and Water Quality. Alternative 1 assumes no development would occur on the project site. Because there would be no subsurface excavation, the potential to encounter groundwater would not occur. The existing on-site drainage pattern and runoff quantities would remain the same, and Alternative 1 would not affect groundwater supplies or interfere with groundwater recharge.

Under the proposed Project scenario, development would alter the site's existing drainage pattern because the site would change from a primarily undeveloped site to a developed site. However, the proposed drainage facilities would be sized to adequately treat runoff water from the project site, and the site does not include discharge to any streams or rivers. The proposed Project would be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity, prepare a Storm Water Quality Management Plan (SWQMP) and implement Best Management Practices (BMPs) to minimize on-site and off-site erosion and siltation. Therefore, Alternative 1 would have no impact on hydrology and water quality, whereas the proposed Project's impacts would be less than significant.

Land Use and Planning. Under Alternative 1, the project site would remain vacant. Neither Alternative 1 nor the Project would physically divide an established community through the introduction of physical or community barriers or cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. The Project would comply with Connect SoCal, the General Plan, Rialto Airport Specific Plan, and Rialto Municipal Code. Alternative 1 would have no impact on land use and planning because no development would occur, while the Project would result in a less than significant impact.

Mineral Resources. Under Alternative 1, the project site would remain vacant. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. Neither Alternative 1 nor the Project would result in the loss of in the availability of a known mineral resource or the loss of in the availability of a locally important mineral resource recovery site. Although Alternative 1 would result in no impacts to mineral resources, the Project would result in less than significant impacts regarding mineral resources.

Noise. Under Alternative 1, there would be no construction activities or associated construction equipment operations or development. Therefore, there would be no construction noise impacts. There would be no substantial temporary increase in noise levels or exposure of persons to or generation of noise levels in excess of standards. Therefore, Alternative 1 would avoid construction and operational noise impacts associated with the Project, whereas the Project's noise impacts would be mitigated to a less than significant level.

Population and Housing. Alternative 1 would not create any new jobs; involve the development of additional housing; or cause increases in the residential population of the City. Therefore, there would be no impact associated with inducing substantial population growth. This alternative would maintain the site in its existing condition. The proposed Project would not induce substantial unplanned population or displace any existing housing, and impacts would be less than significant. Alternative 1 would result in no impacts regarding population and housing whereas the Project would result in less than significant impacts.

Public Services. Alternative 1 would not involve new development, and therefore, no impacts to fire and police protection services would occur. Development of the proposed Project would incrementally increase the demand for fire and police protection services; however, the proposed Project is not expected to substantially increase service demand such that new or physically altered fire and police facilities would need to be constructed, which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for fire and police

protection. Therefore, Alternative 1 would have no impact, while the proposed Project would result in less than significant impacts on fire and police protection services.

Transportation. Under Alternative 1, the project site would remain vacant and would not generate any additional vehicle trips, compared to the 1,138 trips, including 455 truck trips, which would be generated by the Project. Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles to determine the total PCE volumes generated by the project. Therefore, the proposed Project is estimated to generate 1,908 daily PCE trips. Alternative 1 would have no impact concerning vehicle miles traveled (VMT) while the proposed Project would have a less than significant impact concerning the Project's effect on VMT. While this alternative would have no transportation impacts, the proposed Project would have less than significant transportation impacts based on the City's CEQA significance criteria.

Tribal Cultural Resources. Alternative 1 would not involve any construction or excavation activities. Tribal cultural resource impacts are primarily dependent upon the construction and operations footprint of each development, as well as depth of excavation. Therefore, this alternative would have no impact on tribal cultural resources, whereas potential impacts associated with the proposed Project would be mitigated to a less than significant level.

Utilities and Service Systems. Alternative 1 would not involve the development of industrial land uses or the generation of any new employees; therefore, no impacts to utilities and service systems would occur. Since Alternative 1 would not provide new facilities or infrastructure, there would be no physical impacts associated with construction or operation of facilities or accelerated physical deterioration associated with increased usage of existing facilities. In addition, since there would be no development of industrial land uses or generation of new employees under Alternative 1, demand for water, wastewater facilities, dry utilities (electricity, natural gas, telecommunications), or solid waste disposal would not be required. The proposed Project would generate new employees, resulting in an incremental increase in the demand for water, wastewater, and dry utilities use, and the generation of solid waste. Therefore, Alternative 1 would result in no impacts to utilities and service systems while the proposed Project would result in a less than significant impact.

Feasibility and Ability to Meet Project Objectives

Alternative 1 fails to meet the Project's basic objectives. Alternative 1 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments. Additionally, this alternative would not provide infrastructure improvements including street and sidewalk improvements, undergrounding existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Finally, Alternative 1 would also fail to provide expanded economic activity to the City and would also not provide additional employment opportunities. This would conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents.

Conclusion

Alternative 1 would have no significant impacts when compared to the proposed Project because no development would occur. Significant unavoidable GHG impacts associated with the proposed Project would not occur. No mitigation would be required to reduce potential significant impacts to a less than significant level. All impact areas which were anticipated to cause a less than significant impact, less than significant with mitigation measures, or a significant and unavoidable impact due to implementation of

the proposed Project would be eliminated under the No Project Alternative; see **Table 6-4: Summary of Proposed Project and Alternatives Impacts**. However, none of the Project objectives would be met.

Alternative 2: Truck Trailer Parking Alternative

Under the Truck Trailer Parking Alternative, the project site would be developed as an approximately 40-acre trailer truck and truck-mounted container storage parking facility. The project site has a Rialto Airport Specific Plan land use designation of I-GM, which permits land uses including wholesale and warehousing operations. Under this alternative scenario, no warehouse uses are assumed. Trucks and trailers would be parked while waiting to be moved to and from off-site locations such as nearby warehouse facilities in instances where there are scheduled delays related to trailer drop off or pick up. The Truck Trailer Parking Alternative would include a one-story, 1,500 sf ancillary free-standing small security office building, 15 passenger vehicle parking stalls for employees, and 960 truck trailer parking spaces.

Table 6-1: Alternative 2 and Proposed Project Comparison identifies a reduction of 663,359 sf of building area compared to the proposed Project.

Table 6-1: Alternative 2 and Proposed Project Comparison			
Development Standard	Proposed Project	Alternative 2	Difference
Building Area (sf)	664,859	1,500	-663,359
Truck Trailer Parking	398	960	+562
Employee Parking	365	15	-350

Alternative 2: Impact Comparison to the Proposed Project

Aesthetics. Similar to the Project, Alternative 2 would comply with the development requirements of the Rialto Airport Specific Plan which are included in **Table 4.1-1: Development Standards Consistency Summary** in **Section 4.1: Aesthetics**, as well as General Plan and Municipal Code regulations governing scenic quality. As addressed in **Section 4.1: Aesthetics**, the project site is not proximate to a scenic vista; therefore, no impact would occur under either development scenario. Both Alternative 2 and the proposed Project would comply with applicable light and glare regulations, such as General Plan Policy 2-14.3, which requires the use of building materials that do not produce glare. Further, similar to the Project, Alternative 2 would provide lighting in the surface parking areas; light would also be generated from trucks and passenger vehicle headlights when accessing and leaving the project site. There are no sensitive receptors adjacent to the project site and Locust Avenue is a designated truck route. Therefore, no significant light and glare impacts would be associated with Alternative 2 or the proposed Project. Neither Alternative 2 nor the proposed Project would result in significant visual impacts. Potential impacts associated with the topic of Aesthetics would be less than significant for both the proposed Project and Alternative 2.

Air Quality. Alternative 2 would construct a much smaller building but a larger surface parking area than the proposed Project. This alternative assumes a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment. Accordingly, the maximum daily emissions would be lower than the proposed Project. Therefore, Alternative 2 would result in less construction emission impacts than the proposed Project.

Mobile source emissions associated with Alternative 2 would increase, as Alternative 2 would result in more truck trips per day than the proposed Project. This increase in truck trips would result in greater

mobile emissions. However, Alternative 2 would also reduce stationary emission sources from mechanical equipment (e.g., HVAC units) as the facility for Alternative 2 is 663,359 sf smaller than the proposed Project. Potential impacts to air quality would remain less than significant with mitigation incorporated.

Biological Resources. Biological resources are primarily dependent upon the construction and operations footprint of each development. Like the proposed Project, Alternative 2 assumes that the entire project site would be graded. Therefore, for environmental issues where project site disturbance would be the same for the Project and Alternative 2, there would be no change in the significance of potential impacts to biological resources. Therefore, as with the Project, Alternative 2 would result in a less than significant impact with mitigation incorporated in regard to biological resources.

Cultural Resources. Cultural resources are primarily dependent upon the construction and operations footprint of each development. Like the proposed Project, Alternative 2 assumes that the entire project site would be graded. Therefore, for environmental issues where project site disturbance would be the same for Alternative 2 and the proposed Project and Alternative 2, there would be no change in the significance of potential impacts for cultural resources. Therefore, as with the Project, this alternative would result in a less than significant impact with mitigation incorporated.

Energy. Construction of Alternative 2 would likely result in a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment. Therefore, the energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be less than or similar to the proposed Project. With respect to operational uses, Alternative 2 would result in a decrease in energy usage given this alternative would result in a decrease of building development. Energy usage resulting from Alternative 2 would be proportionally reduced as compared to the proposed Project. Energy impacts would be less than significant.

Geology and Soils. Potential geological, soil, and paleontological resource impacts of Alternative 2 would be similar to the Project because it would be developed within the same footprint and under the same geologic unit and soil conditions. The potential for seismic ground shaking, fault rupture, liquefaction, or collapse would be the same or similar. Development under this alternative would also be required to comply with California Building Code standards and applicable construction and operational BMPs to reduce impacts related to geologic hazards. Additionally, the potential to unearth unknown paleontological resources during Project implementation could occur. Impacts associated with Alternative 2 and the Project would be reduced to a less than significant impact with mitigation incorporated.

Greenhouse Gas Emissions. Alternative 2 assumes the construction of a smaller facility but larger surface parking area than the proposed Project. A shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, direct emissions of GHGs from construction activities would be lower than the Project. Once construction is complete, the generation of these construction-related GHG emissions would cease. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime. Therefore, projected GHGs from construction are quantified and amortized over 30 years. The amortized construction emissions are added to the annual average operational emissions.

Alternative 2 would result in a decrease in operational GHG emissions from area sources, given that this alternative would result in a decrease of 663,359 sf of development. However, the average daily trips

associated with Alternative 2 would increase and result in greater GHG emissions from mobile sources compared to the Project. As the majority of the GHG emissions (approximately 77%) from the proposed Project are associated with mobile sources, Alternative 2 would likely result in greater overall GHG emissions. Both the Project and Alternative 2 would implement MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4 to reduce operational emissions. Despite implementation of mitigation, both Alternative 2 and the proposed Project would result in significant and unavoidable GHG emission impacts.

Hazards and Hazardous Materials. Impacts related to hazards and hazardous materials for Alternative 2 would be similar to the Project because it would be developed within the same footprint. Alternative 2 would still include the demolition of an ammunition bunker and brick and mortar structure and there is still the potential for the project site to contain UXOs or DMMs due to the historical use of the site. MMs HAZ-1 through MM HAZ-4 would also be applicable to Alternative 2 to reduce potential impacts associated with asbestos, lead-based paint, the potential for UXOs and DMMs, and soil contamination to a less than significant level. Like the proposed Project, Alternative 2 would not expose persons on the project site to airport hazards, affect aircraft operations, or create an airport safety hazard for on-site employees. Additionally, there are no schools within 0.25-mile of the project site. Alternative 2 would include the operation of a truck trailer parking facility and would not result in the release of hazardous materials. Impacts associated with Alternative 2 and the proposed Project would be less than significant with mitigation incorporated.

Hydrology and Water Quality. The development footprint for Alternative 2 and the Project would be the same. Therefore, under both development scenarios, the amount of pervious surface would decrease associated with buildings and parking. Alternative 2 would still be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity and prepare a SWQMP, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The Project's operator would also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260. With respect to hydrology and water quality, impacts associated with Alternative 2 and the proposed Project would be less than significant with Standard Conditions incorporated.

Land Use and Planning. As with the proposed Project, the Alternative 2 development scenario would not physically divide an established community through the introduction of either physical or community barriers and would not cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. Alternative 2 would comply with the existing land use designations requirements applicable to the site, including the Rialto Airport Specific Plan, General Plan, and Municipal Code. Further, both Alternative 2 and the proposed Project would be consistent SCAG 2020-2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect surrounding land uses. Therefore, both Alternative 2 and the Project would have a less than significant impact associated with land use and planning.

Mineral Resources. Potential mineral resources impacts would be the same as the Project because it would be developed within the same footprint. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. As with the proposed Project, Alternative 2 would be consistent with the existing land use designations of the project

site. Neither Alternative 2 or the proposed Project would result in the loss of availability of a significant mineral resource and impacts would be less than significant.

Noise. Under the Alternative 2 scenario, there would be fewer construction activities because the Alternative would require construction of a much smaller facility than the proposed Project and surface parking construction would be less time-intensive than construction of a warehouse. Therefore, Alternative 2 would result in lower construction noise impacts. However, construction of Alternative 2 would still require implementation of MM NOI-1 which requires the proper maintenance of construction equipment and the installation of noise shielding/muffling devices to mitigate construction noise impacts. Therefore, in regard to construction noise, impacts associated with Alternative 2 and the proposed Project would both be less than significant with mitigation incorporated.

Under Alternative 2, operational noise impacts would be similar to or greater than the proposed Project. Alternative 2 would generate less noise from mechanical equipment due to the reduction of 663,359 sf of building development. However, there would be more noise from trucks including parking, back-up alarms, and off-site traffic noise due to the increase in daily traffic trips. Therefore, when compared to the proposed Project, Alternative 2 would have greater noise impacts. It is anticipated that operational noise impacts associated with Alternative 2 and the proposed Project would both be less than significant.

Population and Housing. Both Alternative 2 and the proposed Project would generate new construction and permanent employment opportunities. The Project proposes a warehouse building and would employ approximately 557 employees. Alternative 2 would involve the development and operation of a truck trailer parking facility, which would have fewer employment opportunities than the proposed Project. Similar to the Project, future employees are anticipated to travel to and from the site from within the City and surrounding area. Neither Alternative 2 nor the Project would require the construction of additional residential units that could induce substantial unplanned population growth not analyzed in the City's General Plan. Therefore, Alternative 2 would reduce the number of employees required for operations when compared to the proposed Project. Under both development scenarios, impacts to population and housing would be less than significant.

Public Services. Development under both Alternative 2 and the Project would incrementally increase the demand for police and fire protection services. However, Alternative 2 would reduce the number of employees required for on-site operations, which would incrementally reduce the demand on public services when compared to the proposed Project. Neither scenario is expected to substantially increase service demand such that a new or physically altered facility would need to be constructed, which would cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police and fire protection. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from a project. Alternative 2 would incrementally reduce the demand of public services when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Transportation. Based on the trip generation assumptions established by the City, Alternative 2 is expected to result in an increase in average daily trips, compared to the Project. Therefore, Alternative 2 would likely result in greater VMT and transportation impacts than the proposed Project. The proposed Project would generate 1,138 trips, including 455 truck trips. The VMT impacts are measured based on the Citywide VMT per Service Population Threshold and the Countywide VMT per Employee Threshold

and would result in less than significant impacts concerning VMT. However, based on the City's significance criteria, it is anticipated that under both scenarios, impacts would be less than significant.

Tribal Cultural Resources. Tribal cultural resources are primarily dependent upon the construction and operations footprint of each development. Like the Project, Alternative 2 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the Project and Alternative 2, there would be no change in the significance of potential impacts for tribal cultural resources. Therefore, as with the proposed Project, this alternative would result in a less than significant impact to tribal cultural resources with mitigation incorporated.

Utilities and Service Systems. When compared to the Project, the reduced square footage and number of employees associated with Alternative 2 would result in a decrease in demand on utilities, as the Alternative would result in a decrease of 663,359 sf of development. A Water Supply Assessment was prepared for the proposed Project, which concluded that the Project would not significantly impact water supply. Therefore, because Alternative 2 would only include a 1,500-sf building, the water and wastewater demand compared to the Project would be substantially lower during construction and operations. A smaller building would also result in a lower demand for electrical power and telecommunications infrastructure; the parking area would have a slightly higher demand for electricity than the parking area associated with the proposed Project; no natural gas use is assumed. Alternative 2 would result in lower solid waste generation than the Project; neither Alternative 2 nor the proposed Project would significantly impact the permitted capacity of the Mid-Valley Sanitary Landfill. Alternative 2 would incrementally reduce the demand of utilities and service systems when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Feasibility and Ability to Meet Project Objectives

Alternative 2 fails to meet the proposed Project's Objectives 1 through 5. Alternative 2 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments. Alternative 2 does not reflect the type of development proposed by the Applicant. However, this alternative would provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Additionally, Alternative 2 would provide expanded economic activity and additional employment opportunities to the City, but to a lesser degree than the proposed Project. Alternative 2 would not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents.

Conclusion

Alternative 2 would have a building area of approximately 1,500 sf, which is a decrease of 663,359 sf when compared to the Project but would increase the number of truck trailer parking spaces. Uses of Alternative 2 would be consistent with the Specific Plan and impacts would be similar to that of the Project (see **Table 6-4**).

Like the Project, this alternative assumes that the entire project site would be graded. Therefore, for environmental issues where project site disturbance would be the same for the Project and Alternative 2, there would be no change in the significance of the potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources, which would be mitigated to a less than significant level. Similarly, this would

also be the case for hydrology and water quality and mineral resources, which would be less than significant.

Neither Alternative 2 nor the Project would result in significant aesthetic impacts. Although the building square footage associated with Alternative 2 would decrease, the remaining project site area would be developed with truck trailer parking and site landscaping. With respect to traffic, Alternative 2 is expected to result in an increase in average daily trips compared to the Project. Alternative 2 would likely result in greater VMT impacts than the proposed Project.

Alternative 2 assumes the construction of facility that is 663,359 sf smaller than the proposed Project. Therefore, a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, construction air quality emissions, GHG emissions, energy usage and noise levels would be lower than the proposed Project. However, the increase in average daily trips associated with Alternative 2 would likely result in greater operational air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed Project, energy usage impacts would be less than significant, air quality emissions and noise impacts would still be less than significant with mitigation incorporated, and GHG emission impacts would be significant and unavoidable despite implementation of mitigation.

Alternative 2 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments as set forth in Project Objectives 1 through 5. Alternative 2 would provide infrastructure improvements and would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would still contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base, and creation of new employment opportunities but to a lesser degree than the proposed Project.

Alternative 3: Business Park Alternative

Under the Business Park Alternative, the project site would be developed as a 667,000-sf business park. Alternative 3 would develop multi-tenant, free-standing small buildings with office/commercial-related uses. The Business Park Alternative would accommodate a variety of uses including commercial, flexible office space, meeting rooms, or event space. The buildings would be one story and building height would be consistent with development standards included in the Rialto Airport Specific Plan. Under the Business Park Alternative scenario, no warehouse uses are assumed. Therefore, no truck trailer parking would be provided, and individual buildings would not have dock doors for large trucks. All employee and visitor parking would be provided on the project site, this alternative assumes 2,224 passenger vehicle parking stalls for employees. The parking requirements for the Airport Specific Plan are based on the Municipal Code and would be calculated for administrative/office uses. **Table 6-2: Alternative 3 and Proposed Project Comparison**, identifies an increase of 1,859 passenger vehicle parking spaces and a reduction of 398 truck trailer parking spaces when compared to the proposed Project.

Table 6-2: Alternative 3 and Proposed Project Comparison			
Development Standard	Proposed Project	Alternative 3	Difference
Building Area (sf)	664,859	667,000	+2,141
Truck Trailer Parking	398	0	-398
Employee Parking	365	2,224	+1,859

The project site has a General Plan land use designation of General Industrial and has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment to Business Park would be required. Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM land use designation including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.⁶ A business park is not a permitted use or a conditionally permitted use in the I-GM land use designation. Business and commercial uses are permitted under several Specific Plan land use designations including Office/Freeway Commercial (O/FC), Airport-Related Planned Industrial Development (I-AR). Therefore, Alternative 3 would require additional discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the project site.

Alternative 3: Impact Comparison to the Proposed Project

Aesthetics. Because there are no scenic vistas proximate to the project site, neither Alternative 3 nor the proposed Project would adversely affect a scenic vista. Similar to the Project, Alternative 3 would be required to be consistent with the development standards of the Rialto Airport Specific Plan, as well as the General Plan and Municipal Code. Both the proposed Project and Alternative 3 would comply with applicable light and glare regulations, such as General Plan Policy 2-14.3, which requires the use of building materials that do not produce glare. Further, Alternative 3 and the proposed Project assume roughly the same building square footage. Alternative 3 would be consistent with the visual quality of adjacent industrial, warehouse, and office land uses. Alternative 3 would include surface parking and landscaping, similar to the Project. Therefore, both Alternative 3 and the proposed Project would result in less than significant impacts associated with aesthetics.

Air Quality. While the square footage of both Alternative 3 and the proposed Project would be almost the same, Alternative 3 assumes multiple buildings and office uses would require more internal building improvements than a warehouse facility. Therefore, a longer construction schedule, a similar site preparation and grading phase of construction, and the use of more construction materials and equipment is anticipated. Accordingly, maximum daily construction emissions would likely be greater than the proposed Project.

Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Therefore, Alternative 3 would result in a substantial increase in average daily trips, and thus a proportional increase in mobile source emissions when compared to the Project. Although this alternative would result in less truck traffic, the number of passenger vehicles would increase. Additionally, Alternative 3 would not significantly reduce stationary emission sources from mechanical equipment (e.g., HVAC units) and landscaping equipment for project site maintenance. Alternative 3 would still require implementation of MM AQ-1 through MM AQ-5 to mitigate air quality impacts to a less than significant level. Air quality emissions would be proportionally greater than the proposed Project due to the increased average daily trips associated with Alternative 3.

Biological Resources. Like the Project, Alternative 3 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the Project and Alternative 3, there would be no change in the significance of potential impacts. Therefore, as with the

⁶ City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8.

proposed Project, impacts to biological resources associated with Alternative 3 would also be less than significant with mitigation.

Cultural Resources. Like the Project, Alternative 3 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the proposed Project and Alternative 3, there would be no change in the significance of potential impacts. Therefore, as with the Project, impacts to cultural resources associated with Alternative 3 would also be less than significant with mitigation.

Energy. Alternative 3 would require more construction than the proposed Project because multiple buildings would be constructed. Therefore, energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be greater than the Project due to the longer construction schedule, and the use of more construction materials and equipment. Additionally, Alternative 3 would result in an increase in operational energy usage based on the nature of the land uses assumed under this alternative scenario. However, potential energy impacts would remain less than significant.

Geology and Soils. Potential geological, soil, and paleontological resource impacts for Alternative 3 would be similar to the Project because it would be developed within the same footprint and under the same geologic unit and soil conditions. The potential for seismic ground shaking, fault rupture, liquefaction, or collapse would be the same as with the proposed Project. Development under Alternative 3 would also be required to submit a site-specific geotechnical investigation, comply with California Building Code standards, and applicable construction and operational BMPs to reduce impacts related to geologic hazards. Impacts associated with Alternative 3 and the Project would be less than significant with mitigation incorporated.

Greenhouse Gas Emissions. Because the construction of multiple buildings is assumed, a longer construction schedule and the use of more construction materials and equipment is anticipated. Accordingly, direct emissions of GHGs from construction activities would be greater than the proposed Project. Additionally, Alternative 3 would result in an increase in average daily trips compared to the proposed Project. Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. As such, Alternative 3 would result in greater GHG emissions compared to the Project during operations. Both the Project and Alternative 3 would implement MM GHG-1 through MM GHG-4 to reduce operational emissions. Despite implementation of mitigation, Alternative 3 and the proposed Project would result in significant and unavoidable impacts regarding GHG emissions. However, GHG emissions under Alternative 3 would be proportionally greater than the proposed Project due to the increased average daily trips.

Hazards and Hazardous Materials. Impacts related to hazards and hazardous materials for Alternative 3 would be similar to the Project because it would be developed within the same footprint. Alternative 3 would still include the demolition of an ammunition bunker and brick and mortar structure and there is still the potential for the project site to contain UXOs or DMMs due to the historical use of the site. MMs HAZ-1 through MM HAZ-4 would also be applicable to Alternative 3 to reduce potential impacts associated with asbestos, lead-based paint, the potential for UXOs and DMMs, and soil contamination to a less than significant level. Like the Project, Alternative 3 would not expose persons on the project site to airport hazards, affect aircraft operations, or create an airport safety hazard for employees. Alternative 3 would

consist of the operation of a commercial office park and would not result in the release of hazardous materials. Additionally, there are no schools within 0.25-mile of the project site. Impacts associated with Alternative 3 and the proposed Project would be less than significant with mitigation incorporated.

Hydrology and Water Quality. The development footprint for Alternative 3 and the Project would be roughly the same. Therefore, under both development scenarios, the amount of pervious surface would decrease associated with buildings and parking. Alternative 3 would still be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity and prepare a SWQMP, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The Project's operator would also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260. With respect to hydrology and water quality, impacts associated with Alternative 3 and the proposed Project would be less than significant with Standard Conditions incorporated.

Land Use and Planning. Development of Alternative 3 would require a General Plan Amendment and Specific Plan Amendment. The project site has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment from General Industrial to Business Park would be required. It is also noted that a business park is not a permitted use or a conditionally permitted use in the I-GM land use designation; thus, Alternative 3 would require discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the project site. Alternative 3 would be required to be consistent with the Rialto Airport Specific Plan, General Plan, and Municipal Code. Both Alternative 2 and the proposed Project would be consistent with Connect SoCal.

Like the proposed Project, Alternative 3 would not physically divide an established community through the introduction of either physical or community barriers and would not cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect surrounding land uses.

Alternative 3 would result in greater impacts to land use and planning because it would require discretionary permits/approvals including a General Plan Amendment and Specific Plan Amendment to allow for the development of a business park on the project site. Impacts to land use and planning would be less than significant under both scenarios.

Mineral Resources. Potential mineral resource impacts for Alternative 3 would be similar to the Project because it would be developed within roughly the same footprint. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. Neither Alternative 2 nor the proposed Project would result in the loss of availability of a significant mineral resource and impacts would remain less than significant.

Noise. Under the Alternative 3 scenario, there would be slightly more construction activities because the alternative would require construction of multiple buildings. Therefore, Alternative 3 would result in longer duration of construction noise. Construction of Alternative 3 would still require implementation of MM NOI-1 which requires the proper maintenance of construction equipment and the installation of noise shielding/muffling devices to mitigate construction noise impacts.

Although Alternative 3 would have less truck traffic, the number of passenger vehicles would increase by 1,859 stalls compared to the Project. Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Therefore, Alternative 3 would result in an increase in average daily trips, and thus, an increase in vehicle traffic volumes on nearby roadways. Therefore, when compared to the proposed Project, Alternative 3 would have incrementally greater noise impacts. However, it is anticipated that operational noise impacts associated with Alternative 3 and the proposed Project would both be less than significant.

Population and Housing. Both Alternative 3 and the proposed Project would generate new construction and permanent employment opportunities. The Project proposes a warehouse building and would employ approximately 557 employees. Alternative 3 would involve the development of a commercial business park, which would have greater employment opportunities. Similar to the Project, future employees are anticipated to travel to and from the site from within the City and surrounding area. Neither Alternative 3 nor the Project would require the construction of additional residential units that could induce substantial unplanned population growth not analyzed in the City's General Plan. Therefore, Alternative 3 would increase the number of employees required for operations when compared to the proposed Project. Under both development scenarios, impacts to population and housing would be less than significant.

Public Services. Development of both Alternative 3 and the Project would incrementally increase the demand for police and fire protection services. However, Alternative 3 would increase the number of employees required for operations, which would incrementally increase the demand on these services when compared to the proposed Project. Neither scenario is expected to substantially increase service demand such that a new or physically altered facility would need to be constructed, which would cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police and fire protection. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from a project. Alternative 3 would incrementally increase the demand of fire and police protection services when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Transportation. Alternative 3 would generate 8,297 daily trips. The VMT impacts are measured based on the Citywide VMT per Service Population Threshold and the Countywide VMT per Employee Threshold. The Project would generate 1,138 trips, including 455 truck trips (or 1,908 daily PCE trips), and would result in a less than significant impact concerning VMT. Alternative 3 is expected to result in an increase in average daily trips, compared to the Project. Therefore, Alternative 3 would likely result in greater VMT and transportation impacts than the proposed Project. Under both scenarios, impacts would be less than significant.

Tribal Cultural Resources. Like the Project, Alternative 3 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the proposed Project and Alternative 3, there would be no change in the significance of potential impacts. Therefore, as with the Project, impacts to tribal cultural resources associated with Alternative 3 would also be less than significant with mitigation incorporated.

Utilities and Service Systems. When compared to the Project, Alternative 3 would result in an increase in demand on utilities because of the nature of office and commercial uses compared to a warehouse. A Water Supply Assessment would be required and is assumed that this alternative scenario would require increased water and wastewater demand compared to the Project during construction and operations. The uses would also result in an increased demand for electrical power, natural gas, and telecommunication services. While Alternative 3 may result in greater solid waste generation than the Project, no significant impact is assumed because the landfill has a permitted daily capacity to accommodate development under this alternative scenario. Alternative 3 would increase the demand on utilities and service systems when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Feasibility and Ability to Meet Project Objectives

Alternative 3 fails to meet most of the Project's basic objectives because Alternative 3 does not propose a warehouse, which is the Applicant's proposed use for the project site. Development of the site as a business park would require a General Plan Amendment and Specific Plan Amendment. However, Alternative 3 would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would also provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Alternative 3 would also not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents.

Conclusion

A business park is not a permitted use or a conditionally permitted use under the General Plan and Specific Plan land use designation for the project site. Therefore, Alternative 3 would require additional discretionary permits/approvals to allow for the development of a business park on the project site.

Like the Project, this alternative assumes that the entire project site would be graded and developed within the same footprint. Therefore, for environmental issues where project site disturbance would be the same for the Project and Alternative 3, there would be no change in the significance of potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources which would be mitigated to a less than significant level. Similarly, this would also be the case for hydrology and water quality and mineral resources, which would be less than significant.

Neither Alternative 3 nor the Project would result in significant aesthetic impacts. With respect to traffic, Alternative 3 is expected to result in an increase in average daily trips, compared to the Project. Alternative 3 would generate 8,297 daily trips compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 3 would likely result in greater VMT impacts than the proposed Project, although both would result in less than significant impacts.

Alternative 3 would require the construction of multiple buildings when compared to one larger warehouse building. Therefore, a longer construction schedule and the use of more construction materials and equipment is anticipated. Accordingly, construction air quality emissions, energy usage, GHG emissions, and noise impacts would be incrementally greater than the proposed Project. Additionally, the increase in average daily trips associated with Alternative 3 is also likely to worsen operational impacts related to air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed

Project, energy usage impacts would be less than significant, air quality emissions and noise impacts would still be less than significant with mitigation incorporated, and GHG emission impacts would be significant and unavoidable despite implementation of mitigation.

Alternative 3 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is zoned for industrial uses and that is near available infrastructure, major freeways, and other industrial developments. However, Alternative 3 would provide infrastructure improvements and would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would still contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base and creation of new employment opportunities.

Alternative 4: Reduced Warehouse Alternative

The proposed Project would result in significant unavoidable GHG emissions. To reduce GHG impacts to a less than significant level, the size of the proposed warehouse would need to be substantially reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Like the proposed Project, Alternative 4 would have 398 truck trailer parking spaces. Table 6-3: Alternative 4 and Proposed Project Comparison identifies a reduction of 471,639 sf of building area when compared to the proposed Project. The implementation of Alternative 4 would not use the entire 40-acre project site. This alternative assumes the truck trailer parking in the same location as assumed for the proposed Project. When compared to the proposed Project site plan, approximately one-half or more of the warehouse site (the southern portion of the site) would not be developed and would remain vacant.

Table 6-3: Alternative 4 and Proposed Project Comparison			
Development Standard	Proposed Project	Alternative 4	Difference
Building Area (sf)	664,859	193,220	-471,639
Truck Trailer Parking	398	398	0
Employee Parking	365	137	-228

Alternative 4: Impact Comparison to the Proposed Project

Aesthetics. Because there are no scenic vistas proximate to the project site, neither Alternative 4 nor the proposed Project would adversely affect a scenic vista. Like the proposed Project, Alternative 4 would be required to be consistent with the development standards of the Specific Plan, General Plan, and Municipal Code. Both Alternative 4 and the Project would comply with applicable light and glare regulations, such as General Plan Policy 2-14.3, which requires the use of building materials that do not produce glare. Alternative 4 would be consistent with the visual quality of adjacent industrial, warehouse, and office land uses. Alternative 4 would include surface parking and landscaping. However, the southern portion of the site (perpendicular to Lowell Street) would not be developed. Although neither Alternative 4 nor the proposed Project would result in significant impacts associated with aesthetics, Alternative 4 would retain more of the project site in its current undeveloped condition resulting in less change in the visual character of the site.

Air Quality. Alternative 4 would result in the construction of a warehouse that is reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Therefore, a shorter construction schedule, a less intensive site

preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, the maximum daily emissions during construction would be lower than the proposed Project. Therefore, Alternative 4 would result in lower construction emissions than the proposed Project.

Alternative 4 would also result in a decrease in average daily trips, which would result in lower mobile source emissions than the proposed Project. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 4 would have similar stationary emission sources from mechanical equipment (e.g., HVAC units) and landscaping equipment for project site maintenance, although to a lesser degree than the proposed Project. This alternative would likely still require implementation of MM AQ-1 through MM AQ-5 to mitigate operational air quality impacts to a less than significant level. Air quality emissions would be proportionally lower than the proposed Project due to the decreased development square footage and average daily trips associated with Alternative 4. Potential impacts to air quality would remain less than significant with mitigation incorporated.

Biological Resources. Unlike the Project, Alternative 4 does not assume that the entire project site would be graded. The southern portion of the site would remain vacant and there would be a proportional reduction in the impact to biological resources. Although fewer acres would be disturbed, the significance of potential impacts would be the same and the mitigation program would be applicable to this alternative. Therefore, as with the proposed Project, impacts to biological resources associated with Alternative 4 would also be less than significant with mitigation incorporated.

Cultural Resources. Unlike the Project, Alternative 4 does not assume that the entire project site would be graded. Therefore, the area of potential impact would be reduced. The pedestrian survey conducted of the project site for this EIR found the entire site highly disturbed due to prior grading and development, with various instances of modern dumping and squatting observed. The field survey also confirmed the presence of resource CA-SBR-8696H at the project site, and noted the collapsing entry structure to the empty munitions bunker and historic debris. Although these resources have been determined not to be historically or archeologically significant, under this alternative the resources would remain in situ because that portion of the project site would not be developed. As with the Project, impacts to cultural resources associated with Alternative 4 would also be less than significant with mitigation incorporated.

Energy. Alternative 4 assumes the construction of a smaller warehouse than the proposed Project. The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be lower than the Project due to the shorter construction schedule, less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment. Additionally, Alternative 4 would result in a decrease in operational energy usage given this alternative would result in a decrease of 471,639 sf in the size of the warehouse. Energy usage would be proportionally lower than the proposed Project due to the decreased development square footage associated with Alternative 4. Potential impacts to energy would be less than the proposed Project.

Geology and Soils. Because less of the site would be developed, potential geological, soil, and paleontological resource impacts would incrementally lessen when compared to the Project. The potential for seismic ground shaking, fault rupture, liquefaction, or collapse would be the same as with

the proposed Project. Development under Alternative 4 would also be required to submit a site-specific geotechnical investigation, comply with California Building Code standards, and applicable construction and operational BMPs to reduce impacts related to geologic hazards. With respect to paleontological resources, the area of potential impact would be reduced. Impacts associated with both Alternative 3 and the Project would also be less than significant with mitigation incorporated.

Greenhouse Gas Emissions. Alternative 4 would result in the construction of a warehouse that is reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Therefore, a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, direct emissions of GHGs from construction activities would be less than the proposed Project.

Additionally, Alternative 4 would result in a decrease in average daily trips compared to the Project. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. The reduction in square footage of the warehouse and decrease in average daily trips would reduce operational GHG emissions to a less than significant level. As such, Alternative 4 would result in less GHG emissions compared to the Project during construction and operations. Alternative 4 would avoid the need for implementation of MM GHG-1 through MM GHG-4 to reduce operational emissions. GHG emissions would be proportionally lower than the proposed Project due to the decreased development square footage and average daily trips associated with Alternative 4. Alternative 4 would have less than significant GHG impacts while the proposed Project would result in significant and unavoidable impacts regarding GHG emissions.

Hazards and Hazardous Materials. Alternative 4 would be developed on a portion of the project site while the southern part of the site would remain undeveloped. Alternative 4 does not assume the demolition of an ammunitions bunker and brick and mortar structure; therefore, MM HAZ-1 is not required. There is still the potential for the project site to contain UXOs or DMMs due to the historical use of the site. MMs HAZ-2 through MM HAZ-4 would be applicable to Alternative 4 to reduce potential impacts associated with potential UXOs and DMMs and soil contamination to a less than significant level. Like the Project, Alternative 4 would not expose persons on the project site to airport hazards, affect aircraft operations, or create an airport safety hazard for Project employees. Alternative 4 would include the operation of business office park and would not result in the release of hazardous materials. The routine use, storage, and transport of hazardous materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Hazardous materials/chemicals such as fuels, cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Additionally, there are no schools within 0.25-mile of the project site. Impacts associated with Alternative 4 and the proposed Project would be less than significant with mitigation incorporated.

Hydrology and Water Quality. The development footprint for Alternative 4 would be reduced when compared to the proposed Project. The amount of impervious surface would decrease when compared to the Project. Both Alternative 4 and the Project would be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity and prepare a SWQMP, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The Project's operator

would also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260. With respect to hydrology and water quality, impacts associated with Alternative 4 would be less than the proposed Project. Under both development scenarios, impacts would be less than significant with implementation of Standard Conditions.

Land Use and Planning. As with the Project, the Alternative 4 development scenario would not physically divide an established community through the introduction of either physical or community barriers and would not cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. Alternative 4 would comply with the land use designations of the site. Alternative 4 would be required to be consistent with the Rialto Airport Specific Plan, General Plan, and Municipal Code. Both Alternative 2 and the proposed Project would be consistent Connect SoCal. Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect surrounding land uses. Therefore, both Alternative 4 and the Project would have a less than significant impact associated with land use and planning.

Mineral Resources. Potential mineral resource impacts for Alternative 4 would be similar to the Project although less of the site would be developed. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. As with the Project, Alternative 4 would be consistent with the existing land use designations of the project site. Neither the Project nor Alternative 4 would result in the loss of availability of a significant mineral resource and impacts would remain less than significant.

Noise. Alternative 4 would result in the construction of a warehouse that is reduced by approximately 71 percent. Therefore, Alternative 4 would result in less construction noise impacts than the proposed Project because of the shorter duration of construction. With respect to construction noise, impacts associated with Alternative 4 and the proposed Project would be less than significant with mitigation.

Alternative 4 would have lower average daily trips. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 4 would result in less truck and passenger vehicle traffic volumes on nearby roadway segments compared to the proposed Project, resulting in lower roadway noise levels. The reduced building size for Alternative 4 would likely result in lower operational noise impacts when compared to the Project. Therefore, when compared to the proposed Project, Alternative 4 would have less noise impacts. Operational noise impacts associated with Alternative 4 and the proposed Project would both be less than significant.

Population and Housing. Both the Project and Alternative 4 would generate new permanent employment opportunities. Alternative 4 would have approximately 162 employees, based on an employment generation factor of one employee per 1,195 sf of warehouse use.⁷ Using this generation factor, the proposed Project would employ approximately 557 employees. Similar to the Project, future employees are anticipated to travel to and from the site from within the City and surrounding area. Neither Alternative 4 nor the Project would require the construction of additional residential units that could induce substantial unplanned population growth not analyzed in the City's General Plan. Therefore, Alternative 4 would decrease the number of employees required for operations when compared to the

⁷ Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 8A.*

proposed Project and impacts to population and housing would be lower. Under both development scenarios, impacts to population and housing would be less than significant.

Public Services. Development of both Alternative 4 and the Project would incrementally increase the demand for police and fire protection services. However, Alternative 4 would decrease the number of employees required for operations, which would reduce the demand on public services when compared to the proposed Project. Neither scenario is expected to substantially increase service demand such that a new or physically altered facility would need to be constructed, which would cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police and fire protection. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from a project. Alternative 4 would reduce the demand for fire and police protection services when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Transportation. VMT impacts are measured based on the Citywide VMT per Service Population Threshold and the Countywide VMT per Employee Threshold. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 4 would result in lower VMT impacts than the proposed Project. Under both scenarios, impacts would be less than significant.

Tribal Cultural Resources. Unlike the Project, Alternative 4 does not assume that the entire project site would be graded. Although less of the site would be disturbed, under both development scenarios there is a potential to discover previously unknown tribal cultural resources. Although the area of potential impact would be reduced, there would be no change in the significance of potential impacts. Therefore, as with the Project, impacts to tribal cultural resources associated with Alternative 4 would also be less than significant with mitigation incorporated.

Utilities and Service Systems. When compared to the Project, Alternative 4 would result in a decreased demand on utilities as the alternative would result in a decrease of 471,639 sf of building area. Under Alternative 4, a Water Supply Assessment would not be required. Because the Water Supply Assessment for the proposed Project did not identify significant impacts, a decrease of 471,639 sf would result in lower water demand as well as wastewater generation when compared to the Project during construction and operations. A smaller building would also result in a decreased demand for electrical power, natural gas, and telecommunication infrastructure. Alternative 4 would also result in lower solid waste generation because of the reduction of development on the project site. Alternative 4 would reduce the demand on utilities and service systems when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Feasibility and Ability to Meet Project Objectives

Alternative 4 would not meet Project Objective 2 because the construction of a 193,200-sf warehouse, which is more than 71 percent smaller than the proposed Project on less than half of the 40-acre site, does not maximize “the efficient use of a vacant and underutilized and environmentally constrained site.” Further, Alternative 4 would not meet Project Objective 5 because a substantially smaller warehouse would have a different tenant base than would be associated with the size of the proposed Project; it may not be “an attractive development” that would “attract quality tenants” and “be competitive with other similar facilities in the region.” The significant reduction in total square footage presented in Alternative

4 is of a magnitude that is sufficiently severe as to render this alternative impractical. Based on the significantly reduced scope, Alternative 4 only partially meets the remaining Project Objectives. Alternative 4 would provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue, but potentially reduced in scale due to the smaller warehouse and development footprint. Additionally, the Reduced Warehouse Alternative would provide expanded economic activity to the City and provide additional employment opportunities, but to a substantially lesser degree than the proposed Project because it would be approximately 71 percent smaller. Alternative 4 would not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents, but it would do so to a lesser degree than the proposed project due to the reduced scale of the warehouse.

Conclusion

Alternative 4 would have a building area of approximately 193,220 sf, which is a reduction in development area of approximately 471,639 sf when compared to the proposed Project. Uses of Alternative 4 would be consistent with the Specific Plan and impacts would be similar to that of the Project, as identified in **Table 6-4**.

For environmental issues where project site disturbance would be the same for the proposed Project and Alternative 4, there would be no change in the significance of potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources which would be mitigated to a less than significant level. Similarly, this would also be the case for hydrology and water quality and mineral resources, which would be less than significant.

Neither Alternative 4 nor the Project would result in significant aesthetic impacts. Although the building square footage associated with Alternative 4 would decrease and parking and landscaping would be provided, the southern portion of the project site would not be developed and would remain vacant. With respect to traffic, Alternative 4 would result in a decrease in average daily trips and would result in lower VMT impacts than the proposed Project. Therefore, like the proposed Project, transportation impacts from Alternative 4 would be less than significant.

The reduction in square footage and average daily trips of Alternative 4 would likely result in lower air quality emissions, energy usage, GHG emissions, and noise impacts. A shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, construction air quality emissions, GHG emissions, Energy usage and noise levels would be lower than the proposed Project. Further, the reduction in average daily trips associated with Alternative 4 would reduce operational air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed Project, energy usage impacts would be less than significant and air quality emissions and noise impacts would still be less than significant with mitigation incorporated. Under Alternative 4, GHG emissions would be reduced to a less than significant level, while the proposed Project would result in a significant and unavoidable impact.

Alternative 4 would develop and operate a warehouse, but it would not maximize efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments, resulting in a smaller development project that would be less competitive in the marketplace to attract quality tenants. Alternative 4 would provide infrastructure improvements,

expanded economic activity to the City, and additional employment opportunities, but to a lesser degree than the proposed Project. Similarly, Alternative 4 would contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base and creation of new employment opportunities, but to a lesser degree than the proposed Project.

Table 6-4: Summary of Proposed Project and Alternatives Impacts compares the alternative's anticipated environmental impacts with the implementation of mitigation, as required. **Table 6-5: Project Objectives Consistency Analysis** summarizes each alternative's ability to achieve the Project objectives.

Table 6-4: Summary of Proposed Project and Alternatives Impacts					
Topic	Proposed Project	Alternative 1: No Development Alternative	Alternative 2: Truck Trailer Parking Alternative	Alternative 3: Business Park Alternative	Alternative 4: Reduced Warehouse Alternative
Aesthetics	LS	-	=	=	-
Air Quality	LS/M	-	+	+	-
Biological Resources	LS/M	-	=	=	-
Cultural Resources	LS/M	-	=	=	-
Energy	LS	-	-	+	-
Geology and Soils	LS/M	-	=	=	-
Greenhouse Gas Emissions	SU	-	+	+	-
Hazards and Hazardous Materials	LS/M	-	=	=	=
Hydrology and Water Quality	LS	-	=	=	-
Land Use and Planning	LS	-	=	+	=
Mineral Resources	LS	-	=	=	=
Noise	LS/M	-	+	+	-
Population and Housing	LS	-	=	=	-
Public Services	LS	-	+	+	-
Transportation	LS	-	+	+	-
Tribal Cultural Resources	LS/M	-	=	=	-
Utilities and Services Systems	LS	-	+	+	-
LS = Less than Significant LS/M = Less than Significant with Mitigation/Standard Conditions S/U = Significant Unavoidable Impact (-) The alternative would result in a lesser impact than the proposed Project or no impact. (+) The alternative would result in a greater impact than the proposed Project. (=) The alternative would result in the same/similar impacts as the proposed Project. (*) The alternative would reduce/eliminate a significant and unavoidable impact.					

Table 6-5: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Development Alternative	Alternative 2: Truck Trailer Parking Alternative	Alternative 3: Business Park Alternative	Alternative 4: Reduced Warehouse Alternative
	Consistent?			
Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215, and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.	No	No	No	Partially met
Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.	No	No	No	No
Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.	No	No	No	Partially met
Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.	No	No	No	Partially met
Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.	No	No	No	No
Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.	No	Yes	Yes	Partially met

Table 6-5: Project Objectives Consistency Analysis				
Project Objective	Alternative 1: No Development Alternative	Alternative 2: Truck Trailer Parking Alternative	Alternative 3: Business Park Alternative	Alternative 4: Reduced Warehouse Alternative
	Consistent?			
Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.	No	Yes	Yes	Partially met
Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.	No	Yes	Yes	Yes
Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.	No	Yes	Yes	Yes

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6(e)(2) requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the “No Project” Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project’s basic objectives be chosen as the environmentally superior alternative.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative’s ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. As such, the No Project Alternative would be the environmentally superior alternative because it would eliminate all of the potentially significant impacts of the Project. However, while the No Project Alternative is the environmentally superior alternative, it is not capable of meeting any of the basic objectives for the Project.

The CEQA Guidelines state that should the No Project Alternative be the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining Alternatives. Aside from the No Project Alternative, the environmentally superior alternative to the Project is the one that would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, it is assumed that Alternative 4: Reduced Warehouse Alternative is the environmentally superior Alternative. This is an environmentally superior project alternative because Alternative 4 would reduce GHG impacts to a less than significant level and reduce impacts to air quality, energy, noise, public services and utilities and service systems. Alternative 4 meets the requirements of the Rialto Airport Specific Plan development standards and therefore would be in conformance with all

applicable City regulations, including the goals and policies of the General Plan. This Alternative fails to meet two Project objectives and only partially meets the remaining Project objectives.

7.0 PREPARERS AND CONTRIBUTORS

7.1 EIR PREPARERS

City of Rialto (Lead Agency)

Daniel Casey.....Principal Planner

Kimley-Horn and Associates, Inc.

Dana C. Privitt, AICP Project Manager

Addie Sedoff.....Assistant Project Manager

Davie Cowan, P.E. Technical Manager

Kevin Smith, P.E. Technical Manager

Tim Chan, P.E. Traffic Manager

Ace Malisos Air Quality, Greenhouse Gas, Noise Manager

Danielle Millar Air Quality, Greenhouse Gas, Noise Planner

Jessica Mauck, MA, RPA Cultural Resources Manager

Jamie Parra, MA, RPA Cultural Resources Analyst

Sarah Miller..... Planning Analyst

Kiana Graham, AICP Planning Analyst

Heather Boland Planning Analyst

7.2 CONTRIBUTORS

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Western Science Center..... Paleontological Record Search

State of California Native American Heritage Commission Native American Tribal Consultation List