Miro Way and Ayala Drive Project

Draft Subsequent Environmental Impact Report
SCH No. 2024070224

CITY OF RIALTO

150 S. Palm Avenue
Rialto, California 92376

MARCH 2025

Kimley»Horn

MIRO WAY AND AYALA DRIVE PROJECT

DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

SCH NO. 2024070224

Prepared for	City of Rialto 150 South Palm Avenue Rialto, California 92376
Prepared by	Kimley-Horn and Associates 401 B Street, Suite 600 San Diego, California 92101
Date	March 2025

Table of Contents

1.0 EXECUTIVE SUMMARY 1-1
1.1 Introduction 1-1
1.2 Project Overview 1-1
1.3 Project Objectives 1-1
1.4 Alternatives Analyzed 1-2
1.5 Summary of Effects with No Impact 1-3
1.6 Summary of Environmental Impacts and Mitigation Measures 1-5
2.0 INTRODUCTION 2-1
2.1 Overview, Purpose, and Authority of the EIR 2-1
2.2 Scope of the Environmental Impact Report 2-4
2.3 EIR Scope and Content 2-5
2.4 Documents Incorporated by Reference 2-6
2.5 Lead Agency and Contact Persons 2-7
2.6 Environmental Review Process 2-7
2.7 List of Acronyms Used in the SEIR 2-8
3.0 PROJECT DESCRIPTION 3-1
3.1 Project Location 3-1
3.2 On-Site and Surrounding Land Uses 3-1
3.3 Land Use Designations and Zoning 3-2
3.4 Existing Site Conditions 3-3
3.5 Project Objectives 3-3
3.6 Project Characteristics 3-4
3.7 Intended Use of the EIR 3-9
4.0 ENVIRONMENTAL IMPACT ANALYSIS 4-1
4.0.1 Environmental Assessment Methodology 4.0-1
4.0.2 Environmental Setting 4.0-1
4.0.3 Environmental Analysis 4.0-1

4.0.4 Cumulative Impact Methodology 4.0-3
4.1 AESTHETICS 4.1-1
4.1.1 Introduction 4.1-1
4.1.2 Visual Resource Terminology and Concepts 4.1-1
4.1.3 Environmental Setting 4.1-3
4.1.4 Regulatory Setting 4.1-3
4.1.5 Methodology 4.1-5
4.1.6 Impact Thresholds and Significance Criteria 4.1-6
4.1.7 Project Impacts and Mitigation Measures 4.1-6
4.1.8 Cumulative Impacts 4.1-10
4.1.9 Level of Significance After Mitigation 4.1-11
4.2 AIR QUALITY 4.2-1
4.2.1 Introduction 4.2-1
4.2.2 Environmental Setting 4.2-1
4.2.3 Regulatory Setting 4.2-6
4.2.4 Methodology 4.2-13
4.2.5 Impact Thresholds and Significance Criteria 4.2-14
4.2.6 Project Impacts and Mitigation Measures 4.2-15
4.2.7 Cumulative Impacts 4.2-41
4.2.8 Level of Significance After Mitigation 4.2-42
4.3 BIOLOGICAL RESOURCES 4.3-1
4.3.1 Introduction 4.3-1
4.3.2 Environmental Setting 4.3-1
4.3.3 Regulatory Setting 4.3-2
4.3.4 Methodology 4.3-8
4.3.5 Impact Thresholds and Significance Criteria 4.3-21
4.3.6 Project Impacts and Mitigation Measures 4.3-21
4.3.7 Cumulative Impacts 4.3-32
4.3.8 Level of Significance After Mitigation 4.3-32

4.4 CULTURAL RESOURCES 4.4-1
4.4.1 Introduction 4.4-1
4.4.2 Environmental Setting 4.4-1
4.4.3 Regulatory Setting 4.4-8
4.4.4 Methodology 4.4-12
4.4.5 Impact Thresholds and Significance Criteria 4.4-13
4.4.6 Project Impacts and Mitigation Measures 4.4-13
4.4.7 Cumulative Impacts 4.4-15
4.4.8 Level of Significance After Mitigation 4.4-15
4.5 ENERGY 4.5-1
4.5.1 Introduction 4.5-1
4.5.2 Environmental Setting 4.5-1
4.5.3 Regulatory Setting 4.5-3
4.5.4 Methodology 4.5-7
4.5.5 Impact Thresholds and Significance Criteria 4.5-7
4.5.6 Project Impacts and Mitigation Measures 4.5-8
4.5.7 Cumulative Impacts 4.5-15
4.5.8 Level of Significance After Mitigation 4.5-15
4.6 GREENHOUSE GAS EMISSIONS 4.6-1
4.6.1 Introduction 4.6-1
4.6.2 Environmental Setting 4.6-1
4.6.3 Regulatory Setting 4.6-3
4.6.4 Methodology 4.6-17
4.6.5 Impact Thresholds and Significance Criteria 4.6-17
4.6.6 Project Impacts and Mitigation Measures 4.6-18
4.6.7 Cumulative Impacts 4.6-31
4.6.8 Level of Significance After Mitigation 4.6-31
4.7 HAZARDS AND HAZARDOUS MATERIALS 4.7-1
4.7.1 Introduction 4.7-1

4.7.2 Environmental Setting 4.7-1
4.7.3 Regulatory Setting 4.7-4
4.7.4 Methodology 4.7-14
4.7.5 Impact Thresholds and Significance Criteria 4.7-15
4.7.6 Project Impacts and Mitigation Measures 4.7-15
4.7.7 Cumulative Impacts 4.7-22
4.7.8 Level of Significance After Mitigation 4.7-22
4.8 HYDROLOGY AND WATER QUALITY 4.8-1
4.8.1 Introduction 4.8-1
4.8.2 Environmental Setting 4.8-1
4.8.3 Regulatory Setting 4.8-2
4.8.4 Methodology 4.8-7
4.8.5 Impact Thresholds and Significance Criteria 4.8-7
4.8.6 Project Impacts and Mitigation Measures 4.8-8
4.8.7 Cumulative Impacts 4.8-13
4.8.8 Level of Significance After Mitigation 4.8-13
4.9 LAND USE AND PLANNING 4.9-1
4.9.1 Introduction 4.9-1
4.9.2 Environmental Setting 4.9-1
4.9.3 Regulatory Setting 4.9-1
4.9.4 Methodology 4.9-5
4.9.5 Impact Thresholds and Significance Criteria 4.9-6
4.9.6 Project Impacts and Mitigation Measures 4.9-6
4.9.7 Cumulative Impacts 4.9-30
4.9.8 Level of Significance After Mitigation 4.9-30
4.10 NOISE 4.10-1
4.10.1 Introduction 4.10-1
4.10.2 Environmental Setting 4.10-1
4.10.3 Regulatory Setting 4.10-3

4.10.4 Methodology 4.10-8
4.10.5 Impact Thresholds and Significance Criteria 4.10-9
4.10.6 Project Impacts and Mitigation Measures 4.10-9
4.10.7 Cumulative Impacts 4.10-19
4.10.8 Level of Significance After Mitigation 4.10-21
4.11 POPULATION AND HOUSING 4.11-1
4.11.1 Introduction 4.11-1
4.11.2 Environmental Setting 4.11-1
4.11.3 Regulatory Setting 4.11-3
4.11.4 Methodology 4.11-5
4.11.5 Impact Thresholds and Significance Criteria 4.11-6
4.11.6 Project Impacts and Mitigation Measures 4.11-6
4.11.7 Cumulative Impacts 4.11-7
4.11.8 Level of Significance After Mitigation 4.11-8
4.12 PUBLIC SERVICES 4.12-1
4.12.1 Introduction 4.12-1
4.12.2 Environmental Setting 4.12-1
4.12.3 Regulatory Setting 4.12-3
4.12.4 Methodology 4.12-10
4.12.5 Impact Thresholds and Significance Criteria 4.12-10
4.12.6 Project Impacts and Mitigation Measures 4.12-11
4.12.7 Cumulative Impacts 4.12-15
4.12.8 Level of Significance After Mitigation 4.12-16
4.13 RECREATION 4.13-1
4.13.1 Introduction 4.13-1
4.13.2 Environmental Setting 4.13-1
4.13.3 Regulatory Setting 4.13-2
4.13.4 Methodology 4.13-3
4.13.5 Impact Thresholds and Significance Criteria 4.13-3

4.13.6 Project Impacts and Mitigation Measures....4.13-3
4.13.7 Cumulative Impacts....4.13-5
4.13.8 Level of Significance After Mitigation....4.13-5
4.14 TRANSPORTATION....4.14-1
4.14.1 Introduction....4.14-1
4.14.2 Environmental Setting....4.14-1
4.14.3 Regulatory Setting....4.14-3
4.14.4 Methodology....4.14-7
4.14.5 Impact Thresholds and Significance Criteria....4.14-8
4.14.6 Project Impacts and Mitigation Measures....4.14-8
4.14.7 Cumulative Impacts....4.14-13
4.14.8 Level of Significance After Mitigation....4.14-13
4.15 TRIBAL CULTURAL RESOURCES....4.15-1
4.15.1 Introduction....4.15-1
4.15.2 Environmental Setting....4.15-1
4.15.3 Regulatory Setting....4.15-2
4.15.4 Methodology....4.15-4
4.15.5 Impact Thresholds and Significance Criteria....4.15-5
4.15.6 Project Impacts and Mitigation Measures....4.15-5
4.15.7 Cumulative Impacts....4.15-7
4.15.8 Level of Significance After Mitigation....4.15-8
4.16 UTILITIES & SERVICE SYSTEMS....4.16-1
4.16.1 Introduction....4.16-1
4.16.2 Environmental Setting....4.16-1
4.16.3 Regulatory Setting....4.16-5
4.16.4 Methodology....4.16-10
4.16.5 Impact Thresholds and Significance Criteria....4.16-11
4.16.6 Project Impacts and Mitigation Measures....4.16-12
4.16.7 Cumulative Impacts....4.16-18

4.16.8 Level of Significance After Mitigation 4.16-19

5.0 Other CEQA CONSIDERATIONS 5-1

5.1 Significant and Unavoidable Impacts 5- 1

5.2 Significant and Irreversible Environmental Changes 5- 1

5.3 Growth Inducing Impacts 5- 2

5.4 Effects Found Not to Be Significant 5- 3

5.5 Mandatory Findings of Significance 5-11

6.0 ALTERNATIVES 6-1

6.1 Introduction 6-1

6.2 Project Summary 6-1

6.3 Criteria for Selecting Alternatives 6-2

6.4 Alternatives for Analysis 6-3

6.5 Environmentally Superior Alternative 6-16

7.0 Preparers and Contributors 7-1

7.1 EIR Preparers 7-1

7.2 EIR Contributors 7-1

List of Tables

Table 1-1: Summary of Impacts and Mitigation Program 1-7

Table 2-1: Summary of Written Comments on Notice of Preparation 2-5

Table 3-1: Existing and Proposed Land Use Designations 3-3

Table 3-2: Proposed Project Land Use Summary 3-4

Table 3-3: Building Site Summary 3-6

Table 3-4: Truck Trailer Loading 3-8

Table 4.2-1: Air Contaminants and Associated Public Health Concerns 4.2-3

Table 4.2-2: Ambient Air Quality Data 4.2-4

Table 4.2-3: State and Federal Ambient Air Quality Standards 4.2-6

Table 4.2-4: South Coast Air Basin Attainment Status 4.2-10

Table 4.2-5: South Coast Air Quality Management District Emissions Thresholds 4.2-14

Table 4.2-6: Local Significance Thresholds for Construction/Operations 4.2-15

Table 4.2-7: Construction-Related Emissions 4.2-16

Table 4.2-8: Operational Emissions....4.2-17
Table 4.2-9: Equipment-Specific Site Preparation Rates....4.2-29
Table 4.2-10: Localized Significance of Construction Emissions....4.2-30
Table 4.2-11: Localized Significance of Operational Emissions....4.2-31
Table 4.2-12: Carconogenic Risk Assessment....4.2-36
Table 4.2-13: Chronic Hazard Assessment....4.2-39
Table 4.3-1: Califronia Rare Plant Ranks and Definitions....4.3-9
Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrance....4.3-11
Table 4.3-3: Potential Project Impacts of Vegetation Communities/Land Uses....4.3-29
Table 4.5-1: Electricity Consumption in San Benardino County 2012-2022....4.5-2
Table 4.5-2: Natural Gas Consumption in San Bernardino County 2012-2022....4.5-3
Table 4.5-3: Automotive Fuel Consumption in San Bernardino County 2012-2022....4.5-3
Table 4.5-4: Energy Use During Construction....4.5-9
Table 4.5-5: Annual Energy Use During Operations....4.5-12
Table 4.6-1: Description of Greenhous Gases....4.6-2
Table 4.6-2: Construction-Related Greenhouse Gas Emissions....4.6-19
Table 4.6-3: Project Greenhouse Gas Emissions....4.6-20
Table 4.6-4: Regional Transportaion Plan/Sustainable Communities Strategy Consistency....4.6-28
Table 4.7-1: Adjacent Properties....4.7-1
Table 4.9-1: General Plan Consistency Analysis....4.9-8
Table 4.9-2: 2016 RSPA Consistency....4.9-29
Table 4.10-1: Existing Traffic Noise Levels....4.10-2
Table 4.10-2: Existing Noise Measurements....4.10-3
Table 4.10-3: Rialto Noise Guidelines for Land Use Planning....4.10-5
Table 4.10-4: Permitted Hours of Construction Work....4.10-6
Table 4.10-5: Typical Construction Noise Levels....4.10-10
Table 4.10-6: Project Construction Noise Levels....4.10-12
Table 4.10-7: Opening Year Traffic Noise Levels....4.10-16
Table 4.10-8: Typical Construction Equipment Vibration Levels....4.10-17
Table 4.10-9: Cumulative Plus Project Buildout Conditions Traffic Noise Levels....4.10-21
Table 4.11-1: Population Projections for San Bernardino County and City of Rialto....4.11-1

Table 4.11-2: Housing for San Bernardino County and City of Rialto 4.11-2
Table 4.11-3: Labor Force Data for San Bernardino County and City of Rialto 4.11-3
Table 4.14-1: City of Rialto LOS Standards 4.14-8
Table 4.16-1: Projected Water Supplies 4.16-2
Table 4.16-1: Multiple Dry Year Water Supply and Demand 4.16-3
Table 4.16-2: Multiple Dry Year Water Supply and Demand 4.16-8
Table 4.16-3: Renaissance Specific Plan Water Demand Comparison 4.16-14
Table 6-1: Summary of Proposed Project and Alternative Impacts 6-4
Table 6-2: Project Objectives Consistency Analysis 6-5
Table 6-3: Alternative 2 and Proposed Project Comparison 6-9
Table 6-4: Alternative 3 and Project Comparison 6-13

List of Figures

Figure 3-1: Regional Vicinity Map 3-11
Figure 3-2: Project Vicinity Map 3-13
Figure 3-3: Existing 2016 Renaissane Specific Plan Amenment Area 3-15
Figure 3-4: Proposed Rennaissance Specific Plan Amendment Area 3-17
Figure 3-5: Conceptual Site Plan 3-19
Figure 4.3-1: Existing On-Site Biological Resources 4.3-33
Figure 4.3-2A: Special-Status Plant and Wildlife Species - USFWS 4.3-35
Figure 4.3-2B: Special-Status Plant and Wildlife Species - CNDDB 4.3-37
Figure 4.3-3: Proposed Project Impacts 4.3-39

List of Appendices

A Notice of Preparation
B Air Quality Assessment
C Health Risk Assessment
D Biological Technical Report
E Cultural Resources Memorandum
F Energy Memorandum
G Greenhouse Gas Emissions Assessment
H Preliminary Drainage Report

I Preliminary Water Quality Management Plan

J Acoustical Assessment

K Traffic Study

L Alternative Site Plan Memorandum

1.0 EXECUTIVE SUMMARY

1.1 Introduction

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decision-makers and the general public of the potentially direct and indirect significant environmental effects of a proposed action; (2) identify feasible or feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with Section 15161 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]), this is a Subsequent EIR (SEIR) that addresses the potential environmental impacts associated with the Miro Way and Ayala Drive Project (proposed Project or Project).

1.2 Project Overview

The project site is located on vacant, previously disturbed land between Ayala Drive and Linden Avenue within the City of Rialto (City), County of San Bernardino, California. The project site consists of previously disturbed land with elevations ranging from approximately 1,385 feet above mean sea level (amsl) to 1,420 feet amsl. The project site is an irregularly shaped property, bordered by vacant land to the north, Ayala Drive and industrial uses to the east, industrial and commercial uses to the south, and Linden Avenue and industrial uses to the east.

As proposed, the Project would include the rezone of Planning Area 123 (north of Miro Way) from School to General Commercial with an Residential overlay. The Project would also include the rezone of Planning Areas 126 and 133 (south of Miro Way) from Park and Employment (with a designated Park overlay) to Business Center, to allow for the development of two industrial warehouses and associated on-site improvements. Building 1 would include approximately 47,640 square-feet (sf) of warehouse space and 6,000 sf of office space. Building 2 would include approximately 352,075 sf of warehouse space and approximately 23,000 sf of office space. The Project would include the extension of Miro Way from Linden Avenue to Ayala Drive, to provide vehicular access to the project site.

1.3 Project Objectives

Section 15124(b) of the State CEQA Guidelines (14 CCR) requires "A statement of objectives sought by the proposed Project. The following objectives have been identified for the Project.

- To implement the approved Renaissance Specific Plan as amended;
- To facilitate the redevelopment of the former Rialto Municipal Airport;
- To implement and facilitate the rezone of Planning Area 123;
- To implement and facilitate the development of the Planning Area 126 and 133 industrial/warehouse development;

- To facilitate development through efficient land use planning and phased infrastructure design;
- To create a range of job and economic development opportunities for local individuals and businesses; and
- To continue to develop a master planned community that has a unique character and quality with a commitment to sustainability, flexible planning, high quality architecture and site design, and the provision of attractive on-site open space, public spaces, recreational facilities, and landscape design.

1.4 Alternatives Analyzed

Alternatives that would avoid or substantially lessen any of the significant effects of the proposed Project and that would feasibly attain most or all of the basic Project objectives are discussed below. A detailed alternatives analysis is provided in Section 6.0, *Alternatives to the Project*.

Alternative 1: No Development Alternative

State 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, landscape improvements, or surface lot improvements developed on the project site. In its existing condition, the site would remain vacant and previously disturbed.

Alternative 2: Reduced Development Intensity Plan

The Reduced Development Intensity Plan Alternative would involve the development of one warehouse building. The building would include approximately 200,000 sf of warehouse space. Alternative 2 would be required to provide approximately 96 parking stalls. Landscaping would be provided along the boundaries of the project site. The Project would include the rezone of Planning Areas 126 and 133 and would comply with the development standards of the 2016 RSPA. Development of Alternative 2 would require a Conditional Development Permit (CDP) to allow for the proposed warehouse use.

Alternative 3: Industrial Park Alternative

Under the Industrial Park Alternative, the project site would be developed with approximately three warehouse buildings totaling 411,853 sf of warehouse space. Building 1 would include approximately 47,640 sf of warehouse space and approximately 6,000 sf of office/mezzanine space. Building 2 would include approximately 174,470 sf of warehouse space and approximately 10,000 sf of office space. Building 3 would include approximately 163,743 sf of warehouse space and approximately 10,000 sf of office/mezzanine space. Additionally, Alternative 3 would provide 349 parking spaces. Similar to the Project, Alternative 3 would require a rezone of Planning Areas 126 and 133. Alternative 3 would be consistent with the development standards of the 2016 RSPA. Development of Alternative 3 would require a CDP to allow for the proposed warehouse use.

1.5 Summary of Effects with No Impact

Throughout preparation of the SEIR, the City of Rialto Environmental Checklist was used to determine the impact categories that would require evaluation to determine the potentially significant environmental effects of the proposed Project. The following includes a discussion of the impact categories where the Project would have "no impact" and a summary discussion of why this determination was reached. There is no further evaluation of these Environmental Checklist questions in the SEIR.

Agriculture and Forestry Resources

The State 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));
- Would the project result in the loss of forest land or conversion of forest land to non-forest use; or
- 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. No portion of the project site is covered by a Williamson Act Contract. Additionally, the Project area does not include forest resources, including timberlands, and is not zoned for agriculture. For these reasons, no significant impacts would occur and these topics are not addressed in the SEIR.

Geology and Soils

The State CEQA Guideline ask for an evaluation of the following:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss injury, or death involving:
    - 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? Refer to Division of Mines and Geology Special Publication 42.;
    - Strong seismic ground shaking;
    - Seismic-related ground failure, including liquefaction;

  - Landslides;
- Result in substantial soil erosion of the loss of topsoil;
- Be location 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;
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

According to the DOC's Earthquake Zones of Required Investigation map, the project site is not located within an earthquake zone, landslide zone, or liquefaction zone.[1] As such, the potential for the project site to be affected by seismic hazards would be considered low. Additionally, the Project would comply with seismic requirements of the California Building Code (CBC) to reduce potential seismic impacts. The project site consists of previously disturbed land, and a portion of the project site features remnants of the previous Rialto Municipal Airport, which ceased operations in 2014. As such, it is unlikely that unknown paleontological resources occur on-site. For these reasons, no significant impacts would occur and these topics are not addressed in the SEIR.

Mineral Resources

The State CEQA Guidelines ask for an evaluation of the following:

- 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 result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

The City of Rialto General Plan does not identify any regionally or locally important mineral resources on the project site. The proposed Project would not remove any locally or regionally important mineral resources from production or preclude access to important mineral resources. For this reason, no significant impact would occur and this topic is not addressed in the SEIR.

Wildfire

The State CEQA Guidelines ask for an evaluation of the following:

- Would the project substantially impair an adopted emergency response plan or emergency evacuation plan;

[1] Department of Conservation (DOC). (2024b). Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/eqzapp/app//. Accessed October 2024.

- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

- Would the project 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; or

- Would the project 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 (CalFire) as set forth in PRC 4201-4204 and Government Code 51175-89. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area under the jurisdiction of CalFire, or within a Local Responsibility Area under the jurisdiction of a local agency. CalFire is responsible for fire protection within State Responsibility Areas. CalFire 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 its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ).[2] For this reason, no significant impact would occur and this topic is not addressed in the SEIR.

1.6 Summary of Environmental Impacts and Mitigation Measures

The following table is a summary of significant impacts and proposed mitigation measures associated with the proposed Project as identified in this SEIR. Refer to Sections 4.1 through 4.16, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels with the exception of Greenhouse Gas Emissions.

[2] CalFire. (2024). Fire Hazard Severity Zone https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed October 2024.

This Page Intentionally Left Blank

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
Section 4.1: Aesthetics			
Impact 4.1-1: Would the project have a substantial adverse effect on a scenic vista?	LS	No mitigation measures are required.	LS
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?	LS	No mitigation measures are required.	LS
Impact 4.1-3: Would the project conflict with applicable zoning and other regulations governing scenic quality?	LS	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** **AES-1** Pursuant to Section 15.32 of the City's Municipal Code Prior to the issuance of grading permits, the Project applicant shall submit to the satisfaction of the Public Works Director, evidence that all electrical distribution lines of 16,000 volts or less, telephone lines, cable antenna television and similar service wires or cable, which provide direct service to the property being developed, shall be installed underground. ***Project Mitigation Measures*** No mitigation is required.	LS
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?	LS	No mitigation measures are required.	LS
Section 4.2: Air Quality			
Impact 4.2-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** **AQ-4** Off-Road Diesel Equipment. Prior to the issuance of any grading permits, the Project applicant shall submit, to the	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		satisfaction of the Public Works Director and Planning Division, evidence that off-road diesel-powered construction equipment greater than 50 horsepower will meet the Tier 4 emission standards, where feasible. In addition, where feasible all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the Air Resources Board (ARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations. **AQ-5** Construction Equipment Tier Specification. Prior to the mobilization of each applicable off-road diesel-powered construction equipment greater than 50 horsepower, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, a copy of the certified tier specification, Best Available Control Technology (BACT) documentation, and Air Resources Board or South Coast Air Quality Management District's operating permit for each shall be provided at the time of mobilization of each applicable unit of equipment. **AQ-6** Truck Building Access. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the following truck access routes have been incorporated into the Project design, to the maximum extent practicable, to reduce air quality and potential future health risk impacts from the operation phases of the proposed Project: ▪ Design warehouse/distribution centers such that entrances and exits discourage that trucks from traversing past neighbors or other sensitive receptors.	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		▪ Design warehouse/distribution centers such that any check-in point for trucks is well inside the facility property to ensure that there are no trucks queuing outside of the facility. ▪ Establish area(s) within the facility for repair needs. ▪ Provide electrical service capacity for equipment at facilities. **AQ-7** Truck Routes. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the following truck access routes have been incorporated into the Project design, to the maximum extent practicable, to reduce air quality and potential future health risk impacts from the operation phase of the proposed Project, if feasible: ▪ Develop, adopt and enforce truck routes both for entering and leaving the city and in and out of facilities; keeping in mind common pedestrian routes, especially for schools. ▪ Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas. ▪ Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride. ▪ Where there are traffic impacts, improve traffic flow by signal synchronization. **AQ-8** Super-Compliant VOC Paints. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the construction contractor shall be required to utilize Super-Compliant VOC paints, which are defined by SCAQMD as meeting the "super-compliant" VOC	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		standard of 10 grams per liter (g/L). Use of HVLP or electrostatic spray equipment shall be encouraged. **AQ-9** Exterior and Interior Finishes. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that exterior and interior finishes that do not require painting shall be used where feasible. **AQ-10** Building Orientation. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that buildings have been oriented and incorporate landscaping to maximize passive solar; heating during cool seasons, and minimize solar heat gain during hot seasons where feasible depending upon site condition and topography. **AQ-12** Energy Efficiency Education. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that building tenants shall be encouraged to educate employees on energy efficiency measures. **AQ-13** Preferential Parking Spaces. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that preferential parking spaces shall be offered to car pools and van pools. **AQ-14** Electrical Hookup Capacity. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that building designs provide electrical capacity for installation of electrical hookups at onsite loading docks and for electric vehicle charging stations.	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		Project Mitigation Measures	
		MM AIR-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan specifies all off-road diesel-powered construction equipment greater than 50 horsepower shall meet California Air Resources Control Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be maintained on site and available upon request.	
		MM AIR-2 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, but is 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.	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		▪ 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. ▪ 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 AIR-3** Prior to the issuance of a building permit, the Planning Department shall confirm that the Project is designed to include the following: ▪ The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		becomes commercially available and the buildings are being served by trucks with electric-powered engines. **MM AIR-4** Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that truck exit driveway signs provide directional information to the truck route and that all truck access gates and loading docks within the project site shall have a sign posted that identifies that: ▪ Truck drivers shall turn off engines when not in use. ▪ Truck drivers shall shut down the engine after two minutes of continuous idling operation. Once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged. ▪ Telephone numbers of the building facilities manager and CARB to report violations. ▪ Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AIR-5** Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the tenant has been provided with information about Carl Moyer Program and that compliance with the voluntary program including energy efficiency improvement features for vendor trucks for the industrial buildings through the Carl Moyer Program— including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires— to reduce fuel consumption but strongly encouraged. This mitigation measure applies only to tenant improvements and not the building shell approvals.	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		MM AIR-6 Prior to issuance of a Certificate of Occupancy for Tenant Improvements, not building shell, the Project tenants shall train staff on vehicle records in diesel technologies requirements and compliance with California Air Resources Board (CARB) regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the City of Rialto, South Coast Air Quality Management District, and State upon request. **MM AIR-7** Prior to the issuance of a tenant occupancy permit, and not building shell, the Planning Department shall confirm that the Project plans and specifications show the following: ▪ All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. 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. ▪ All standard emergency generators shall meet California Air Resources Board Tier 4 Final emissions standards. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification) and CARB or SCAQMD operating permit (if applicable) shall be provided to the City.	
Impact 4.2-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures***	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
non-attainment under an applicable State or federal ambient air quality standard?		Further details regarding Mitigation Measures **AQ-4** through **AQ-10**, and **AQ-12** through **AQ-14** are discussed under Impact 4.2-1, above. ***Project Mitigation Measures*** Further details regarding **MM AIR-2** through **MM AIR-7** are discussed under Impact 4.2-1, above.	
Impact 4.2-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	S	Further details regarding 2016 RSPA EIR Mitigation Measure **AQ-4** and **MM AIR-7** are discussed under Impact 4.2-1, above.	LS
Impact 4.2-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LS	No mitigation measures are required.	LS
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?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** **MM BIO-1A** Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the project site. **MM BIO-1B** The Project applicant, or its contractors, shall screen, cover, or elevate at least one (1) foot above ground, all construction pipe, culverts, or similar structures with a diameter of three (3) inches or greater that are stored on-site overnight. There pipes, culverts, and similar structures shall be inspected by the Project biologist for wildlife before such material is moved, buried, or capped. **MM BIO-1C** 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	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure		Significance With Mitigation
			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.	
		MM BIO-1D	A biologist shall flush special-status species (i.e., avian or other mobile species) 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 immediately removed.	
		MM BIO-1E	At the end of each workday during construction, the applicant, or its contractors, will 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 Project biologist shall thoroughly inspect holes and trenched for trapped animals during biological monitoring.	
		MM BIO-1F	Contractors shall not permit pets on the construction site.	
		MM BIO-1G	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	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure		Significance With Mitigation
			receptacles may be used during the day, but shall be removed or emptied each night.	
		MM BIO-1H	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.	
		MM BIO-2A	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 shall not be required. Within one year prior to ground disturbing activities, a qualified biologist shall conduct active Crotch's bumble bee nest surveys during the typical colony active period (April – August) following survey guidelines provided in the CDFW's Survey Considerations for CESA Candidate Bumble Bee Species. The qualified biologist shall be familiar with Crotch's bumble bee identification and life history.	
		MM BIO-2B	If suspected or active Crotch's bumble bee nests are present, a qualified biologist shall establish an appropriate non-disturbance buffer around each nest immediately prior to initiation of construction activities using stakes and/or brightly colored flagging to avoid disturbance or incidental take of the species. If avoidance buffers are not feasible during construction activities, then CDFW shall be consulted.	
		MM BIO-2C	Within one year prior to ground disturbing activities, a qualified biologist shall survey suitable nectar plants for	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure		Significance With Mitigation
			foraging Crotch's bumble bee during the typical flight season (February – October) following survey guidelines provided in the CDFW's Survey Considerations for CESA Candidate Bumble Bee Species. The qualified biologist shall be familiar with Crotch's bumble bee identification and life history.	
		MM BIO-2D	If occupied foraging habitat for Crotch's bumble bee is present within Project impact areas, a Revegetation Plan shall be prepared which includes native shrubs and native seed mixes that contain known nectar sources for Crotch's bumble bee. The Revegetation Plan shall be developed in consultation with a qualified Crotch's bumble bee biologist and implemented following Project construction.	
		MM BIO-3A	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 burrowing owls and other 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 burrowing owl 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. A refresher WEAP training will be completed on an annual basis thereafter. Note that the fact sheet shall be provided in other languages, as	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure		Significance With Mitigation
			necessary, to accommodate non-English speaking workers. 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. On an annual basis, the project proponent shall certify that WEAP training has been provided to all construction personnel. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.	
		MM BIO-3B	During active construction, biological monitoring will be performed to ensure unauthorized impacts on burrowing owl do not occur as a result of the project. A biologist shall be contracted to perform monitoring during all construction activities approximately every other day. The definitive frequency and duration of monitoring shall be dependent on project and site conditions, such as the type of construction activity occurring, whether it is the breeding versus non-breeding season, if a burrowing owl has been recently documented on site, and the efficacy of the exclusion buffers, as determined by a qualified biologist.	
		MM BIO-3C	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/or occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. The surveys shall be conducted in accordance with the most current CDFW survey methods. The Project applicant shall submit at least one	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure		Significance With Mitigation
			burrowing owl preconstruction survey report to the satisfaction of the City and CDFW 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 CDFW BUOW Guidelines.	
		MM BIO-3D	If burrowing owl is documented on site or within 500-feet of the project site during either preconstruction surveys or biological monitoring, occupied burrowing owl burrows shall not be disturbed. CDFW shall be contacted within 48 hours of the burrowing owl observation and disturbance avoidance buffers shall be set up by a qualified biologist in accordance with the recommendations from CDFW. No work will occur within avoidance buffers until consultation with CDFW and issuance of permits, if required. If burrowing owl is no longer a candidate or listed species under CESA at the time of project construction, then permits shall not be required. If avoidance of burrowing owls is not possible, either directly or indirectly, consultation with CDFW will determine the appropriate course of action. CDFW may require an Incidental Take Permit (ITP) or a Burrowing Owl Relocation and Mitigation Plan (Plan). The conditions of the permit or measures outlined in the plan would be adhered to by the Project proponent and any required compensatory mitigation of habitat would be provided.	
		MM BIO-4A	To ensure compliance with CFGC sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		be conducted outside of the bird nesting season (generally February 15 through August 31). Regardless of the time of year, a qualified biologist will 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, and grading. **MM BIO-4B** 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, and the 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 using their best professional judgement to avoid take of nesting birds. If nesting birds are not documented during the preconstruction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.	
Impact 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?	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
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	No mitigation measures are 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?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** Further details regarding **MM BIO-4A** through **MM BIO-4C** are included under Impact 4.3-1, above.	LS
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?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** Further details regarding **MM BIO-3A** through **MM BIO-3D** are included under Impact 4.3-1, above.	LS
Impact 4.3-6: 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?	No Impact	No mitigation measures are required.	No Impact
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?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** **MM CUL-1** In the event that archaeological or cultural resources are discovered during Project activities, all work in the	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in **MM TCR-1**, regarding any pre-contact finds and be provided information after the archaeologist makes his/her find, so as to provide Tribal input with regards to significance and treatment. **MM CUL-2** If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan), the drafts of which shall be provided to YSMN for review and comment, as detailed within **MM TCR-1**. The archaeologist shall monitor the remainder of the Project and Implement the Plan accordingly. **MM CUL-3** If human remains or funerary objects are encountered during activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the Project.	
Impact 4.4-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	S	**Mitigation Measures** ***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures***	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		Further details regarding **MM CUL-1** through **MM CUL-3** are included under Impact 4.4-1, above.	
Impact 4.4-3: Would the project disturb any human remains, including those interred outside of formal cemeteries?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** Further details regarding **MM CUL-3** are included under Impact 4.4-1, above.	LS
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?	S	***2016 Renaissance Specific Plan EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** See Section 4.2, *Air Quality*, for further discussion on **MM AIR-2** and Section 4.6, *Greenhouse Gas Emissions*, for further discussion on **GHG-1** and **GHG-2**.	LS
I**mpact 4.5-2:** Would the project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	LS	No mitigation measures are required.	LS
Section 4.6: Greenhouse Gas Emissions			
Impact 4.6-1: Would the project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?	SU	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** **MM AIR-2** through **MM AIR-7** are further discussed in Section 4.2, *Air Quality* of this SEIR.	SU

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure		Significance With Mitigation
		MM GHG-1	Prior to issuance of a Certificate of Occupancy for Tenant Improvements, not building shell, the project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, anticipated to be approximately 4.62 kilowatt hours per year [kWh/year] per square foot), as feasible, based on the maximum net roof area available for solar (i.e., solar-ready zone). The solar-ready zone shall comply with Section 110.10 of the 2022 California Energy Code and shall comply with access, pathway, ventilation, and spacing requirements, and exclude skylight area. With expected energy consumption at 4.62 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. If the Project cannot generate enough renewable energy to cover 100 percent of the building load, renewable energy may be acquired from the local utility.	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM GHG-2** Prior to the issuance of a building permit, the Project applicant or successor in interest shall provide documentation to the City demonstrating the following to meet or exceed CALGreen Tier 2 standards: ▪ The Project shall be designed to achieve Leadership in Energy and Environmental Design (LEED) certification at the time of building permit application in order to exceed 2022 Title 24 energy efficiency standards. ▪ The Project shall provide conduits to support electric charging stations per the Tier 2 standards in Section A5.106.5.3 (Nonresidential Voluntary Measures) of the 2022 CALGreen Code. **MM GHG-3** The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with City standards for recyclable collection and loading areas. This mitigation measure applies only to tenant permits and not the building shell approvals. The diversion plan shall also comply with the established solid waste and recycling laws including AB 939 and AB 341. **MM GHG-4** Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all handheld landscaping equipment used onsite shall be 100 percent electrically powered. This mitigation	

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		measure applies only to tenant permits and not the building shell approvals.	
Impact 4.6-2: Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** The 2016 RSPA EIR Mitigation Measure **AQ-14** is further discussed in Section 4.2, *Air Quality*. ***Project Mitigation Measures*** **MM GHG-1** through **MM GHG-4** are further discussed under Impact 4.6-1.	LS
Section 4.7: Hazards and Hazardous Materials			
Impact 4.7-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	LS	No mitigation measures are required.	LS
Impact 4.7-2: 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?	LS	No mitigation measures are required.	LS
Impact 4.7-3: 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?	LS	No mitigation measures are required.	LS
Impact 4.7-4: 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	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
create a significant hazard to the public or the environment?			
Impact 4.7-5: 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?	No Impact	No mitigation measures are required.	No Impact
Impact 4.7-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LS	No mitigation measures are required.	LS
Impact 4.7-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	LS	No mitigation measures are required.	LS
Section 4.8: Hydrology and Water Quality			
Impact 4.8-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LS	No mitigation measures are required.	LS
Impact 4.8-2: 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?	No Impact	No mitigation measures are required.	No Impact
Impact 4.8-3i: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
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 4.8-3ii: 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?	LS	No mitigation measures are required.	LS
Impact 4.8-3iii: 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?	LS	No mitigation measures are required.	LS
Impact 4.8-3iv: 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?	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
Impact 4.8-4: Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	No mitigation measures are required.	No Impact
Impact 4.8-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LS	No mitigation measures are required.	LS
Section 4.9: Land Use and Planning			
Impact 4.9-1: Would the project physically divide an established community?	LS	No mitigation measures are required.	LS
Impact 4.9-2: 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?	LS	No mitigation measures are required.	LS
Section 4.10: Noise			
Impact 4.10-1: 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?	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** **N-1** Construction activities shall be limited to the City's allowable hours of construction activities in accordance with the City's Noise Ordinance. **N-2** All Construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. ***Project Mitigation Measures*** No mitigation is required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
Impact 4.10-2: Would the project expose persons to or generate excessive ground borne vibration or ground borne noise levels?	S	***Renaissance Specific Plan EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** **MM NOI-1** The following measures shall be incorporated on all grading and building plans and specifications subject to approval of the City's building and safety division prior to issuance of a grading permit**:** The developer shall ensure construction equipment will not approach the construction buffer zone adjacent to the commercial building (i.e., Able Storage) along portions of the Project southern and southwestern Project Boundary. The buffer zone shall be tiered based on distances established in **Table 4.10-8**. As shown in **Table 4.10-8**, vibratory rollers shall not operate within 17 feet of the commercial building; large bulldozers and loaded trucks shall not operate within 10 feet of the commercial building; and jack hammers and small bulldozers/ tractors shall not operate within 5 feet of the commercial building. The buffer zone shall be enforced around the existing commercial building between 7:00 a.m. and 5:30 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays from October 1 through April 30 and between hours of 6:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. from May 1 through September 30 pursuant to Municipal Code Section 9.50.070.	LS
Impact 4.10-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted,	No Impact	No mitigation measures are required.	No Impact

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
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?			
Section 4.11: Population and Housing			
Impact 4.11-1: 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?	LS	No mitigation measures are required.	LS
Impact 4.11-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No mitigation measures are required.	No Impact
Section 4.12: Public Services			
Impact 4.12-1i: 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?	LS	No mitigation measures are required.	LS
Impact 4.12-1ii: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
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?			
Impact 4.12-1iii: 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 schools?	LS	No mitigation measures are required.	LS
Impact 4.12-1iv: 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 parks?	LS	No mitigation measures are required.	LS
Impact 4.12-1iv: 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	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?			
Section 4.13: Recreation			
Impact 4.13-1: 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?	LS	No mitigation measures are required.	LS
Impact 4.13-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LS	No mitigation measures are required.	LS
Section 4.14: Transportation			
Impact 4.14-1: Would the project, conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	LS	No mitigation measures are required.	LS
Impact 4.14-2: Would the proposed project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	LS	No mitigation measures are required.	LS
Impact 4.14-3: Would the proposed project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	LS	No mitigation measures are required.	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
intersections) or incompatible uses (e.g., farm equipment)?			
Impact 4.14-4: Would the proposed project result in inadequate emergency access?	No Impact	No mitigation measures are required.	No Impact
Section 4.15: Tribal Cultural Resources			
Impact 4.15-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §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 PRC §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 PRC §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.	S	***2016 Renaissance Specific Plan Amendment EIR Mitigation Measures*** No mitigation measures are applicable. ***Project Mitigation Measures*** **MM TCR-1** The Yuhaaviatam of San Manual Nation (YSMN) Cultural Management Department shall be contacted, as detailed in MM CUL-2, 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. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan (Plan) shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project, should YSMN elect to place a monitor on-site. **MM TCR-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 applicant and Lead Agency for dissemination to YSMN. The Lead Agency, and/or applicant shall, in good	LS

Table 1-1: Summary of Impacts and Mitigation Program

Environmental Impacts	Significance Before Mitigation	Mitigation Measure	Significance With Mitigation
		faith, consult with YSMN throughout the life of the Project.	
Section 4.16: Utilities			
Impact 4.16-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	LS	No mitigation measures are required.	LS
Impact 4.16-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LS	No mitigation measures are required.	LS
Impact 4.16-3: 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?	LS	No mitigation measures are required.	LS
Impact 4.16-4: 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.	LS	No mitigation measures are required.	LS
Impact 4.16-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.	LS	No mitigation measures are required.	LS
LS= Less Than Significant; SU = Significant and Unavoidable; S = Significant			

2.0 INTRODUCTION

2.1 OVERVIEW, PURPOSE, AND AUTHORITY OF THE EIR

The purpose of an Environmental Impact Report (EIR) is to disclose information to the public and to the decision-makers about the potential environmental effects of a proposed project. An EIR does not recommend either approval or denial of a proposed project. Rather, it is intended to provide a source of independent and impartial analysis of the foreseeable environmental impacts of a proposed course of action. This Draft Subsequent Environmental Impact Report (SEIR) describes the proposed Project, analyzes its environmental effects, and discusses reasonable alternatives that would avoid, reduce, or minimize environmental impacts.

2.1.1 Overview

The approved 2010 Renaissance Specific Plan (RSP) consists of approximately 1,445.3 gross acres located within the western/central portion of the City of Rialto (City), California. The 2010 RSP is planned as an integrated community of varied housing types located near and linked to places of employment, retail outlets, services and schools. The 2010 RSP accommodates 16.2 million square feet of business and commercial uses, 1,667 residential units, one school, a community park, and multiple neighborhood parks all located in close proximity and organized in a grid pattern.

The 2016 Renaissance Specific Plan Amendment (RSPA) included the relocation of business and industrial uses to the west of Linden Avenue, relocation of all residential land uses and the public park to the east of Linden Avenue, implementation of the Renaissance Marketplace retail development in the northeastern segment of the 2016 RSPA area, and implementation of the Planning Area 108 industrial/warehouse development in the central segment of the 2016 RSPA area. The proposed Project is an amendment to the 2016 RSPA and the proposed Project area is located within the previously approved 2010 RSP area as well as the current 2016 RSPA area. This SEIR assesses the potential environmental impacts of the proposed amendment to the RSPA at a programmatic level as appropriate, depending on the level of information available at the time of the preparation of the SEIR. The proposed Project would be consistent with the applicable goals, policies, and development standards of the 2016 RSPA.

2.1.2 Purpose and Authority

This SEIR has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the proposed Miro Way and Ayala Drive Project (proposed Project or Project). The SEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) (California *Public Resources Code* [PRC] §§21000 et seq.) and the State 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 (14 CCR §15367). CEQA requires the Lead Agency to consider the information contained in an EIR prior to taking any discretionary action. This SEIR is intended to provide information to the Lead Agency and other public

agencies, the general public, and decision-makers regarding the potential environmental impacts from the construction and operation of the proposed Project. As the Lead Agency, the City will review and consider this SEIR in its decision to approve, revise, 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" (PRC §21002.1[a]). An EIR is the most comprehensive form of environmental documentation identified in CEQA and the State 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.

2.1.3 Type of Environmental Impact Report

The City has determined that an SEIR is the appropriate CEQA document for the proposed Miro Way and Ayala Drive Project. In accordance with Section 15162 of the State CEQA Guidelines, a Subsequent EIR shall be prepared for a project on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declarations due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects;

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following

   a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure of alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effect on the environment, but the project proponents decline to adopt the mitigation measure or alternative. "

This SEIR 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 current proposed actions, as required by Section 15146 of the State CEQA Guidelines. The analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This SEIR 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.

State CEQA Guidelines Section 15206 sets forth criteria for determining if a project is of statewide, regional, or area-wide environmental significance. This proposed Project meets the following criteria and therefore is considered regionally significant:

- The project has the potential for causing effects on the environment that extend beyond the jurisdiction in which the project is located

2.1.4 Standards of Adequacy Under CEQA

While Sections 15120 through 15132 of the State CEQA Guidelines generally describe the content of an EIR, CEQA does not contain specific, detailed, quantified standards for the content of environmental documents. Section 15151 of the State CEQA Guidelines states:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which 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.*

2.1.5 Compliance with CEQA

The City of Rialto, which has the principal responsibility for processing and approving the Project, along with other public agencies with direct interest in the Project (e.g., responsible agencies), may use this SEIR in their decision-making or permitting processes and will consider the information in this SEIR 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 Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines. In addition, this SEIR 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 an EIR if it decides to approve a project. If an 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 described in the Project Description.

2.2 SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This SEIR provides a comprehensive evaluation of the reasonably anticipated scope of the proposed Project. It is intended to serve as an informational document for public agency decision-makers and the general public regarding (1) the objectives and components of the Project; (2) any potentially significant environmental impacts (individual and cumulative) that may be associated with the planning, construction, and operation of the Project; (3) an appropriate and feasible Mitigation Program; (4) and alternatives that may be adopted to reduce or avoid these significant impacts.

In compliance with the State 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 SEIR 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)

Pursuant to Section 15082 of the CEQA Guidelines, as amended, the City of Rialto prepared and circulated a Notice of Preparation (NOP) to affected agencies and interested parties for a public review period beginning on July 8, 2024. The deadline to submit comments on the NOP was August 7, 2024. **Table 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 SEIR where the issues are addressed. The NOP and comment letters are provided in **Appendix A** of this SEIR. This table identifies areas of controversy/unresolved issues and issues to be addressed in the SEIR.

2.2.2 Scoping Meeting

Pursuant to Section 21083.9 of CEQA, 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 hosted a Scoping Meeting on August 1, 2024, at 6:00 PM. No issues related to the SEIR were identified by participants at the Scoping Meeting.

Table 2-1: Summary of Written Comments on Notice of Preparation

Commenter Name	Summary of Comment and Section Addressed
Regional and Local Agencies	
State of California Department of Justice	Recommendations and Comments: ▪ Avoid land use conflicts between warehouses and sensitive receptors ▪ Mitigate impacts of unavoidable land use conflicts ▪ Consider the information provided in the Attorney General Office's Bureau of Environmental Justice which contains best practices and mitigation measures for warehouse projects and information related to Environmental Justice, as applicable to CEQA See Section 4.2, *Air Quality,* Section 4.9, *Land Use and Planning,* and Section 4.10, *Noise*.
South Coast Air Quality Management District	Recommendations and Comments: ▪ Recommends using the SCAQMD's CEQA Air Quality Handbook and website for guidance in preparing air quality and greenhouse gas (GHG) emissions analyses ▪ Identify air quality impacts by phase, as well as construction and operations ▪ Recommends a mobile source health risk assessment to disclose the potential health risks associated with the Project ▪ Provide mitigation measures, as needed and Identify impacts of the mitigation measures See Section 4.2, *Air Quality* and Section 4.7, *Greenhouse Gas Emissions*.
Interested Parties	
Native American Heritage Commission	Recommendations and Comments: ▪ Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the Project area ▪ Insists compliance with AB 52 and SB 18 See Section 4.4, *Cultural Resources* and Section 4.16, *Tribal Cultural Resources*

2.3 EIR SCOPE AND CONTENT

This Draft SEIR addresses the potential environmental effects of the proposed Project and was prepared following input for the public and the responsible and affected agencies, through the EIR scoping process, as discussed below. The contents of this SEIR were established based on the findings in the NOP and public and agency input (**Table 2-1**). Based on the findings of the NOP, a determination was required to address potentially significant environmental effects on the following resources:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise

- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Services Systems

Through the completion of the City's Environmental Checklist for this Project, the City has determined that the SEIR for the proposed Project would not require the assessment of Agriculture and Forestry Resources; Geology and Soils, Mineral Resources, and Wildfire. No portion of the project site is covered by a Williamson Act Contract or located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the San Bernardino County Important Farmland. The project site is not zoned for agriculture. Additionally, the project site does not include forest resources, including timberlands. Regarding Geology and Soils, the project site is not located within a fault zone, landslide, zone, or liquefaction zone. Concerning Mineral Resources, the project site consists of previously disturbed land, including remnants of the previous Rialto Airport. The California Geological Survey (California Geological Survey, 2012) does not identify any mineral resources on or adjacent to the project site. Lastly, this project site is not a State Responsibility Area or land classified as a Very High Fire Hazard Severity Zone. Therefore, no impacts with respect to the topic of Wildfire would occur.

2.4 DOCUMENTS INCORPORATED BY REFERENCE

Pertinent documents relating to this SEIR 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 means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this SEIR and are available for review online. Information contained within these documents has been used for various sections in the SEIR.

- City of Rialto General Plan. 2010, as amended.
- City of Rialto General Plan Update Final EIR. 2010.
- Renaissance Specific Plan. 2010, as amended.
- Renaissance Specific Plan EIR. 2010.
- Renaissance Specific Plan Amendment. 2016, as amended.
- Renaissance Specific Plan Amendment EIR. 2016.
- City of Rialto Zoning Ordinance
- City of Rialto Municipal Code

2.5 LEAD AGENCY AND CONTACT PERSONS

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

Lead Agency: City of Rialto
Community Development Department, Planning Division
150 South Palm Avenue
Rialto, CA 92376
Contact: Daniel Casey, Senior Planner
(909) 820-2535
Email: dcasey@rialtoca.gov

2.6 ENVIRONMENTAL REVIEW PROCESS

Notice of the availability of the Draft SEIR has been provided to agencies, organizations, and interested groups and persons for comment during a 45-day review period in accordance with State CEQA Guidelines Section 15087. The Notice of Completion for the Draft SEIR has also been distributed as required by CEQA. This Draft SEIR and the full administrative record for the Project, including all studies, is available for review during normal business hours Monday through Thursday at the City of Rialto Community Development Department. Additionally, copies of the Draft SEIR 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 South Palm Avenue, Rialto, California 92376
- **Rialto Library**, 251 West First Street, Rialto, California 92376
- **City website**: https://yourrialto.com

Following the close of the Draft EIR public review and comment period, a Final EIR will be prepared to respond to all substantive comments related to environmental issues associated with the Project. The Final EIR will be made available prior to the Planning Commission and City Council public hearing to consider this SEIR along with the actions within the City's review and discretion of approval.

2.7 LIST OF ACRONYMS USED IN THE SEIR

AAQS	Ambient air quality standards
AB	Assembly Bill
ADT	Average Daily Traffic
AFY	acre-feet per year
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BMP	Best Management Practice
BTU	British Thermal Unit
BUOW	burrowing owl
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CFR	Code of Federal Regulations
CGC	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 Historic Resources
CRPR	California Rare Plant Ranks
CUPA	Certified Unified Program Agency (hazardous materials)
cy	cubic yards
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel scale
DEH	Department of Environmental Health, San Bernardino County
DHS	Department of Health Services
DIF	Development Impact Fee
DOF	Department of Finance
DPH	Department of Public Health Services
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control, State of California
EIR	Environmental Impact Report
EO	Executive Order
EMMA	Emergency Mutual Aid Agreements
ESA	Endangered Species Act
FCCA	Federal Clean Air Act
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FR	Federal Register
FHWA	Federal Highway Administration
FP	Fully Protected
FT	Federally Threatened
GHG	greenhouse gas
gpm	gallons per minute

GWh	gigawatt-hours
HCM	Highway Capacity Manual
HFCs	hydrofluorocarbons
Hz	hertz
IRUWMP	Integrated Regional Urban Water Management Plan
ITE	Institute of Transportation Engineers
kWh	kilowatt-hour
LCFS	Low Carbon Fuel Standard
LCI	Land Use and Climate Innovation
Ldn	Day-Night average noise level
Leq	Equivalent noise levels
Lmax	Maximum sound level
Lmin	Minimum sound level
LOS	Level of Service
LST	Localized significance thresholds
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MLD	most likely descendants
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
MUTCD	Manual on Uniform Traffic Control Deices
MWh	megawatt-hour
NAAQS	National ambient air quality standards
NAHC	California Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
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
O3	Ozone
OES	Office of Emergency Services, State of California
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
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
UST	underground storage tank
RBC	Rocks Biological Consulting
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gases
RSP	Renaissance Specific Plan
RSPA	Renaissance Specific Plan Area
RTIP	Regional Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RUSD	Rialto Unified School District
RWQCB	Regional Water Quality Control Board
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
SDWA	Safe Drinking Water Act
SE	State Endangered
sf	square feet
SIP	State Implementation Plan
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SSC	Species of Special Concern
ST	State Threatened
SEIR	Subsequent Environmental Impact Report
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TMDL	total maximum daily load
TPM	Tentative Parcel Map
USACE	United States Army Corps of Engineers
U.S. EPA	United State Environmental Protection Act
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Travelled
VOC	Volatile organic compound
Wh	watt-hours
WL	Watch List Species
WQMP	Water Quality Management Plan

3.0 PROJECT DESCRIPTION

The purpose of the Project Description is to describe the Miro Way and Ayala Drive Project (proposed Project or Project) to allow for meaningful review by reviewing agencies, decision-makers, and interested parties. Section 15124 of the California Environmental Quality Act (CEQA) Guidelines (14 CCR §15124) 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.

3.1 Project Location

The proposed project site (Accessor Parcel Numbers [APN] 0264-211-15 and -20; 0264-212-12, -17; -30; - 44; -45; -46; -54; and portions of 0264-212-05 and -06) is located within the southern region of the Renaissance Specific Plan (RSP) planning area. The RSP planning area is located within the City of Rialto, California (**Figure 3-1: Regional Vicinity Map**). The City of Rialto (City) is located in western San Bernardino County, approximately 60 miles east of Los Angeles and 100 miles north of San Diego. The proposed Project is an amendment to the approved 2016 Renaissance Specific Plan Amendment (RSPA) and the proposed project site is located within the previously approved RSP planning area (**Figure 3-2: Project Vicinity Map**).

The project site is located within the western/central portion of the City, approximately 0.65 miles south of State Route (SR) 210. Specifically, the project site is located directly west of Ayala Drive, approximately 450 feet north of Baseline Road, and east of Linden Avenue within the 2016 RSPA area.

3.2 On-Site and Surrounding Land Uses

From the late 1970s to 2014, the northern portion of the project site was used for aviation purposes of the Rialto Municipal Airport. Upon the airport's demolition, the project site has been vacant. There is an unpaved road that bisects the project site from east to west, connecting Miro Way to Ayala Drive.

Adjacent and surrounding land uses include the following:

North	Vacant land and industrial uses
South	Industrial and commercial uses
East	Ayala Drive, Fitzgerald Avenue, and business park, public park, and vacant land zoned for employment east of Ayala Drive and Fitzgerald Avenue
West	Linden Avenue, and industrial uses west of Linden Avenue

3.3 Land Use Designations and Zoning

General Plan Designations

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 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 in which it serves. Section 4.10, *Land Use and Planning*, of this Subsequent Environmental Impact Report (SEIR) includes a discussion of the General Plan goals and policies relevant to the proposed Project. The Focused General Plan Update was approved in November 2024, and includes an updated Safety Element, Land Use Element, Circulation Element, and includes the of an Environmental Justice Element.

The project site has a General Plan land use designation of Specific Plan. The Specific Plan designation requires the implementation of a specific plan. The project site is located within the Renaissance Specific Plan, which specifies the land use designations of the 2010 RSP area. Land use designations of the 2010 RSP must be consistent with the General Plan.

Zoning Designations

The 2010 RSP provides a long-range plan for development and a guide for future development within the planning area. As part of the adoption of the 2010 RSP, the City's Zoning Map was amended to reflect the zoning of the 2010 RSP area. The RSP planning area, including the project site, is zoned as Specific Plan.[1]

The 2016 RSPA includes development and design guidelines, administrative procedures, and measures to accomplish cohesive development within the RSP planning area. Furthermore, the 2016 RSPA intends to maintain consistency with the goals, objectives, and policies of the City's General Plan.

The approximately 35-acre project site is comprised of Planning Areas 123, 126, and 133. The Project would include the rezone of Planning Area 123 (north of Miro Way) from School to General Commercial with a Residential overlay. The Project would also include the rezone of Planning Areas 126 and 133 (south of Miro Way) from Park and Employment with a designated Park overlay to Business Center, to allow for the development of two industrial warehouses. A Conditional Development Permit (CDP) would be required for Project development, as a warehouse is a conditionally permitted use within an industrial land use designation. Existing land use categories for each planning area are described in **Table 3-1: Existing and Proposed Land Use Designations**, below.

[1] City of Rialto. (2013). City of Rialto Official Zoning Map. https://www.yourrialto.com/DocumentCenter/View/1513/Zoning-Map---July-2013. Accessed October 2024.

Table 3-1: Existing and Proposed Land Use Designations

Planning Area	Existing Land Use Category	Proposed Land Use Category
123	School	General Commercial (Residential Overlay)[1]
126	Public Park	Business Center
133	Employment (Designated Park Overlay)	Business Center

Notes:
1. Planning Area 123 retains the option to become Medium High Density Residential (MHDR) and can accept the transfer of residential units from other areas of the Specific Plan, as described in Section 6 of the RSPA.

3.4 Existing Site Conditions

The approximately 35-acre project site consists of vacant and undeveloped land and features ruderal vegetation and portions of pavement and gravel cover that remain from the runways and other infrastructure from the Rialto Municipal Airport which ceased operations in 2014, and has since been demolished. Portions of the project site are partially fenced, and gravel piles are located at the southern portion of the project site. Sidewalks and streetlights exist at the project boundary along Ayala Drive and Linden Avenue, south of Miro Way.

The project site is generally flat and drains from the northwest to the southeast, towards Ayala Drive. Existing vegetation consists of an assortment of native and non-native plant species. An unpaved dirt road bisects the project site east to west, connecting Miro Way to Ayala Drive.

3.5 Project Objectives

The objectives of the proposed Project have been updated from the 2016 RSPA to reflect the current land use plan for the RSP Amendment. The following provides a summary of the Project objectives associated with submittal of the proposed RSP Amendment:

- To implement the approved Renaissance Specific Plan as amended;
- To facilitate the redevelopment of the former Rialto Municipal Airport;
- To implement and facilitate the rezone of Planning Area 123;
- To implement and facilitate the development of the Planning Area 126 and 133 industrial/warehouse development;
- To facilitate development through efficient land use planning and phased infrastructure design;
- To create a range of job and economic development opportunities for local individuals and businesses; and
- To continue to develop a master planned community that has a unique character and quality with a commitment to sustainability, flexible planning, high quality architecture and site design, and the provision of attractive on-site open space, public spaces, recreational facilities, and landscape design.

3.6 Project Characteristics

Proposed Zone Change

The existing approved 2016 RSPA area land use plan is displayed in **Figure 3-3: Existing 2016 Renaissance Specific Plan Amendment Area**. The revised land use for plan for the RSPA area reflecting the proposed changes to Planning Areas 123, 126, and 133 is displayed in **Figure 3-4: Proposed Renaissance Specific Plan Amendment Area.** Related updates to the 2016 RSP text and figures are required based upon the revised land use plan as proposed by the RSP Amendment. However, the land uses proposed by the RSP Amendment represent a re-distribution of previously-identified land uses in the RSP.

The proposed Project would require a zone change for Planning Areas 123, 126, and 133. A summary of the proposed 2016 RSPA Amendment land use changes is provided below in **Table 3-2: Proposed Project Land Use Summary**. In addition, the Project would include improvements to Miro Way, providing a connection from the intersection of Miro Way and Linden Drive to Ayala Drive.

Table 3-2: Proposed Project Land Use Summary

Land Use	Total Acres[2]	RSPA Land Uses						Existing Uses Expected to Remain		
		Acres[2]	Target Density/FAR[3]	Total Sq. Ft.	Total Units[4]	Jobs[5]	Pop.[6]	Acres[2]	Sq. Ft.[7]	Jobs[5]
Residential Uses										
Low Density Residential (LDR)	50.5	50.5	8 du/ac	-	404	-	1,252	-	-	-
Medium Density Residential (MDR)	29.0	29.0	12.5 du/ac	-	363	-	1.124	-	-	-
Medium High Density Residential (MHDR)	19.7	19.5	16 du/ac	-	312	-	967	-	-	-
High Density Residential (HDR)	8.0	8.0	25 du/ac	-	200	-	620	-	-	-
Proposed Project	**0**	**0**	**-**		**-**	**-**	**-**	**-**	**-**	**-**
Net Change (Residential Uses)	**0**	**0**	**-**		**-**	**-**	**-**	**-**	**-**	**-**
Business Uses										
Town Center	71.9	71.9	0.25 FAR	782,994	-	1,566	-	-	-	-
Corporate Center	19.7	19.7	0.75 FAR	643,599	-	1,287	-	-	-	-
Business Center	194.6	194.7	0.50 FAR	4,240,566	-	1,696	-	132.8	2,646,200	1,058
Freeway Commercial	38.6	38.6	0.25 FAR	420,356	-	841	-			
Employment	441.4	182.6	0.40 FAR	3,181,635	-	1,463	-	258.8	4,217,825	1,940
Freeway Incubator	85.9	85.9	0.25-0.35 FAR	1,233,842	-	1,071	-			

Table 3-2: Proposed Project Land Use Summary

Land Use	Total Acres[2]	RSPA Land Uses						Existing Uses Expected to Remain		
		Acres[2]	Target Density/FAR[3]	Total Sq. Ft.	Total Units[4]	Jobs[5]	Pop.[6]	Acres[2]	Sq. Ft.[7]	Jobs[5]
General Commercial	6.2	2.4	0.25 FAR	26,136	-	52	-	3.8	14,880	30
Proposed Business Center Total	**214.6**	**214.7**	**0.50 FAR**	**4,676,166**	**-**	**1,870**	**-**	132.8	2,646,200	1,058
Proposed Employment Total	**438**	**179.2**	**0.40 FAR**	**3,122,381**	**-**	**1,436**	**-**	**258.8**	**4,217,825**	**1,940**
Proposed General Commercial Total	**19.2**	**15.4**	**0.25 FAR**	**17,706**	**-**	**111**	**-**	3.8	14,880	30
Net Change (Business Uses)	**29.6**	**29.6**	**-**	**367,916**	**-**	**206**	**-**	**-**	**-**	**-**
Other Uses										
School	1.48	1.48	-	-	-	0	-	-	-	-
Public Parks	29.3	3.4	-	-	-	-	-	25.9	NA	NA
Private Recreation Center	2	2	-	-	-	-	-	-	-	-
Buffer/Slope	4.8	4.8	-	-	-	-	-	-	-	-
Utilities	13	0	-	-	-	-	-	12.9	NA	NA
ROW[2]	275.4	275.4	-	-	-	-	-	-	-	-
Proposed School	**-13.0**	**-13.0**	**-**	**-**	**-**	**-50**	**-**	-	-	-
Proposed Park	**-16.6**	**-16.6**	**-**	**-**	**-**	-	**-**	25.9	NA	NA
Net Change (Other Uses)	**-29.6**	**-29.6**	**-**	**-**	**-**	**-50**	**-**	-	-	-
Total Net Change (Business Uses + Other Uses)	**0**	**0**	**-**	**-**	**-**	**156**	**-**	-	-	-

Notes:
1. Does not include existing uses that are anticipated to remain.
2. Acreage is provided as net, which is everything between the major road rights-of-way (excluding local roads).
3. Target density/FAR is used to determine buildout of the Specific Plan.
4. As noted in Section 7, Implementation, residential units may be transferred within Renaissance.
5. Jobs Assumptions: (1) 500 square feet per employee in the Town Center, Freeway Commercial, Corporate Center, and General Commercial land use categories; (2) 1,000 square feet per employee in the Freeway Incubator land use categories (5% of the square footage of these uses is assumed to be in buildings exceeding 100,000 square feet where a 2,500 square feet per employee factor was used); (3) 2,500 square feet per employee in the Business Center land use category; (4) 2,174 square feet per employee in the Employment land use category (4) the school is assumed to accommodate 50 employees.
6. Based upon City direction, for purposes of this specific plan a factor of 3.1 persons per household is utilized for all units.
7. Existing square footage has been estimated from the footprint of existing buildings and from approved plans of recently constructed buildings.

Table 3-2: Proposed Project Land Use Summary

Land Use	Total Acres[2]	RSPA Land Uses						Existing Uses Expected to Remain		
		Acres[2]	Target Density/FAR[3]	Total Sq. Ft.	Total Units[4]	Jobs[5]	Pop.[6]	Acres[2]	Sq. Ft.[7]	Jobs[5]

8. See Figure 2-2, Land Use Diagram, for the location of the various FARs within the land use category.
9. Planning Area 103 may develop under the Employment or Town Center land use categories. For purposes of estimating the buildout, it has been assumed that this area will develop as a Town Center use.
10. Planning Area 123 retains the option to become Medium High Density Residential (MHDR) and can accept the transfer of residential units from other areas of the Specific Plan, as described in Section 6 of the RSPA.
11. Planning Area 132 contains an existing Employment use. Upon redevelopment, it may be converted to the Low Density Residential (LDR) land use category. For purposes of estimating the buildout, it has been assumed that this area will retain its existing Employment use. Should the land use designation be converted to Low Density Residential, the total number of Future Units shall increase by 8 du/ac for a total of 23 additional units, while 17,202 Sq. Ft. of existing Employment shall be removed.
12. Planning Areas 17 and 80 may develop under the Employment or General Commercial land use categories. For purposes of estimating the buildout, it has been assumed that these areas will develop as Employment uses.

Source: 2016 Renaissance Specific Plan Amendment

Project Warehouse Development

As proposed, the Project would allow for the development of two industrial warehouse buildings ranging from approximately 53,640 square feet (sf) to 375,075 sf, for a total of approximately 399,715 sf of warehouse space and 29,000 sf of ancillary office space on approximately 20.76 acres, as shown in **Figure 3-5: Conceptual Site Plan**. The warehouse development is comprised of Planning Areas 126 and 133. Existing land use categories for each planning area are described in **Table 3-1: Existing and Proposed Land Use Designations**. Based on the uses being proposed, the Project would require 277 automobile parking spaces and the project proposes 283 automobile parking spaces. **Table 3-3: Building Site Summary**, summarizes the proposed project site development.

Table 3-3: Building Site Summary

Building	Site (ac)	Office (sf)	Mezzanine (sf)	Warehouse (sf)	Total Building (sf)	Dock Doors	Drive Thru Door	Automobile Parking Stalls	
								Required	Provided
Building 1	2.98	3,000	3,000	47,640	53,640	6	1	66	70
Building 2	17.78	18,000	5,000	352,075	375,075	65	3	211	213
Total	**20.76**	**21,000**	**8,000**	**399,715**	**428,715**	**71**	**4**	**277**	**283**

The proposed buildings are currently planned as "speculative buildings," meaning that there are not business uses identified for the buildings. Without knowing the specifics in terms of the future tenants or buyers, the Project is mandated to provide the parking as shown in **Table 3-3: Building Site Summary**. Therefore, this SEIR and associated technical reports use City approved numbers for the approximate potential on-site employees, hours of operation, and vehicular traffic generation based on the Project's proposed square footage and use as warehouse buildings as dictated by the City guidelines. In an abundance of caution, this SEIR and the associated technical reports have assumed uses and intensities that may be greater than what might actually be expected at buildout and operation, resulting in a possible conservative estimation of impacts.

Building 1

Building 1 would be a rectangular building located on the northwestern portion of the project site. The building would have dimensions of approximately 260 feet wide (east-to-west) by 180 feet long (north-to-south). The building would be one story and would include two-story office space at the northeastern corner of the building. Access to Building 1 would be provided by one driveway shared with Building 2 on Miro Way. The east side of the building would have 6 dock doors and one drive-thru door. The building frontage would be setback approximately 99 feet from Miro Way and approximately 49 feet from Linden Avenue.

Building 2

Building 2 would be a rectangular building located within the central portion of the project site. The building would have dimensions of approximately 792 feet wide (east-to-west) by 440 feet long (north-to-south). The warehouse space would be one story and the two-story office space would be located at the northeastern corner of the building. Access to Building 2 would be provided via two driveways on Miro Way (including a shared driveway with Building 1) and two driveways on Ayala Drive. Dock doors would be located along the northern and southern sides of the building. The building frontage would be setback approximately 40 feet from Ayala Drive and approximately 243 feet from Miro Way.

Site Access and Parking

Vehicular access to the proposed Project would be provided via two driveways on Ayala Drive and two driveways on Miro Way. The nearest major freeways to the project site include SR 210, located approximately 0.65 miles to the north, and Interstate 215 (I-215), located approximately 5.5 miles to the east. Trucks would enter the project site from the State Route 210 (SR-210) freeway by using the Alder Avenue/SR-210 interchange, head south on Alder Avenue, then head east on Baseline Road, and then north on Ayala Drive to Miro Way to access the project site. Trucks exiting the project site to head to the SR-210 freeway would head east on Miro Way, then south on Ayala Drive, west on Baseline Road, and then north on Alder Avenue to access the SR-210 freeway.

As shown above in **Table 3-3: Building Site Summary**, the proposed Project would meet the parking requirements for each of the proposed buildings. According to Municipal Code Section 18.58.050 (L), the Project is required to include 66 parking spaces for Building 1 and 211 parking spaces for Building 2. The Project would provide 70 parking spaces for Building 1 and 213 parking spaces for Building 2. The Project would be in compliance with the City's Municipal Code.

Project truck trailer parking and loading dock requirements are identified in **Table 3-4: Truck Trailer Loading**. As shown in **Table 3-4: Truck Trailer Loading**, the Project would be in compliance with Municipal Code Section 18.58.030 (O).

Table 3-4: Truck Trailer Loading

Type	Requirement	Required	Provided
Building 1			
Loading Docks	2 spaces for uses of 40,000 sf to 100,000 sf	2	6
Building 2			
Loading Docks	6 spaces for uses of 320,000 sf to 400,000 sf	6	65

Notes:
sf = square feet

Source: City of Rialto Municipal Code Section 18.58.030.

Building Design, Landscaping, and Lighting

Development of the proposed warehouse buildings would be consistent with the development standards of the 2016 RSPA and applicable goals and policies of the General Plan, as further discussed in Section 4.1, *Aesthetics*. The architectural design of the proposed warehouse buildings would be consistent with existing commercial and industrial uses in the Project area.

Landscaping would be included along the boundaries of the warehouse development and within parking areas. The Project would include approximately 154,929 sf of landscaping (approximately 17.1% of the project site). The proposed landscaping would include a variety of trees, shrubs, and groundcovers.

The Project would include the reconfiguration and construction of Miro Way and associated curb, gutter, and streetlight improvements. Sidewalks would be provided on the south side of Miro Way, along the Project frontage.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Outdoor lighting would be included within parking areas, landscape areas, and on building frontages. Night lighting would be provided seven days per week. Outdoor lighting would be provided consistent with the requirements set forth in the Municipal Code. Outdoor lighting levels would not exceed 1.0 candle/foot measured at ground level throughout the parking areas. A point-by-point lighting plan is required by the City and would be submitted with construction plans.

Infrastructure

Water Service

The City would provide domestic water to the project site from an existing municipal water main located within Ayala Drive. The Project proposes water connections for domestic water, fire protection, and landscape irrigation.

Drainage and Water Quality Treatment

The Project Applicant would be responsible for drainage and water quality treatment before discharging into the City's existing storm drainage infrastructure located within Miro Way and Ayala Drive. Building 1 would have one subsurface biofiltration basin and Building 2 would have three subsurface biofiltration

basins. Stormwater would be captured and conveyed via roof drains, inlets, trench drains, and the proposed underground storm drain network, which would treat and infiltrate runoff. The four proposed subsurface basins would serve as a water quality best management practice (BMP) and the proposed underground storage facility will detain and mitigate peak flows.

Wastewater Collection and Disposal

The City has an existing sanitary sewer mainline located within Ayala Drive. The Project proposes sewer service connections to the existing sanitary sewer mainline.

Dry Utilities and Services

Along the project site boundary on Linden Avenue, there are existing utility poles that contain electrical power, communications, and cable television lines. The Project would include connections to existing utilities.

Off-Site Improvements

Access to the project site would be provided via Miro Way and Ayala Drive. The project would include the reconfiguration and construction of Miro Way along the project frontage and associated curb, gutter, sidewalk, and streetlight improvements. The intersection at Ayala Drive and Miro Way would be signalized, and overhead utility lines along Linden Avenue, south of the existing signalized intersection at Miro Way and Linden Avenue, would be undergrounded.

Offsite utility and roadway improvements would extend slightly north of Miro Way and along the right-of-way of Linden Avenue and Ayala Drive at the project frontage. With off-site improvements, the total construction footprint is approximately 27.19 acres.

Construction Phasing

Construction of the proposed Project is expected to commence in 2025 with a construction duration of approximately 13 months and would be completed in one phase of construction. Total excavation and fill of soils for the proposed Project is anticipated to require 44,000 cubic yards (cy) of cut and 103,200 cy of fill, with approximately 59,200 cy of imported soil.

3.7 Intended Use of the EIR

Pursuant to Section 15121 of the State CEQA Guidelines, 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 SEIR and certify the Final EIR.

The City of Rialto, as lead agency for the Project, has discretionary authority over the primary approvals. The Applicant has requested the consideration of the following discretionary actions.

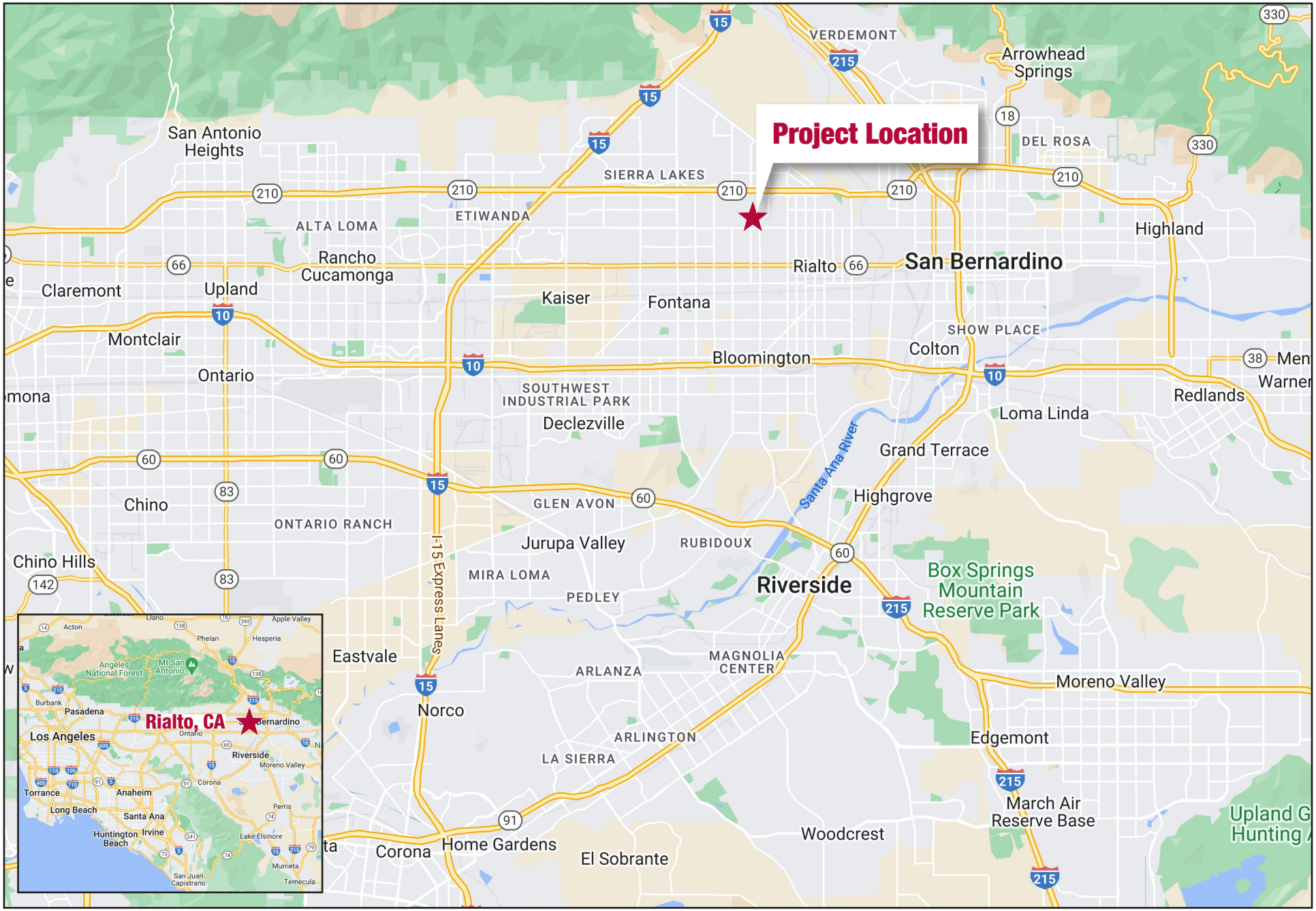
City of Rialto

- Renaissance Specific Plan Amendment: the Project proposes to change the existing land use designations of Planning Areas 126 and 133 to Business Center, and Planning Area 123 to General Commercial with a Residential overlay
- Tentative Parcel Map
- Conditional Development Permit
- Amended Development Agreement
- Precise Plan of Design

In addition to the approvals identified above, the Project would be subject to other discretionary and ministerial actions by the City as part of Project implementation. Additional City approvals include but are not limited to site development permits, grading permits, use permits, sign permits, and building permits.

Responsible Agencies

- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit.



Source: Google Maps, 2023

FIGURE 3-1: Regional Vicinity Map
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

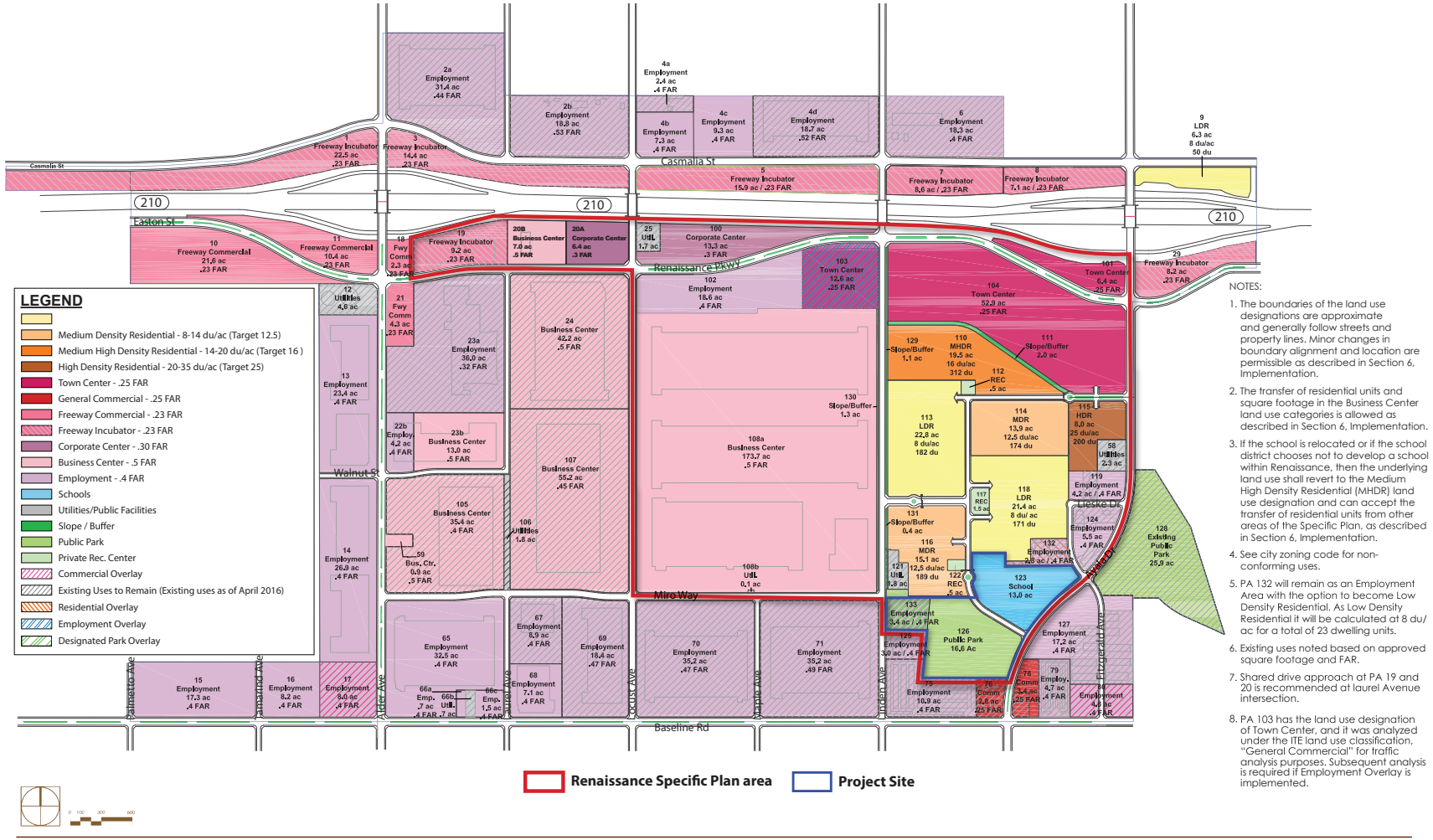
This Page Intentionally Left Blank

Source: Nearmap, 2023

FIGURE 3-2: Project Vicinity Map
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank



NOTES:

1. The boundaries of the land use designations are approximate and generally follow streets and property lines. Minor changes in boundary alignment and location are permissible as described in Section 6, Implementation.
2. The transfer of residential units and square footage in the Business Center land use categories is allowed as described in Section 6, Implementation.
3. If the school is relocated or if the school district chooses not to develop a school within Renaissance, then the underlying land use shall revert to the Medium High Density Residential (MHDR) land use designation and can accept the transfer of residential units from other areas of the Specific Plan, as described in Section 6, Implementation.
4. See city zoning code for non-conforming uses.
5. PA 132 will remain as an Employment Area with the option to become Low Density Residential. As Low Density Residential it will be calculated at 8 du/ac for a total of 23 dwelling units.
6. Existing uses noted based on approved square footage and FAR.
7. Shared drive approach at PA 19 and 20 is recommended at laurel Avenue intersection.
8. PA 103 has the land use designation of Town Center, and it was analyzed under the ITE land use classification, "General Commercial" for traffic analysis purposes. Subsequent analysis is required if Employment Overlay is implemented.

Figure 2-2 Land Use Diagram
(Renaissance Specific Plan Amendment)

FIGURE 3-3: Existing 2016 Renaissance Specific Plan Amendment Area
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank

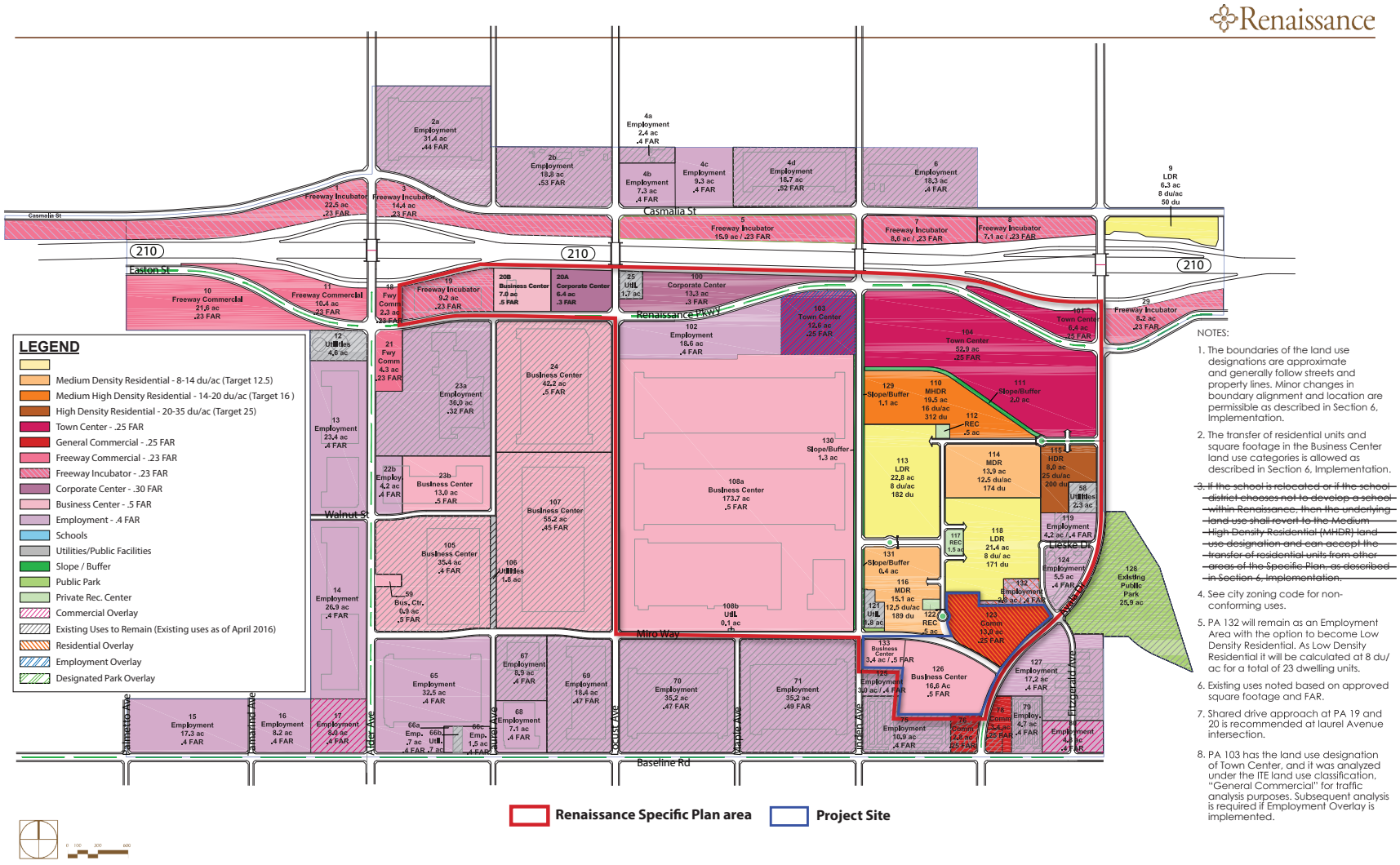
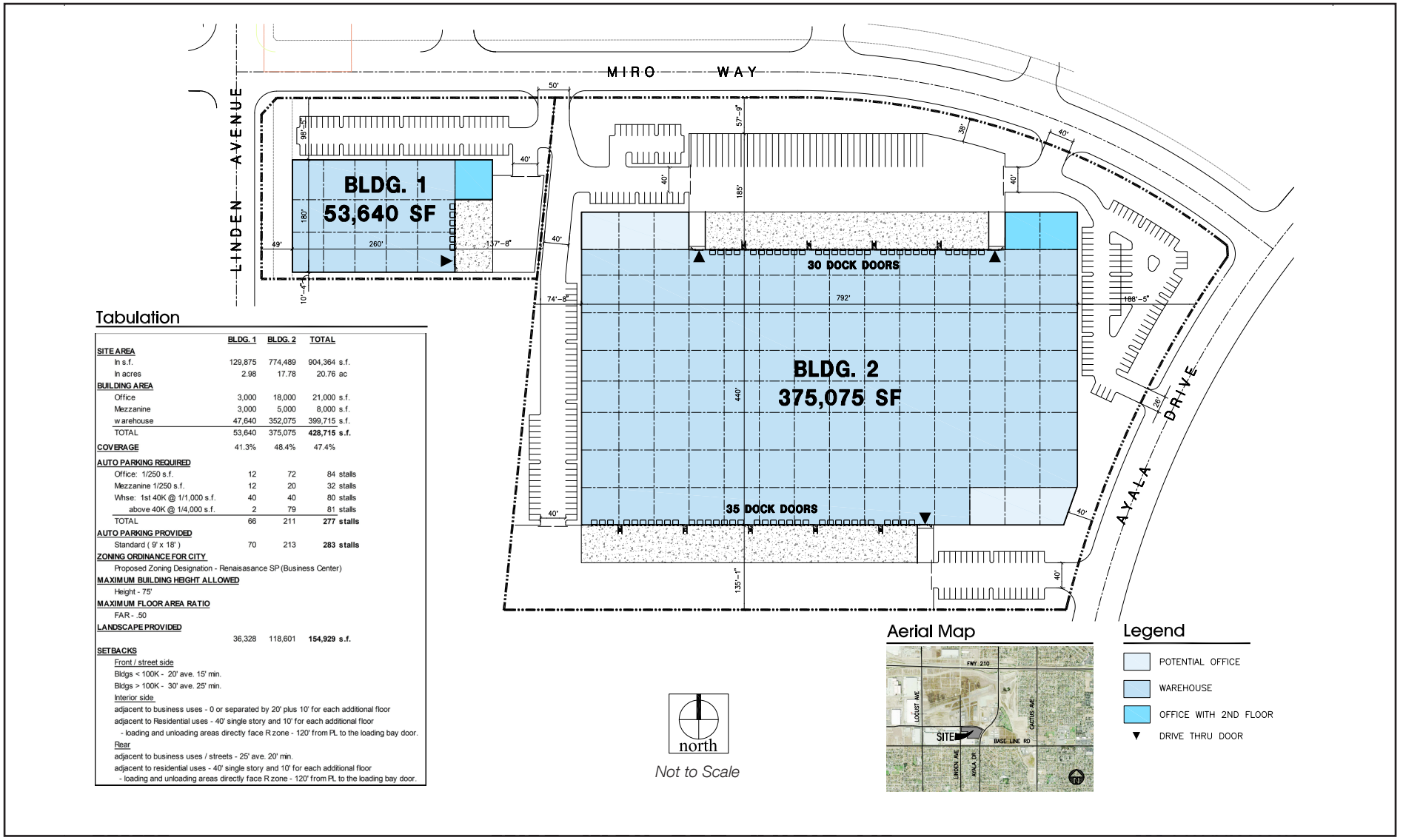


Figure 2-2 Land Use Diagram
(Renaissance Specific Plan Amendment)

FIGURE 3-4: Proposed Renaissance Specific Plan Amendment Area
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank



Source: HPA Architecture, 2023

FIGURE 3-5: Conceptual Site Plan
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 Environmental Assessment Methodology

This section of the Subsequent Environmental Impact Report (SEIR) discusses the potential environmental impacts that would result with implementation of the Miro Way and Ayala Drive Project (proposed Project or Project). The following environmental topics are evaluated in Sections 4.1 through 4.16 of this SEIR:

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

Pursuant to State California Environmental Quality Act (CEQA) Guidelines Section 15128, "An Environmental Impact Report (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 of Rialto (City) determined that the proposed Project would have no impact on the following CEQA environmental topics: Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, and Wildfire. As such, these topics are addressed in Section 5, *Other CEQA Considerations*, and not addressed in Section 4, *Environmental Impact Analysis*, of this SEIR.

4.0.2 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.

4.0.3 Environmental Analysis

As described in detail in Section 2, *Introduction*, this Draft SEIR has been prepared as a SEIR in accordance with Section 15162 of the State CEQA Guidelines. This SEIR 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 Subsequent 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 as part of the Project's implementation.

Thresholds of Significance

As set forth in the State 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 the 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 State CEQA Guidelines, 2010 Rialto General Plan policies, ordinances, generally accepted professional standards, and quantified thresholds established by the City or other agencies (such as pollutant emission thresholds adopted by the Air Quality Management District).

Environmental Impacts and Mitigation Measures

This subsection describes changes that would 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 the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project (CEQA Guidelines Section 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 SEIR:

- **No Impact**: 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. Mitigation Measures are recommended to prevent the impact, eliminate the impact, or reduce it to a level that is considered less than significant.

- **Significant and Unavoidable**: This determination is made for a potentially significant impact where there is either no feasible mitigation available, or the recommended mitigation measures are not sufficient to reduce the impact to a less than significant level. 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" (State CEQA Guidelines Section 15093(a)).

Mitigation

Pursuant to State 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 the proposed Project, that impact is also discussed, although at a lesser level of detail than the project impact (pursuant to State CEQA Guidelines Section 15126.4 (a)(1)(D)). "Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments" (pursuant to State CEQA Guidelines Section 15126.4(a)(2)), and "mitigation measures must be consistent with all applicable constitutional requirements" (pursuant to State CEQA Guidelines Section 15126.4(a)(4)).

4.0.4 Cumulative Impact Methodology

CEQA Requirements

Under the State 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" (14 CCR Section 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" (14 CCR Section 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" (14 CCR Section 15064(h)(1)). Together, these projects compose the cumulative scenario which forms the basis of the cumulative impact analysis.

Cumulative impacts 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" (14 CCR Section 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" (14 CCR Section 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" (14 CCR Section 15130(b)(1)(B)). This Draft SEIR uses the

summary approach of projections based on the buildout assumptions contained in the 2010 General Plan EIR (SCH No. 2008071100).

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 SEIR.

4.1 AESTHETICS

4.1.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) discusses impacts associated with the potential for the Miro Way and Ayala Drive Project (proposed Project or Project) to degrade the existing visual character or quality of the project site and its surroundings through changes in the existing landscape. Potential effects are evaluated relative to important visual features (e.g. scenic highways, scenic features), and the existing visual landscape and its users.

Degradation of the visual character of a site is usually addressed through a qualitative evaluation of the changes to the aesthetic characteristics of the existing environment. This analysis evaluates if the implementation of the proposed Project would alter the visual setting.

The term "visual blight," as referred to in this SEIR, is a condition where real property, as a result of its appearance, is detrimental to the appearance of surrounding properties, or reduces the aesthetic appearance of the neighborhood.

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, concern, 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 inherently 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 which 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 4.15, *Tribal Cultural Resources,* of this SEIR.

The same feature can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, greater detail is visible, and there is 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 Rialto General Plan (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.

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 viewshed can be defined as the area within view from a defined observation point or a visually sensitive area that is visible from a defined observation point.[2] 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.

4.1.3 Environmental Setting

The proposed Project would include the rezone of Planning Areas 123, 126, and 133 and the construction of two warehouse buildings on Planning Areas 126 and 133 and associated on-and off-site improvements.

[1] City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/653/General-Plan. Accessed October 2024.
[2] American Planning Association. (2004). A Planner's Dictionary. Page 444. Accessed October 2024.

The project site consists of vacant, previously disturbed land. On-site elevations range from approximately 1,385 to 1,420 feet above mean sea level (amsl). The project site is surrounded by existing commercial and industrial land uses and vacant land to the north.

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 of Rialto (City). The San Gabriel Mountains are approximately 10 miles northwest of the project site and the San Bernardino Mountains are approximately 18 miles east of the project site.

Scenic Resources

The General Plan identifies examples of scenic resources as 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 within the City. Lytle Creek is approximately 2.8 miles east of the project site; Santa Ana River is approximately 6.8 miles southeast of the project site; Box Spring Mountains are approximately 10.4 miles south of the project site; La Loma Hills are approximately 6.3 miles south of the project site; and the Jurupa Hills are approximately 6.2 miles southwest of the project site. Due to distance, and intervening topography and development, the scenic resources are not visible from the project site.

Light and Glare

Light and glare in the Project area are typical of that found in urban environments. Sources of light and potential glare in the area include adjacent urban land uses. Stationary source lighting in the area is generated from building interiors and exterior sources (e.g., building illumination, security lighting, and parking lot lighting) associated with uses adjacent to the project site. The area is also influenced by light and glare from vehicle headlights and streetlights. The project site is currently vacant and undeveloped and does not contain any lighting or sources of potential glare.

4.1.4 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 rights-of-way that transverses 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. No officially designated scenic highways are located in the project site or within the City of Rialto. The nearest designated scenic highway is State Route (SR) 38 (Rim of the World Scenic Byway), located

approximately 30.3 miles east of the project site.[3] The nearest eligible scenic highway is the portion SR 330 between SR 30 and SR 18, located approximately 11.7 miles east of the project site. [4]

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.

California Building Standards Code

The 2022 CBC, Title 24 of the 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

City of Rialto General Plan

Chapter 2, Managing Out Land Supply, of the General Plan provides guidance to promote the City's goals for current and future development related to Land Use, Community Design, Open Space, and Conservation. Relevant General Plan policies for aesthetics are identified below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

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.

[3] Caltrans. (2024).List of eligible and officially designated State Scenic Highways. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2024.
[4] Ibid.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. Section 3 of the 2010 RSP includes the development standards to regulate development within the 2010 RSP area.

2016 Renaissance Specific Plan Amendment

The project site is zoned Public Park and Employment in the 2016 Renaissance Specific Plan Amendment (RSPA). The 2016 RSPA establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Although the 2016 RSPA does not contain policies related to aesthetics, the Development Standards identify standards for site design elements that aim to enhance the visual quality of the Specific Plan area.

City of Rialto Municipal Code

Title 18 Zoning

Title 18 of the Rialto 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 Rialto General 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; 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.

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 2016 RSPA Design Guidelines, 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, 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 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway;
- 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.

4.1.7 Project Impacts and Mitigation Measures

Impact 4.1-1 Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less Than Significant Impact

The project site is located on land with a Specific Plan land use designation in the General Plan. The project site consists of Planning Areas 123, 126, and 133 of the 2016 RSPA. Planning Area 123 is zoned School, Planning Area 126 is zoned Public Park, and Planning Area 133 is zoned Employment with a designated

Park overlay. Adjacent properties include existing commercial uses, Jerry Eaves Park to the east, single-family residential uses to the south across Baseline Road, and industrial uses to the west. The project site and surrounding parcels are not located within an area classified as a scenic vista by the City. As described in General Plan Policies 2-15.1 and 2-15.2, the General Plan encourages the protection of scenic resources and views of the San Gabriel and San Bernardino Mountains, and the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by limiting building heights. Views of these resources from the area surrounding the project site are already limited and interrupted by existing development.

Views of a scenic vista can be affected by the development of buildings and structures which may block visibility at different angles. After development of the Project, the distant views of the San Gabriel and San Bernardino Mountains from uses north of the project site may be partially obstructed, and views of the La Loma Hills, Jurupa Hills, and Box Spring Mountains may be partially obstructed when viewed from south of the project site; however, those views are currently partially obstructed by intervening urban development including structures, walls, landscaping, and overhead utility lines. The project site is west of Jerry Eaves Park and would not obstruct distant views of the San Gabriel and San Bernardino Mountains to the north from sensitive viewers engaged in recreational activities at the park. Views to the west from sensitive viewers at Jerry Eaves Park would continue to be partially obstructed by the existing urban development. Likewise, development of the Project would partially obstruct views of moderately sensitive viewers in the residential area south of the project site, less sensitive viewers in the adjacent employment/commercial uses, and those of motorists along Baseline Road. As noted above, those views are currently partially obstructed by existing development.

The height of the warehouse buildings associated with the proposed Project would not exceed the 75-foot maximum height allowed by the 2016 RSPA Development Standards. Further, the proposed Project would provide a minimum setback of approximately 99 feet from Miro Way, approximately 49 feet from Linden Avenue, and approximately 40 feet from Ayala Drive, which is more than the required 25 feet minimum as identified in Table 3-5 of the 2016 RSPA. The proposed Project has minimized any potential adverse impact to views through site design that has a larger than required front setback and the proposed buildings heights would be under the 75-feet maximum limit. Further, as described above, while development of the Project would partially obstruct distant views of mountains and foothills from properties adjacent to the project site, those views are already limited and interrupted by existing urban development. Accordingly, inclusion of these features on the site design minimizes potential impacts to a less than significant level. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.1-2 ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

Level of Significance: Less Than Significant Impact

The project site is located within an urban area, surrounded by existing development. The General Plan does not identify any designated scenic corridors. In addition, there are no designated scenic highways in the vicinity of the project site. According to the Caltrans California State Scenic Highway System Map, the nearest designated scenic highway is SR 38, located approximately 30.3 miles east of the project site. The nearest eligible scenic highway is the portion SR 330 between SR 30 and SR 18, located approximately 11.7 miles east of the project site.[5]

The 2010 RSP EIR determined that any future development that is consistent with the 2010 RSP would not result in any adverse aesthetic impacts. To accommodate the proposed uses of the Project, the Project would include a zone change for Planning Areas 126 and 133 from Public Park and Employment to Business Center. Upon approval of the proposed zone change, the Project would adhere to the development standards of the Business Center Zone to ensure implementation of the proposed Project would be consistent with the 2016 RSPA. The warehouse development would adhere to the 2016 RSPA Development Standards for Business Center uses. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.1-3 ***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 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?***

Level of Significance: Less Than Significant Impact

As defined in California Public Resources Code Section 21071, an urbanized area includes an incoporated city which a) has a population of at least 100,000 persons or b) has a population of 100,000 persons if the population of the city and not more than two contiguous incorporated cities combined equal 100,000

[5] Caltrans. (2024). California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed October 2024.

persons. As of January 2024, the City has a population of approximately 103,097 persons, and is therefore considered an urbanized area.[6]

The project site is currently zoned School, Public Park and Employment, with a designated Park overlay, within the Specific Plan. The Project proposes to change the existing zoning of Planning Areas 126 and 133 to Business Center and of Planning Area 123 to General Commercial with a Residential overlay (**See Figure 3-5: Proposed Renaissance Specific Plan Amendment Area**). The proposed Project would change the appearance of Planning Areas 126 and 133 from undeveloped land to the two proposed warehouse buildings and associated on- and off--site improvements. The project site design would comply with Business Center development standards included in the 2016 RSPA. The proposed Project would include the use of colors and materials to create a cohesive and authentic architectural style and include landscaping to complement the buildings. Warehouse development would comply with Businsess Center development standards included in the 2016 RSPA. In additon, the Project would incoporate Mitigation Measure **AES-1** of the 2016 RSPA EIR, which requires all electrical distribution lines of 16,000 volts or less, telephone lines, and similar service wires or cables be installed underground. The Project would include the undergrounding of aboveground utilities along Linden Avenue. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. With the compliance with the 2016 RSPA development standards and incorporation of Mitigation Measure **AES-1**, the Project would have a less than significant impact.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

AES-1 Pursuant to Section 15.32 of the City's Municipal Code Prior to the issuance of grading permits, the project applicant shall submit to the satisfaction of the Public Works Director, evidence that all electrical distribution lines of 16,000 volts or less, telephone lines, cable antenna television and similar service wires or cable, which provide direct service to the property being developed, shall be installed underground.

Project Mitigation Measures

No mitigation is required.

Impact 4.1-4 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

The project site is in an urbanized area of the City, which includes nighttime lighting associated with industrial and commercial businesses including parking lot lighting, residential uses, and Jerry Eaves Park (parking lot and lighted sports fields), as well as street lighting and vehicle lights traveling at night. The nearest light-sensitive receptor to the project site is the neighborhood of single-family residences located

[6] DOF. (2024). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2020-2024. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed October 2024

south of Baseline Road. The project site would be developed on vacant property in an urbanized area. Developed and urbanized areas often have higher levels of light and glare than rural or undeveloped areas. New sources of lighting on the project site would include parking lot illumination and various security lights around the property for safety and security concerns. Additional lighting would be included indoors and not visible to the surrounding area. To reduce potential impacts associated with outdoor lighting, the Project would comply with the 2016 RSPA Development Standards which require that all outdoor lighting be shielded and directed away from adjoining properties and public right-of-way.

As discussed above, the project vicinity includes existing nighttime lighting from surrounding sources including vehicle headlights, streetlights, and intermittent nighttime field lighting at Jerry Eaves Park. The Project would introduce additional nighttime lighting on the warehouse development site, which would be visible from the surrounding area. The lighting used for the warehouse development would be consistent with the existing sources of nighttime lighting in the area from the surrounding uses and street lighting along Baseline Road, Cactus Avenue, and Ayala Drive. Additionally, development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Compliance with the Specific Plan and the City's zoning ordinance would result in a less than significant impact.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.1.8 Cumulative Impacts

As concluded above, Project implementation would have less than significant aesthetic impacts. When evaluating cumulative aesthetic impacts, a number of factors must be 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. If most of an area is, or is becoming more urbanized, the contrast of a project with the natural surrounding may be relatively less because it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the proposed elements of the cumulative projects would need to be seen together or in proximity to each other. If the projects were not near each other, the viewer would not perceive them in the same scene.

The project site is bordered by existing and planned development and infrastructure. Vacant properties to the west of the project site are within the Specific Plan area. The Project proposes to change the existing zoning of Planning Areas 126 and 133 to Business Center, which accommodates larger industrial, distribution, and manufacturing uses.[7] The Project would change the existing zoning of Planning Area 123

[7] City of Rialto. (2017). Renaissance Specific Plan Amendment. Accessed October 2024.

to General Commercial with a Residential overlay, which accommodates convenience retail and service use such as gas stations, drug stores, car washes, medical offices, and restaurants.[8]

As with the proposed Project, development to the west of the project site would alter the visual character of the area. However, views from these areas are currently partially obstructed by intervening urban development. Further, current development and future development in the area would be required to comply with the 2016 RSPA and Municipal Code Title 18, which would require setbacks and maximum building heights that would further minimize impacts to views and the visual character of the area.

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 proposed 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. Because the proposed Project is adjacent to existing and planned development with nighttime lighting and 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. Therefore, the Project's incremental effects involving scenic vistas, consistency with zoning/other regulations governing scenic quality, and light and glare are not cumulatively considerable.

4.1.9 Level of Significance After Mitigation

The Project would result in less than significant impacts associated with aesthetics. With implementation of the Mitigation Program set forth in this section, the Project would further reduce the significance of aesthetics impacts.

[8] Ibid.

This Page Intentionally Left Blank

4.2 AIR QUALITY

4.2.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) identifies and evaluates potential impacts that will be generated by construction and operation of the Miro Way and Ayala Drive Project (proposed Project or Project). The ambient air quality of the local and regional area is described, along with relevant federal, State, and local air pollutant regulations. The analysis in this section is based on the Air Quality Assessment (January 2025) and Health Risk Assessment (January 2025) prepared by Kimley-Horn and Associates, which are included as **Appendix B** and **Appendix C**, respectively.

4.2.2 Environmental Setting

Climate and Meteorology

The California Air Resources Board (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 Bernadino 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.[1] Air quality in this area is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

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 brough 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 climate features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern potions of the SCAB.

Wind patterns across the SCAB are characterized by westerly and southwesterly on-shore winds during the day and easterly and 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

[1] South Coast Air Quality Management District (SCAQMD). (1993). https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. CEQA Air Quality Handbook. Accessed October 2024.

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 established.

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 (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are primary 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, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.2-1: Air Contaminants and Associated Public Health Concerns**.

Table 4.2-1: Air Contaminants and Associated Public Health Concerns

Pollutant	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)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle 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.

Notes:
[1] 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: **Appendix B**

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 diesel particulate matter (DPM) as a toxic air contaminant. 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.

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 ambient air quality levels, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (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 O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Fontana – Arrow Highway Monitoring Station (located approximately 5.6 miles to the southwest). Local air quality data from 2020 to 2022 are provided in **Table 4.2-2: 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 4.2-2: Ambient Air Quality Data

Criteria Pollutant[1]	2020	2021	2022
Ozone (O_3)			
1-hour Maximum Concentration (ppm)	0.151	0.125	0.144
8-hour Maximum Concentration (ppm)	0.112	0.104	0.108
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	56	44	44
NAAQS 8-hour (>0.070 ppm)	89	81	68

Table 4.2-2: Ambient Air Quality Data

Criteria Pollutant[1]	2020	2021	2022
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.665	1.931	1.565
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2)			
1-hour Maximum Concentration (ppm)	66.4	67.2	68.7
Number of Days Standard Exceeded			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10})			
National 24-hour Maximum Concentration	76.8	73.8	62.4
State 24-hour Maximum Concentration	73.6	70.7	59.8
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	6	3	6
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$)			
National 24-hour Maximum Concentration	57.6	55.1	38.1
State 24-hour Maximum Concentration	57.6	55.1	38.1
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	4	2	1

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

[1]Measurements taken at the Fontana – Arrow Highway Monitoring Station at 14360 Arrow Boulevard, Fontana, California, 92335 (CARB# 36197)

Source: **Appendix B**

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is 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 to the proposed warehouse development are the single-family residences located approximately 520 feet to the south and Jerry Eaves Park located approximately 800 feet to the northeast. Future residential uses would be located approximately 1,400 feet to the north of the proposed warehouse development.

4.2.3 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 (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), fine particulate matters 10 microns or less and 2.5 microns or less (PM_{10}, $PM_{2.5}$), and lead (pb). 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 to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The United States 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 United States 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 United States EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 4.2-3: State and Federal Ambient Air Quality Standards**.

Table 4.2-3: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
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	12 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

Table 4.2-3: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (0.15 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

[1] California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, 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 PM_{10} 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 O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 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 O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m_3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

[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 PM_{10} 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 United States 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 O_3 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 O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. United States 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 O_3 level in the area.

[5] The national 1-hour O_3 standard was revoked by the United States EPA on June 15, 2005.

[6] In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

[7] The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

[8] On June 2, 2010, the United States EPA established a new 1-hour SO_2 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 SO_2 NAAQS however must continue to be used until one year following United States EPA initial designations of the new 1-hour SO_2 NAAQS.

[9] In December 2012, United States EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the United States EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

[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 standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: **Appendix B**

State Regulations

California Air Resources Board

The California Air Resources Board (CARB) administers air quality policies for the State of California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. **Table 4.2-1** identifies the CCAQS and NAAQS standards. The State 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 United States 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.

Regional and Local Regulations

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 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. Specifically, the 2016 AQMP covers the following federal standards: 1979 1-hour O_3 NAAQS, 1997 8-hour O_3 NAAQS, 2006 24-hour $PM_{2.5}$ NAAQS, 2008 8-hour O_3 NAAQS, and the 2012 annual $PM_{2.5}$ NAAQS.

On October 1, 2015, the United States 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 *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) 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 Localized Significance Thresholds [LSTs] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (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 their website.

The 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. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The State and federal attainment status designations for the SCAB are summarized in **Table 4.2-4: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area for 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 4.2-4: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
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)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–

Source: **Appendix B**

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 PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

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

    b) All 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 work day 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 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 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 onsite 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 City of Rialto (City) developed and adopted the General Plan to include goals, policies and actions that, when implemented, provide the vision and framework for the physical development of the City. The goals and policies identified below include requirements that would reduce the potential for project-specific impacts related to air quality. Chapter 2 of the General Plan 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.

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 Establishing 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 2-37.1 Put conditions on discretionary permits to require fugitive dust controls.

Policy 2-37.3 Enforce regulations that do not allow vehicles to transport aggregate or similar material upon a roadway unless the material is stabilized or covered.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The 2010 includes goals to mitigate climate change as a result on implementation of the 2010 RSP.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The 2016 Renaissance Specific Plan

Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Similar to the 2010 RSP, the 2016 RSPA contains goals associated with climate change to reduce impacts as a result of implementation of the 2016 RSPA.

4.2.4 Methodology

The Air Quality Assessment prepared for the proposed Project 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 (CalEEMod) version 2022.1.1. CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. 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), energy sources (natural gas usage and off-site electrify generation), and mobile sources (motor vehicles from Project generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the Traffic Study for the Proposed Miro Way and Ayala Drive Warehouse Project in the City of Rialto (see **Appendix K**), prepared by Kimley-Horn and Associates (October 2024). According to the Traffic Study, the Project would generate 733 total daily vehicle trips, which includes 293 daily truck trips.[2]

As discussed above, the SCAQMD provides significance thresholds for emissions associated with proposed 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 the 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 source receptor area and distance to the nearest sensitive receptor.

[2] Construction and operations were modeled with a slightly higher acreage and building footprint (37.92 acres; 739,653 square feet) when compared to the proposed Project (37.31 acres; 727,423 square feet). Therefore, construction and operational emissions presented in this Air Quality Assessment are conservative.

4.2.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- 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; or
- 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 the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.2-5: South Coast Air Quality Management District Emissions Thresholds**.

Table 4.2-5: South Coast Air Quality Management District Emissions Thresholds

	Maximum Pounds Per Day	
Criteria Air Pollutants and Precursors	**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: **Appendix B**.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the project site are above the State and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as in attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, 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 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 five acres or less on a single day. The City of Rialto is located within SCAQMD SRA 34. The nearest sensitive receptors to the proposed warehouse development are the single-family residences with the 100-meter threshold are provided in **Table 4.2-6: Local Significance Thresholds for Construction/Operations** for informational purposes and to demonstrate that the thresholds increase as acreages increase.

Table 4.2-6: Local Significance Thresholds for Construction/Operations

Project Size	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
1 Acre	211/211	2,141/2,141	33/8	9/3
2 Acres	263/263	2,738/2,738	42/10	12/3
5 Acres	378/378	4,142/4,142	65/15	17/5

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
Based on a receptor distance of 100 meters in SRA 34.

Source: **Appendix B**

4.2.6 Project Impacts and Mitigation Measures

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

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

As part of its enforcement responsibilities, the United States EPA requires each State with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment 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.

The Project 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 (AQMPs). The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The AQMPs are a regional and multi-agency effort including the SCAQMD,

the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's RTP/SCS, 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 AQMP.

- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMP 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 shown in **Table 4.2-7: Construction-Related Emissions**, the Project-generated mitigated construction emissions would not exceed construction emission standards. However, as shown in **Table 4.2-7**, the Project-generated mitigated operational emissions would not exceed operational emission standards. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project is consistent with the first criterion.

Table 4.2-7: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions[1]						
Year 1 (2024)	3.52	42.77	37.17	0.13	9.26	5.25
Year 2 (2025)	190.46	22.44	34.78	0.05	3.88	1.48
Maximum Emissions	190.46	42.77	37.17	0.13	9.26	5.25
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Mitigated Emissions[1,2]						
Year 1 (2024)	1.62	31.99	44.26	0.13	7.99	4.09
Year 2 (2025)	27.31	19.18	37.44	0.05	3.59	0.99
Maximum Emissions	27.31	31.99	44.26	0.13	7.99	4.09
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Table 4.2-7: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
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

Notes:
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.
2. Mitigation includes the incorporation of 2016 RSPA EIR Mitigation Measures **AQ-4**, **AQ-5**, and **AQ-8**, as well as **MM AIR-1** which require the use of Tier 4 construction equipment and "Super-Compliant" low VOC paints.

Source: **Appendix B**

Table 4.2-8: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions[1,2]						
Area	13.42	0.16	18.64	0.00	0.03	0.03
Energy	0.12	2.19	1.84	0.01	0.17	0.17
Mobile – Trucks	0.47	30.84	15.40	0.27	9.03	2.71
Mobile – Passenger Cars	1.41	1.14	19.22	0.05	4.85	1.24
Off-Road[2]	8.49	71.96	105.31	0.19	4.55	4.19
Emergency Generators	3.37	9.42	8.60	0.02	0.50	0.50
Total Emissions	*27.28*	*115.71*	*169.00*	*0.54*	*19.13*	*8.83*
SCAQMD Thresholds	***55***	***55***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Mitigated Emissions[1,2]						
Area	10.36	0.00	0.00	0.00	0.00	0.00
Energy	0.12	2.19	1.84	0.01	0.17	0.17
Mobile – Trucks	0.47	30.84	15.40	0.27	9.03	2.71
Mobile – Passenger Cars[3]	1.41	1.14	19.22	0.05	4.85	1.24
Off-Road[4]	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators[4]	3.37	1.65	8.60	0.02	0.07	0.07
Total Emissions	*15.73*	*35.82*	*45.05*	*0.34*	*14.12*	*4.19*
SCAQMD Thresholds	***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; 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

Note: Total values are from CalEEMod and may not add up 100% due to rounding.
1. The highest values between summer and winter results were used as a worst-case scenario.
2. Off-road emissions include two yard trucks and 9 forklifts. Emissions were calculated with CARB OFFROAD 1.0.5.
3. Mitigated emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to **AIR-7** (unmitigated emissions assume diesel off-road equipment [i.e., forklifts and yard trucks]).

Source: **Appendix B**

Concerning Consistency Criterion No. 2, the AQMPs contains 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 proposes an industrial warehouse use in accordance with the Specific Plan. The Specific Plan codifies the development standards, design guidelines, and implementation strategies for the Project. The Project would require a Specific Plan Amendment that would allow for a land use category (i.e., zone) change from Public Park and Employment to Business Center on the project site. Permitted Business Center uses include but are not limited to offices, light industrial, warehousing, and distribution. In addition, the Specific Plan Amendment would allow for a land use category change for Planning Area 123 from School to General Commercial with a Residential overlay, for future development.

The City's population estimate, as of January 2024, is 103,097 persons.[3] While the Project does not involve residential development, as discussed in Section 4.11, *Population and Housing*, the warehouse development is anticipated to generate approximately 147 employees 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, the Project would improve the City's jobs-housing balance making it more likely that the Project would employ current residents of the 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 stock.

SCAG growth forecasts in the RTP/SCS estimate the City's employment to reach 39,900 jobs by 2050, representing a total increase of 7,900 jobs between 2019 and 2050. The approximate 147 Project-generated jobs represent 1.9 percent of the City's anticipated jobs increase by 2050, and only 0.4 percent of the City's total projected 2050 employment.[4]

As the Project would not directly result in the development of new housing stock, 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.

Based on these criteria, the Project would not conflict with or obstruct implementation of the AQMPs and impacts would be less than significant with mitigation incorporated.

Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

[3] California Department of Finance Demographic Research Unit (2022). Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2022, with 2020 Benchmark. Accessed October 2024.

[4] Southern California Association of Governments, Connect SoCal 2024: Demographics & Growth Forecast, adopted April 4,2024.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

AQ-4 Off-Road Diesel Equipment. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that off-road diesel-powered construction equipment greater than 50 horsepower will meet the Tier 4 emission standards, where feasible. In addition, where feasible all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the Air Resources Board (ARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations.

AQ-5 Construction Equipment Tier Specification. Prior to the mobilization of each applicable off-road diesel-powered construction equipment greater than 50 horsepower, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, a copy of the certified tier specification, Best Available Control Technology (BACT) documentation, and Air Resources Board or South Coast Air Quality Management District's operating permit for each shall be provided at the time of mobilization of each applicable unit of equipment.

AQ-6 Truck Building Access. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the following truck access routes have been incorporated into the Project design, to the maximum extent practicable, to reduce air quality and potential future health risk impacts from the operation phases of the proposed Project:

- Design warehouse/distribution centers such that entrances and exits discourage that trucks from traversing past neighbors or other sensitive receptors.
- Design warehouse/distribution centers such that any check-in point for trucks is well inside the facility property to ensure that there are no trucks queuing outside of the facility.
- Establish area(s) within the facility for repair needs.
- Provide electrical service capacity for equipment at facilities.

AQ-7 Truck Routes. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the following truck access routes have been incorporated into the Project design, to the maximum extent practicable, to reduce air quality and potential future health risk impacts from the operation phase of the proposed Project, if feasible:

- Develop, adopt and enforce truck routes both for entering and leaving the city and in and out of facilities; keeping in mind common pedestrian routes, especially for schools.

- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas.

- Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride.

- Where there are traffic impacts, improve traffic flow by signal synchronization.

AQ-8 Super-Compliant VOC Paints. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the construction contractor shall be required to utilize Super-Compliant VOC paints, which are defined by SCAQMD as meeting the "super-compliant" VOC standard of 10 grams per liter (g/L). Use of HVLP or electrostatic spray equipment shall be encouraged.

AQ-9 Exterior and Interior Finishes. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that exterior and interior finishes that do not require painting shall be used where feasible.

AQ-10 Building Orientation. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that buildings have been oriented and incorporate landscaping to maximize passive solar; heating during cool seasons, and minimize solar heat gain during hot seasons where feasible depending upon site condition and topography.

AQ-12 Energy Efficiency Education. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that building tenants shall be encouraged to educate employees on energy efficiency measures.

AQ-13 Preferential Parking Spaces. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that preferential parking spaces shall be offered to car pools and van pools.

AQ-14 Electrical Hookup Capacity. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that building designs provide electrical capacity for installation of electrical hookups at onsite loading docks and for electric vehicle charging stations.

Project Mitigation Measures

MM AIR-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan specifies all off-road diesel-powered construction equipment greater than 50 horsepower shall meet California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such

equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be maintained on site and available upon request.

MM AIR-2 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, but is 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.
- 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 AIR-3 Prior to the issuance of a building permit, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this

technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

MM AIR-4 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that truck exit driveway signs provide directional information to the truck route and that all truck access gates and loading docks within the project site shall have a sign posted that identifies that:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after two minutes of continuous idling operation. Once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

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

MM AIR-5 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the tenant has been provided with information about Carl Moyer Program and that compliance with the voluntary program including energy efficiency improvement features for vendor trucks for the industrial buildings through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires— to reduce fuel consumption but strongly encouraged. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AIR-6 Prior to issuance of a Certificate of Occupancy for Tenant Improvements, not building shell, the Project tenants shall train staff on vehicle records in diesel technologies requirements and compliance with California Air Resources Board (CARB) regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the City of Rialto, South Coast Air Quality Management District, and State upon request.

MM AIR-7 Prior to the issuance of a tenant occupancy permit, , and not building shell, the Planning Department shall confirm that the Project plans and specifications show the following:

- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. 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.

- All standard emergency generators shall meet California Air Resources Board Tier 4 Final emissions standards. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification) and CARB or SCAQMD operating permit (if applicable) shall be provided to the City.

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 federal or state ambient air quality standard?

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e. ROG and NO_X) and PM_{10} 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 activities associated with the Project are estimated to be completed within 13 months. Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. 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 in **Table 4.2-7**.

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 Project vicinity. 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. Laws, Ordinances, and Regulations (**LOR**) **AQ-1** requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations although unmitigated emissions for $PM_{2.5}$ and PM_{10} are not exceeding SCAQMD's thresholds. The Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in **LOR AQ-1**.

Table 4.2-7 shows the Project's unmitigated construction emissions would exceed SCAQMD's standards for ROG. However, mitigated construction emissions for all criteria air pollutants would remain below the thresholds. The Project would implement 2016 Renaissance Specific Plan Amendment (RSPA) SEIR Mitigation Measures **AQ-4**, **AQ-5**, and **AQ-8**, as well as **MM AIR-1** which require the use of Tier 4 construction equipment and "Super-Compliant" low VOC paints. With implementation of 2016 RSPA EIR Mitigation Measures **AQ-4**, **AQ-5**, and **AQ-8**, as well as **MM AIR-1** all criteria pollutant construction emissions would be below their respective thresholds and impacts would be less than significant.

Operational Emissions

The Project's operational emissions would be associated with area sources (e.g. landscape maintenance equipment, architectural coatings, etc.), energy sources, mobile sources (i.e., motor vehicle use), and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the Project are summarized in **Table 4.2-8**. The operational emissions sources are described below.

- *Area Source Emissions.* Area source emissions would be generated due to on-site equipment, architectural coatings, and landscape maintenance equipment.

- *Energy Source Emissions.* Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

- *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, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} 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 within the Traffic Study and have been incorporated into CalEEMod, as recommended by the SCAQMD. Per the Traffic Study, the Project would generate 733 total daily vehicle trips, which includes 293 daily truck trips.

- *Off-Road Equipment Emissions.* Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. Although the Project is a speculative warehouse development and the final end user is not known, it was conservatively assumed that the Project would include nine diesel forklifts and two diesel yard trucks per SCAQMD data.[5]

- *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 two emergency backup generators (one for each building) were included to be

[5] SCAQMD. (2014). High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results. Accessed October 2024.

conservative. Emissions from emergency backup generators for the warehouse buildings 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 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.

Operational Emissions Summary

As shown in **Table 4.2-8**, unmitigated operational (i.e., area, energy, mobile, off-road, and emergency generators) emissions would not exceed SCAQMD thresholds for all criteria pollutants, with the exception of NO_X. Emissions from motor vehicles are controlled by State and federal standards and the Project has no control over these standards. However, numerous mitigation measures have been included to reduce emissions to the maximum extent feasible and to below the SCAQMD thresholds.

2016 RSPA SEIR Mitigation Measures **AQ-6** through **AQ-14**, as well as **MM AIR-2** through **MM AIR-7**, have been identified to reduce operational emissions. 2016 SEIR Mitigation Measures **AQ-6** through **AQ-14** would reduce emissions through efficient building and site design, as well as establishing truck routes away from residential uses. **MM AIR-2** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. **MM AIR-3** requires the buildings' electrical room to be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. **MM AIR-4** requires that all truck access gates and loading docks within the project site shall have a sign posted that requires drivers to turn off their engines when not in use. Mitigation Measure **AIR-5** requires that information about the Carl Moyer Program be provided to tenants and that tenants are strongly encouraged to comply by including energy efficiency improvement features through the Carl Moyer Program for vendor trucks for the industrial buildings. **MM AIR-6** requires staff to be trained on compliance with CARB regulations. **MM AIR-7** requires all outdoor cargo handling equipment to be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified. Additionally, **LOR AQ-3** through **LOR AQ-6** would further reduce operational emissions. **Table 4.2-8** shows that operational emissions would not exceed SCAQMD's thresholds with implementation of 2016 RSPA EIR Mitigation Measures **AQ-6** through , as well as Project Mitigation Measures **MM AIR-2** through **MM AIR-7**. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Construction 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. The SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* 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.[6] The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both

[6] SCAQMD. (2003). White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix D. https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf. Accessed October 2024.

NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. 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. As shown in **Table 4.2-7** above, mitigated Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants. 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 utilized 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 the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational 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.

Table 4.2-8 shows that the Project's mitigated operational emissions would not exceed the SCAQMD thresholds. As a result, operational emissions associated with the Project would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, cumulative operational impacts would be less than significant with implementation of 2016 RSPA EIR Mitigation Measures **AQ-6** through **AQ-10** and **AQ-12** through **AQ-14**, as well as Project Mitigation Measures **MM AIR-2** through **MM AIR-7**.

Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Laws, Ordinances, and Regulations:

Laws, Ordinances, and Regulations 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.

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's) 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 Pursuant to SCAQMD Rule 1113, the Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less. It should be noted that 2016 RSPA SEIR Mitigation Measure **AQ-8** requires the volatile organic compound rating to be reduced to 10 g/L or less during construction.

LOR AQ-3 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-4 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-5 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-6 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.

LOR AQ-7 The Project tenants shall comply with the SCAQMD Warehouse Indirect Source Rule (Rule 2305). This rule is expected to reduce NO_X and PM_{10} emissions during operations. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

Mitigation Measures **AQ-4** through **AQ-10**, and **AQ-12** through **AQ-14** are discussed under Impact 4.2-1.

Project Mitigation Measures

Further details regarding **MM AIR-2** through **MM AIR-7** are discussed under Impact 4.2-1, above.

Impact 4.2-3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Localized Construction Significance Analysis

The nearest sensitive receptors are the single-family residences located approximately 520 feet (158 meters) to the south of the proposed warehouse development. 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 4.2-9: Equipment-Specific Site Preparation 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 CO, NO_2, PM_{10}, 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 3.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 4.2-9: Equipment-Specific Site Preparation Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.5
	Scrapers	0	1.0	8	0
				Total Acres Graded per Day	**3.5**

Source: **Appendix B**

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences located approximately 520 feet (158 meters) to the south of the proposed warehouse development. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 100 meters were conservatively utilized in this analysis. **Table 4.2-10: Localized Significance of Construction Emissions**, presents the results of unmitigated localized emissions during each construction phase. **Table 4.2-10** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized construction emissions would be less than significant.

Table 4.2-10: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation (2025)	31.64	30.18	9.03	5.20
Grading (2025)	29.68	28.31	4.85	2.57
Infrastructure Improvements (2025)	10.18	9.42	0.44	0.41
Infrastructure Improvements (2026)	9.38	8.97	0.40	0.37
Building Construction (2025)	10.44	13.04	0.43	0.40
Building Construction (2026)	9.85	12.97	0.38	0.35
Paving (2025)	7.12	9.94	0.32	0.29
Architectural Coating (2026)	0.86	1.13	0.02	0.02
Building Construction/Paving /Architectural Coating (2025)	20.62	22.46	0.87	0.80
Building Construction/Paving /Architectural Coating (2026)	19.23	21.93	0.78	0.72
Building Construction/Paving (2026)	16.97	22.90	0.70	0.64
Building Construction/Architectural Coating (2026)	10.71	14.10	0.40	0.37
Maximum Daily Emissions	*31.64*	*30.18*	*9.03*	*5.20*
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 100 meters)	***321***	***3,440***	***54***	***15***
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: **Appendix B**

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 development of warehouse buildings, the operational phase LST protocol is conservatively applied to both on-site area source and on-site mobile source emissions. The nearest sensitive receptors are the single-family residences located approximately 520 feet (158 meters) to the south of the proposed warehouse development. Therefore, the LST thresholds for 100 meters were conservatively utilized in this analysis. Additionally, the maximum LST threshold (5-acre) was utilized as the warehouse development encompasses 20.76 acres.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4.2-11: Localized Significance of Operational Emissions**, conservatively include all on-site Project-related stationary sources, on-site off-road equipment (forklifts, yard trucks, and generators), and three percent of the Project-related mobile sources, since a portion of mobile sources could include trucks idling on-site.[7] **Table 4.2-11** shows that the maximum unmitigated daily emissions of these pollutants during

[7] 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.

Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized operational emissions would be less than significant.

Table 4.2-11: Localized Significance of Operational Emissions

Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site and Mobile Source Emissions	84.65	134.86	5.52	4.95
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 100 meters)	***378***	***4,142***	***16***	***5***
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: **Appendix B**

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 South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with 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 would not result in 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 4.2-10** and **Table 4.2-11**). 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 United States EPA and CARB have been summarized above and discussed in the Environmental Setting section. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, 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.

CalEnviroScreen

The Office of Environmental Health Hazard Assessment (OEHHA) has developed CalEnviroScreen 4.0, which is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the State. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

According to CalEnviroScreen, the project site and the nearest residences to the east are located within Census Tract 6071003503, which is within the 84th percentile. It should be noted that the CalEnviroScreen scores are relative to other census tracts and are not an expression of health risk, and do not provide quantitative information on increases in cumulative impacts for specific sites of projects. Further, as a comparative screening tool, the results do not provide a basis for determining when differences between scores are significant in relation to public health or the environment.

Assembly Bill (AB) 617 focuses on the reduction of exposure in communities most impacted by air pollution. Communities are selected and community air monitoring plans and community emission reduction programs are implemented. The community of Muscoy is the nearest AB 617 community to the project site, approximately 1.5 miles to the east.[8]

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing O_3 levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane.

There are significant challenges with correlating specific health effects that will occur as a result of a project's significant criteria air pollutant emissions. Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific proposed project or source. Because of the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the

[8] California Air Resources Board. Community Air Protection Program. https://ww2.arb.ca.gov/capp. Accessed October 2024.

reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

As discussed above, the mass emissions thresholds developed by SCAQMD and used by CEQA lead agencies throughout southern California to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of O_3 or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on O_3 and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the SCAB. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions.

Emissions from Project construction and operation would vary by time of day, month, and season, and the majority of Project-related emissions, being generated by mobile sources driving to and from the site, would be emitted throughout a wide area defined by the origins and destinations of people travelling to and from the proposed Project. As SCAQMD has stated "it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region."[9]

Specifically, for extremely large regional projects, the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NO_X and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3. Based on its recent experiences applying regional scale models to relatively small increase in emissions, SCAQMD stated in its Amicus Brief in the Sierra Club v. County of Fresno case: "[A] project emitting only 10 tons per year of NO_X or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels."[10] The Brief makes it clear that SCAQMD does not believe that there must be a quantification of a project's health risks in CEQA documents prepared for individual projects. Any attempt to quantify the proposed Project's health risks would be considered unreliable and misleading. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_X or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O_3-related health impacts. Therefore, the Project's emissions are not sufficiently high enough to use regional modeling program to correlate health effects on a basin-wide level.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant (refer to **Table 4.2-10** and **Table 4.2-11**). 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

[9] South Coast Air Quality Management District, Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno, 2015.
[10] South Coast Air Quality Management District, Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno, 2015.

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 United States EPA and CARB have been summarized above (See **Table 4.2-1).** As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, 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.

Although it may be misleading and unreliable to attempt to specifically and numerically quantify the Project's health risks, this analysis provides extensive information concerning the Project's potential health risks. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at a particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air).

The NAAQS and CAAQS were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions. As stated earlier, the mass emission thresholds were established primarily in conjunction with federal permitting "major source" thresholds. If emissions were below these "de minimis" emission rates, then the proposed Project is presumed to conform with the NAAQS.[11] While based on the status of an air basin level of attainment of the health-based NAAQS, emissions in excess of the mass emission thresholds from one project does not mean the air basin would experience measurably higher ground level concentrations, or more frequent occurrences of ground level concentrations in exceedance of standards, or delay timely attainment of a particular NAAQS.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. **Table 4.2-1** includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making. Due to the uncertainty in the relationship between project-level mass emissions and regional ozone formation as well as limitations with currently available technical tools, the resulting health effects associated with the Project cannot be identified. Given this is speculative, no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the proposed Project.

Potential health risks as a result of Project implementation are discussed in the project-specific Health Risk Assessment (**Appendix C**). Impacts related to cancer risk would be less than significant with implementation of **MM AIR-7**. Additionally, non-carcinogenic hazards are calculated to be within acceptable limits. It should be noted that the impacts assess 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 thresholds to generally not be cumulatively significant. Additionally, the Project would implement 2016 RSPA EIR Mitigation

[11] United States Environmental Protection Agency (EPA). Frequent Questions about General Conformity. https://www.epa.gov/general-conformity/frequent-questions-about-general-conformity. Accessed October 2024.

Measure **AQ-4** and Project Mitigation Measure **MM AIR-1** which would require the use of Tier 4 construction equipment. Impacts related to health risk from the Project would be less than significant with implementation of 2016 RSPA EIR Mitigation Measure **AQ-4** and Project Mitigation Measures **MM AIR-1 and MM AIR-7**.

Air Toxics Control Plan

The Air Toxics Control Plan is a planning document designed to examine the overall direction of the SCAQMD's air toxics emissions. Control strategies that are deemed viable and are within the SCAQMD's jurisdiction will each be brought to the SCAQMD Board for further consideration through the normal public review process. Strategies that are to be implemented by other agencies will be developed in a cooperative effort, and the progress will be reported back to the Board periodically.

Multiple Air Toxics Exposure Study

The SCAQMD conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all Southern California. The Multiple Air Toxics Exposure Study in the SCAB (MATES V) shows that carcinogenic risk from air toxics in the SCAB, based on the average concentrations at the ten monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 843 percent lower than the average in MATES II.

MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the SCAB emissions. Therefore, MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level risk form exposure to TACs is 424 in one million basin wide. In comparison, the MATES IV basin average risk was 897 per million. 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 area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for a majority of the total risk shown in the MATES V in this area.

Construction activities would result in project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation paving, application of architectural coatings, on-road truck travel, and other construction activities. Diesel exhaust from construction equipment operating at the project site poses a health risk to nearby sensitive receptors. As shown in **Table 4.2-12: Carcinogenic Risk Assessment**, the unmitigated maximum construction risk at residential receptors would be 0.70 in one million, , and worker receptors would be 0.13 in one million. Additionally, the unmitigated maximum operational cancer risk at residential receptors would be 277.42 in one million, park receptors would be 99.73 in one million, and worker receptors would be 143.87 in one million. Further, the unmitigated maximum combined construction and operational cancer risk at residential receptors would be 173.77 in one million, park receptors would be 63.06 in one million, and worker receptors would be 137.71 in one million. Therefore, the maximum unmitigated operational cancer risk and unmitigated combined construction and operational cancer risk would exceed the SCAQMD threshold of 10 in one million. The Project would implement **MM AIR-7** from the proposed Project's Air Quality Assessment to reduce cancer risk. **MM AIR-7** requires all outdoor cargo handling equipment (yard trucks and forklifts) shall be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified. Implementation of **MM AIR-7** would reduce cancer risk from Project operations to below the SCAQMD's

10 in one million threshold. With **MM AIR-7** incorporated, the maximum operational cancer risk would be reduced to 0.76 in one million for residential receptors, 0.09 in one million for park receptors, and 0.04 in one million for worker receptors. Further, the maximum combined construction and operational cancer risk would be reduced to 1.88 for residential receptors, 1.19 for park receptors, and 0.17 for worker receptors. Therefore, the Project's cancer risk would not exceed the SCAQMD's 10 in one million threshold and impacts associated with carcinogenic risk would be less than significant.

Table 4.2-12: Carcinogenic Risk Assessment

Exposure Scenario	Receptor Location	Unmitigated/ Mitigated[1]	Cancer Risk (Risk per Million)[2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Construction					
Residential Receptors	Single-Family Residential (463240.66, 3775653.15)	Unmitigated	0.70	10	No
	Single-Family Residential (463190.66, 3775653.15)	Unmitigated	0.69	10	No
Park Receptors	Jerry Eaves Park (463845.66, 3776149.04)	Unmitigated	0.57	10	No
	Jerry Eaves Park (463845.66, 3776099.04)	Unmitigated	0.55	10	No
Worker Receptors	Industrial (463139.43, 3775964.8)	Unmitigated	0.13	10	No
	Commercial (463262.08, 3775813.68)	Unmitigated	0.08	10	No
Operation					
Residential Receptors	Single-Family Residential (463240.66, 3775653.15)	Unmitigated	277.42	10	Yes
		Mitigated	0.76	10	No
	Single-Family Residential (463190.66, 3775653.15)	Unmitigated	267.70	10	Yes
		Mitigated	0.76	10	No
Park Receptors	Jerry Eaves Park	Unmitigated	97.86	10	Yes

Table 4.2-12: Carcinogenic Risk Assessment

Exposure Scenario	Receptor Location	Unmitigated/ Mitigated[1]	Cancer Risk (Risk per Million)[2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
	(463845.66, 3776149.04)	Mitigated	0.09	10	No
	Jerry Eaves Park (463845.66, 3776099.04)	Unmitigated	99.73	10	Yes
		Mitigated	0.09	10	No
Worker Receptors	Industrial (463139.43, 3775964.8)	Unmitigated	60.51	10	Yes
		Mitigated	0.04	10	No
	Commercial (463262.08, 3775813.68)	Unmitigated	143.87	10	Yes
		Mitigated	0.04	10	No
Combined Construction + Operation					
Residential Receptors	Single-Family Residential (463240.66, 3775653.15)	Unmitigated	173.77	10	Yes
		Mitigated	1.88	10	No
	Single-Family Residential (463190.66, 3775653.15)	Unmitigated	167.70	10	Yes
		Mitigated	1.85	10	No
Park Receptors	Jerry Eaves Park (463845.66, 3776149.04)	Unmitigated	61.94	10	Yes
		Mitigated	1.19	10	No
	Jerry Eaves Park (463845.66, 3776099.04)	Unmitigated	63.06	10	Yes
		Mitigated	1.16	10	No
Worker Receptors	Industrial (463139.43, 3775964.8)	Unmitigated	58.01	10	Yes
		Mitigated	0.17	10	No
	Commercial (463262.08, 3775813.68)	Unmitigated	137.71	10	Yes
		Mitigated	0.12	10	No

1. The mitigated exposure scenario accounts for implementation of **MM AIR-7** in the Project's Air Quality Assessment. **MM AIR-7** requires all outdoor cargo handling equipment to be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified. The unmitigated construction cancer risk is presented for all exposure scenarios (i.e., Construction and Combined Construction + Operation).
2. The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the project site.
3. The unmitigated operational cancer risk includes conservative cargo handling equipment rates. The Project's cargo handling equipment rates were calculated based on data from OFFROAD, including cargo handling equipment population, horsepower hours, and emission factors. OFFROAD incorporates CARB's *2022 Cargo Handling Equipment Emissions Inventory*, which indicates emissions in early 2020 are higher due to increased population, but drop faster than previously estimated due to the updates in emission factors. CARB's *2022 Cargo Handling Equipment Emissions Inventory*, *Figure 3: Statewide PM Emissions from Cargo Handling Equipment*, shows year 2026 (i.e., Project's

Table 4.2-12: Carcinogenic Risk Assessment

Exposure Scenario	Receptor Location	Unmitigated/ Mitigated[1]	Cancer Risk (Risk per Million)[2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
operational year) comprised of Tier 3 and Tier 4 cargo handling equipment. The emission rates for Tier 3 (0.09 grams per horsepower-hour [g/hph]) and Tier 4 (0.01 g/hph) are much lower than the emission rates calculated for the Project (i.e. 0.14 g/hph for yard trucks and 0.16 g/hph for forklifts). Therefore, the unmitigated cancer risk shown in this table is conservative.					
Source: **Appendix C**					

Chronic non-carcinogenic impacts are shown in **Table 4.2-12: Carcinogenic Risk Assessment**. A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the reference exposure level. The chronic hazard was calculated based on the highest annual average concentration at the maximally exposed individual receptor. It should be noted that there is no acute REL for DPM and acute health risk cannot be calculated. The highest maximum chronic hazard index associated with DPM emissions from project construction would be 0.00093 at the residential receptors, 0.00075 at the park receptors, and 0.00966 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from Project operations would be 0.06158 at the residential receptors, 0.02214 at the park receptors, and 0.46492 at the worker receptors. Therefore, non-carcinogenic hazards are calculated to be within the acceptable limits and a less than significant impact would occur. The Project would implement **MM AIR-7** to further reduce chronic non-carcinogenic impacts by requiring all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified.

Table 4.2-13: Chronic Hazard Assessment

Exposure Scenario	Receptor Location	Annual Concentration ($\mu g/m^3$)[1]	Chronic Hazard
Construction			
Residential Receptors	Single-Family Residential (463240.66, 3775653.15)	0.00467	0.00093
	Single-Family Residential (463190.66, 3775653.15)	0.00457	0.00091
Park Receptors	Jerry Eaves Park (463845.66, 3776149.04)	0.00376	0.00075
	Jerry Eaves Park (463845.66, 3776099.04)	0.00365	0.00073
Worker Receptors	Industrial (463139.43, 3775964.8)	0.04831	0.00966
	Commercial (463262.08, 3775813.68)	0.03030	0.00606
Operation			
Residential Receptors	Single-Family Residential (463240.66, 3775653.15)	0.30792	0.06158
	Single-Family Residential (463190.66, 3775653.15)	0.29712	0.05942
Park Receptors	Jerry Eaves Park (463845.66, 3776149.04)	0.10862	0.02172
	Jerry Eaves Park (463845.66, 3776099.04)	0.11069	0.02214
Worker Receptors	Industrial (463139.43, 3775964.8)	0.97767	0.19553
	Commercial (463262.08, 3775813.68)	2.32461	0.46492
SCAQMD Threshold		*N/A*	*1.0*
Threshold Exceeded?		**N/A**	**No**

1.The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).

Source: **Appendix C**

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/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/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 vicinity intersections as the Project would result in 733 daily trips. Therefore, impacts specific to CO hotspots would be less than significant.

Additionally, it should be noted that development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

Further details regarding Mitigation Measure **AQ-4** are discussed under Impact 4.2-1, above.

Project Mitigation Measures

Further details regarding **MM AIR-1** and **MM AIR-7** are discussed under Impact 4.2-1, above.

Impact 4.2-4 Would the Project Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Level of Significance: 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.*

Odors may be generated during construction activities such as, equipment diesel exhaust, architectural coatings volatile organic compounds, and paving activities. However, these odors would be temporary, and are not expected to affect a substantial number of people, and would disperse rapidly. In addition, the Project would implement 2016 RSPA EIR Mitigation Measure **AQ-8**, requiring the use of Super-Compliant VOC Paints, which would further reduce odor impacts. Therefore, impacts related to odors associated with Project construction would be less than significant.

Operation

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, compositing 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, Project operation would not create objectionable odors and no impact would occur.

Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.2.7 Cumulative Impacts

Cumulative Construction 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. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. 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 SCAQMD significance thresholds for ROG (refer to **Table 4.2-8**). The Project would implement **MM AIR-2** through **MM AIR-7** and 2016 RSPA SEIR Mitigation Measures **AQ-4** through **AQ-14** to reduce impacts associated within Project 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 utilized 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 the SCAB. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts

Operational emissions would not exceed SCAQMD thresholds with implementation of **MM AIR-2** through **MM AIR-7** and 2016 RSPA SEIR Mitigation Measures **AQ-4** through **AQ-14**. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 square feet (sf). Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. Compliance with Rule 2305 would reduce project emissions below what is currently analyzed and also reduce cumulative emissions.

4.2.8 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential impacts regarding air quality would be reduced to less than significant.

4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) identifies and evaluates potential impacts related to biological resources in the Project area for the Miro Way and Ayala Drive Project (proposed Project or Project). The analysis is this section is based in part on the Biological Technical Report (BTR) prepared by Rocks Biological Consulting (March 2025) which is included as **Appendix D** of this SEIR.

4.3.2 Environmental Setting

Biological resources include common plant and animal species, and special-status plants and animals, as designated by the United States Fish and Wildlife Services (USFWS), California Department of Fish and Wildlife (CDFW), and, with respect to plant species, the California Native Plant Society (CNPS). Biological resources also include waters of the United States and the State of California, as regulated by the United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB), and streambed resources regulated by CDFW.

General Site Survey

Rocks Biological Consulting (RBC) biologists visited the project site on October 11, 2022 and July 31, 2024 to conduct general biological surveys, vegetation mapping, habitat assessments for special-status plant and wildlife species and to examine the project site for potential jurisdictional wetlands/waters of the United States.

Vegetation Mapping and General Plant and General Biological Surveys

Vegetation within the project site was mapped including a 100-foot buffer, which included all observed flora and fauna for inclusion in plant and wildlife lists applicable to the project site. The project site consists of developed land (5.2 acres), disturbed habitat (29.4 acres), and disturbed Riversidean sage scrub (0.7 acres). The vegetation communities/land uses that occur within the project site are described below.

Developed. Developed areas within the project site consist of compacted dirt roads and ornamental landscaping.

Disturbed. Disturbed habitat is present throughout the majority of the project site. The project site is primarily vegetated by non-native species including short-pod mustard (*Hirschfeld* incana), red brome (Bromus rubens), Russian thistle (Salsola sp.), and slender wild oat (Avena barbata). Additionally, there are a few scattered native species throughout the disturbed habitat including short winged deerweed (*Acmispon glaber var. brevialatus),* common sunflower (*Helianthus annuus*) California Croton (*Croton californicus)* mule fat (*Baccharis salicfolia*), and Menzie's fiddleneck (*Amsinckia menziesii*); however, these are isolated occurrences and do not function as separate vegetation communities or land cover types.

Disturbed Riversidean Sage Scrub. Disturbed Riversidean sage scrub present on-site is a marked disturbance resulting in an atypical vegetation community. The disturbed Riversidean sage scrub within the project site supports small to medium sized woody scrubs dominated by California buckwheat,

Spanish lotus (*Acmispon americanus*) and brittlebush (*Encelia farinosa*) and contains an overgrown understory of non-native grasses.

Biological Resource Database Review

Prior conduction field surveys and existing information regarding biological resources present or potentially present within the project site were obtained through a review or pertinent literature and databases, including, but not limited to:

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

Database results, along with local biological knowledge, were used for assessment of special-status species' potential for occurrence on or adjacent to the project site. The potential for occurrence tables created for the Project include 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 and determined to be potentially present in the IPaC database, as well as California Rare Plant Ranks (CRPR 1 and two species that occur within the 'Nine Quads' search for the elevational range of the project site; 1,385 to 1,420 feet above mean seal level (amsl). The CNPS 'Nine Quads' search queries that USGS quadrangle in which the project site is located and the surrounding eight quadrangles. The potential for special-status species to occur within the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources.

4.3.3 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 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, 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 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 Section 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 Code of Federal Regulations (CFR) 10.13. USFWS enforces the MBTA, which prohibits "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation.

Rivers and Harbors Act 1899

The Rivers and Harbors Act of 1899 (United States Code Section 401 et seq.) prohibits discharge of any material into navigable waters, or tributaries thereof, of the United States without a permit. The act also makes it a misdemeanor to excavate, fill, or alter the course, condition, or capacity of any port, harbor, or channel; or to dam navigable streams without a permit. Many activities originally covered by the Rivers and Harbors Act are now regulated under the Clean Water Act (CWA) of 1972 (33 United States Code Section 1251 et seq.), discussed below. However, the 1899 act retains relevance and created the structure under which the USACE oversees CWA Section 404 permitting.

Clean Water Act

Pursuant to Section 404 of the CWA, the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the United States (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 United States Environmental Protection Agency (EPA), has the principal authority to issue CWA Section 404 permits. The United States ACE would require a Standard Individual Permit for more than minimal impacts to waters of the United States as determined by the United States ACE. 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 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 discharge of pollutants into surface waters of the United States 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; CFGC Section 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 (CFGC) 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 CFGC 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 CFGC. 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. CFGC Sections 1901 and 1913 provide that notification is required prior to disturbance. The 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 Environmental Quality Act

The California Environmental Quality Act (CEQA) was established in 1970 as California's counterpart to the National Environmental Policy Act (NEPA; 42 USC Section 4321 et seq.). This statute requires State and local agencies to identify significant environmental impacts related to their actions and to avoid or mitigate those impacts, where feasible.

A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity that must receive some

discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the CFGC, 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 CFGC 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 CFGC.

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 Plants 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 Imperial, Inyo, Kern, Los Angeles, Mono, Riverside, San Bernardino, 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

San Bernardino County, Countywide Policy Plan

The 2020 Countywide Policy Plan outlines countywide goals and policies as they relate to biological resources. Natural Resource goals and policies applicable to the project include:

Goal NR-5 Biological Resources: An interconnected landscape of open spaces and habitat areas that promotes biodiversity and healthy ecosystems, both for their intrinsic value and for the value placed on them by residents and visitors.

Policy NR-5.1 Coordinated habitat planning. We participate in landscape-scale habitat conservation planning and coordinate with existing or proposed habitat conservation and natural resource management plans for private and public lands to increase certainty for both the conservation of species, habitats, wildlife corridors, and other important biological resources and functions; and for land development and infrastructure permitting.

Policy NR-5.7 Development review, entitlement, and mitigation. We comply with State and federal regulations regarding protected species of animals and vegetation through the development review, entitlement, and environmental clearance processes.

Per the policies outlined in the Countywide Policy Plan, the San Bernadino County (County) reviews land development permits for adequacy in assessing potential impacts on natural resources. 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 or reduce significant impacts.

According to the County's Biotic Resources Overlay Map, the project site is located within the Burrowing Owl Overlay Zone. 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 project 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 State requirements and are followed herein.

County of San Bernardino Land Use Services, Planning Division

According to the County's Biotic Resources Overlay Map, the project site is located within the County's Burrowing Owl Overlay Zone.[1] The burrowing owl (*Athene cunicularia*) is listed as an SSC by CDFW.

City of Rialto General Plan

The primary role of Chapter 2, Managing Our Land Supply, of the Rialto General Plan (General Plan) 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 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.

Relevant General Plan policies for biological resources are noted below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

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

Policy 2-40.2 Pursue open space, wildlife corridors, or conservation easements to protect sensitive species and their habitats.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (2010 RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types.

2016 Renaissance Specific Plan Amendment

The 2016 Renaissance Specific Plan Amendment (RSPA) builds off the previous 2010 RSP, and serves as the zoning ordinance for properties within the Specific Plan area. The project site is zoned as School, Public Parks, and Employment within the 2016 RSPA. The 2016 RSPA area encompasses approximately 1,405.7 acres within the northwestern portion of the City. The 2016 RSPA provides a framework to future land use and development decisions in the 2016 RSPA area. For projects within the 2016 RSPA area, policies and standards in the 2016 RSPA will take precedence over more general policies and standards applied throughout the rest of the City. The 2016 RSPA does not identify the presence of sensitive plant species or wildlife species within the 2016 RSPA area.

City of Rialto Municipal Code

Title 18 Zoning Ordinance

[1] County of San Bernardino. (2012). Biotic Resources Map. https://www.sbcounty.gov/Uploads/lus/BioMaps/cnty_all_biotic_resources_map_final.pdf. Accessed April 2023.

Title 18 of the Rialto 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. Upon approval of the proposed zone change, the project site would be zoned Business Center and General Commercial with a Residential overlay. As discussed above, the development guidelines for the Business Center and General Commercial zones are identified within the 2016 RSPA.

4.3.4 Methodology

RBC biologists conducted vegetation mapping, habitat assessments for special-status species, and an initial general biological survey on October 11, 2022 as well as a follow-up survey on July 31, 2024. Additionally, RBC examined the project 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 Corps 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 CFGC, was not conducted.

The general biological survey, vegetation mapping, and habitat assessments were conducted within the approximately 35-acre project site and a surrounding 100-foot buffer. The constraints-level aquatic resources assessment was conducted within the project site plus a surrounding 50-foot buffer. Note that buffer areas are included in this analysis to assess the potential for special-status species or resources in areas immediately adjacent to the project site that could be impacted by the project analyzed herein. Such information should not be considered comprehensive for all biological resources or aquatic resources that may occur in buffer areas, and buffer mapping is intended only for the Project analysis outlined herein; such information is not intended for impact analysis of any potential future projects within or adjacent to Project buffer areas.

Vegetation Mapping and General Biological Surveys

On October 11, 2022 and July 31, 2024, RBC biologists conducted vegetation mapping, habitat assessments, for special-status species, and an initial general biological survey. A follow-up general biological survey was conducted on July 31, 2024. RBC conducted vegetation mapping by walking throughout the survey area and mapping vegetation communities on aerial photographs at a 1:2400 scale (1 inch = 200 feet). Existing biological resources identified on-site and shown in **Figure 4.3-1: Existing On-Site Biological Resources**.

The extent of each habitat type (delineated as a habitat polygon on the vegetation maps) was calculated using the Geographic Information System (GIS) application ArcGIS Collector. Habitats were classified based on the dominant and characteristic plant species in accordance with vegetation community classifications outlined in Holland's Preliminary Descriptions of the Terrestrial Natural Communities of California. The vegetation communities were also crosswalked with The Manual of California Vegetation, 2nd Edition, and the equivalent classification is provided.

RBC biologists conducted a general biological survey for plants and wildlife concurrently with vegetation mapping. Photos taken during the general biological survey are provided in **Appendix D**. Plant species encountered during the field survey were identified and recorded in field notebooks. Plant species that

could not be identified were brought to the laboratory for identification using the dichotomous keys in the Jepson Manual. A list of the vascular plant species observed in the survey area is presented in **Appendix D**.

RBC conducted habitat assessments for special-status plants during the general biological field survey. Special-status plant species include those that are: 1) listed or proposed for listing by federal or State agencies as threatened or endangered; 2) CRPR 1 or 2 species; or 3) considered rare, endangered, or threatened by the CDFW or other local conservation organizations or specialists.

In the State of California, CNPS is a statewide resource conservation organization that has developed an inventory of California's sensitive plant species. The CRPR system is recognized by the CDFW and essentially serves as an early warning list of potential candidate species for threatened or endangered status. The CRPR system is categorized as outlined in **Table 4.3-1: California Rare Plant Ranks Definitions**.

Table 4.3-1: California Rare Plant Ranks Definitions

CRPR	1A	Presumed extirpated in California and rare or extinct elsewhere
	1B	Rare, threatened, or endangered in California or elsewhere
	2A	Presumed extirpated in California but more common elsewhere
	2B	Rare, threatened, or endangered in California but more common elsewhere
	3	Plants for which more information is needed
	4	Plants of limited distribution
CRPR Threat Ranks	0.1	Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
	0.2	Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
	0.3	Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Source: **Appendix D**

Wildlife species were documented during the field survey by sight, calls, tracks, scat, or other signs, and were recorded in field notebooks. Binoculars (10X42 magnification) were used to aid in the identification of wildlife. In addition to species observed during the surveys, expected wildlife use of the project site was assessed based on known habitat preferences of local species and knowledge of their biogeographic distribution in the region. RBC conducted habitat assessments for special-status wildlife during the general biological field survey. Special-status wildlife species include those that are: 1) listed or proposed for listing by federal or State agencies as threatened or endangered; or 2) considered endangered, threatened, or rare by the CDFW.

A list of wildlife species observed in the project site is presented in **Appendix D**; scientific and common names of wildlife follow CDFW's Complete List of Amphibian, Reptile, Bird and Mammal Species in

California. Twilight/nighttime surveys were not conducted, therefore crepuscular and nocturnal animals are likely under-represented in the project species list; however, habitat assessments were performed for all special-status species to ensure that any potentially present rare species are adequately addressed herein.

If observed, the location of biological resources designated as special-status by the USFWS, CDFW, and/or CNPS, were recorded in field notebooks, on aerial maps, and/or through the use of Global Positioning System (GPS) units.

Special-Status Species Surveys

Focused Burrowing Owl Surveys

RBC biologists conducted focused burrowing owl (BUOW) surveys during the breeding season (February 1 to August 31), in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (CDFW BUOW Guidelines). RBC qualified biologists conducted four burrowing owl surveys during the breeding season; one survey was conducted between February 1 to April 15 and three surveys, at least three weeks apart, were conducted between April 15 and July 15, in accordance with CDFW BUOW Guidelines. Surveys were conducted during favorable weather conditions.

The burrowing owl survey area consisted of a larger area than the project site, including approximately six additional acres to the northwest plus a 500-foot (150-meter) buffer. Surveys were conducted by walking transects spaced approximately 20 meters apart throughout all suitable habitat within the survey area. At the beginning of each transect, and approximately every 100 meters, RBC biologists used binoculars (10x42) to scan the survey area for burrowing owl, active and potential burrows, and/or sign of burrowing owl. Any inaccessible areas of the 500-foot buffer were surveyed with binoculars to greatest extent possible. 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.

Crotch's Bumble Bee Surveys

Focused Crotch's bumble bee surveys were conducted by RBC biologists two to four weeks apart in July and August within the time period when detection of Crotch's bumble bee is greatest. Three surveys were performed in accordance with CDFW *Survey Considerations for CESA Candidate Bumble Bee Species*. Surveys were conducted by walking transects through the survey area focusing on areas where amply 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 surveys methods, details, and species lists can be found in **Appendix D**.

Constraints-Level Aquatic Resources Assessment

RBC biologists conducted a constraints-level assessment to identify areas that may be considered potentially jurisdictional. Areas with depressions, drainage patterns, wetland vegetation, and/or riparian vegetation within the project site and 50-foot buffer were assessed for potential jurisdictional status, with focus on the presence of defined channels, soils, and hydrology. No aquatic resources were identified

within the project site and 50-foot buffer during desktop review of the NWI and NHD databases. During the constraints-level aquatic resources assessment, no aquatic resources potentially jurisdictional per the Corps, RWQCB, and/or CDFW were observed within the project site. A concrete v-ditch located immediately off-site to the north of the project site and runs directly parallel to the northern boundary of the project site was identified. The concrete v-ditch collects and conveys stormwater east from the associated commercial development to the street gutter on located within North Fitzgerald Avenue. RBC biologists observed sediment within the concrete v-ditch. Based on the lack of hydrophytic vegetation within the concrete v-ditch, this feature is not anticipated to meet the appropriate wetland parameters to qualify as wetland waters of the U.S./state per the Corps and the RWQCB or associated wetlands potentially jurisdictional by the CDFW. The concrete v-ditch would also not qualify as non-wetland waters of the United States per the Corps as the concrete v-ditch appeared excavated in uplands based on the field assessment and an initial review of Google Earth aerial imagery. the survey area also supports one swale that is not expected to be jurisdictional by the USACE, RWQCB, or CDFW, as it did not appear to display an observable ordinary high water mark, bed and bank, or other evidence of conveying regular flows on-site. Lastly, the survey area supports one vegetated, earthen-bottom detention basin to the west of the project site.

Special-Status Plant Species

No special-status plant species were observed on-site, and none are expected to occur based on the relatively disturbed nature of the project site from previous development. Special-status plants assessed for their potential to occur on-site are presented in **Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence**, below (See **Figure 4.3-2a: Special Status Plant and Wildlife Species: USFWS** and **Figure 4.3-2b: Special Status Plant and Wildlife Species: CNDDB**. No federally or State threatened or endangered plant species or other special-status plant species were observed during the field survey and none have a moderate or high potential to occur within the project site based on the highly disturbed nature of the site and lack of suitable habitat. Although there are documented occurrences of special-status plant species within three miles from the project site, the significant disturbances on the undeveloped portions of the project site make it highly unlikely to support populations of these or other special-status plants, as detailed further in **Table 4.3-2**, below.

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
Plant Species			
Aparejo grass (*Mulhenbergia utilis*)	CRPR 1A	Perennial rhizomatous herb. Blooms October-May. Chaparral, cismontane woodland, coastal scrub, marshes and swamps, and meadows and seeps. Elevation 80-7,630 feet.	**None.** Species occurs in wet habitats which are not naturally occurring on-site. A detention basin with intermittent surface water occurs adjacent to the project site and within the survey buffer but is unnatural and surrounded by development.
Black bog-rush (*Schoenus nigricans*)	CRPR 2B.3	Perennial glasslike herb. Blooms August-September. Marshes and swamps.	**None.** Suitable aquatic habitat not present in the vicinity. The

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
		Elevation 490-6,650 feet.	detention basin in the project buffer is not suitable for this species.
Bristly sedge (*Carex cornosa*)	CRPR 1B.1	Perennial rhizomatous herb. Blooms May-September. Coastal prairie, marshes and swamps (lake margins), valley and foothill grasslands. Elevation 0-2,050 feet.	**None.** Suitable aquatic habitat not present in the vicinity. Grassland habitat on-site is dominated by invasive species.
California satintail (*Imperata brevifolia*)	CRPR 2B.2	Perennial rhizomatous herb. Blooms September-May. Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, and riparian scrub. Elevation 0-3,985.	**None.** Suitable aquatic habitat not present in the vicinity. Species occurs in wet springs, meadows, streambanks, and floodplains which are not present in the disturbed scrub habitat on-site.
California saw-grass (*Cladium californicum*)	CRPR 2B.2	Perennial rhizomatous herb. Blooms June-September. Marshes and swamps, and meadows and seeps. Elevation 195-5,250 feet.	**None.** Suitable aquatic habitat not present in the vicinity. The detention basin in the project buffer is not suitable for this species.
Chaparral ragwort (*Senecio aphanactis*)	CRPR 2B.1	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. Not recently documented within the Project vicinity.
Greata's aster (*Symphyotrichum gratae)*	CRPR 1B.3	Perennial rhizomatous herb. Blooms June-October. Chaparral, cismontane woodland, and coastal scrub. Elevation 985-6,895 feet.	**None.** Species occurs damp canyons which are not present in the native scrub habitat on-site.
Horn's milk-vetch (*Astragalus hornii var. hornii*)	CRPR 1B.1	Annual herb. Blooms May-October. Lake margins, alkaline, meadows and seeps, playas. Elevation 195-2,790 feet.	**None.** Suitable aquatic habitat not present in the vicinity. The detention basin in the project buffer is not suitable for this species.
Hot springs fimbristylis (*Fimbristylis themalis*)	CRPR 2B.2	Perennial rhizomatous herb. Blooms July-September. Meadows and seeps. Elevation 360-4,395 feet.	**None.** Suitable aquatic habitat not present in the vicinity. The detention basin in the project buffer is not suitable for this species.
Intermediate mariposa-lily (*Calocortus weedii var. intermedius*)	CRPR 1B.2	Perennial bulbiferous herb. Blooms May-July. Chaparral, coastal scrub, valley and foothill grassland. Elevation 345-2,805 feet.	**Low.** On-site native scrub and grassland habitat is disturbed. Chaparral, coastal scrub, and native grasslands are not found in the surrounding adjacent areas. Not known from Project vicinity.

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
La Panza mariposa-lily (*Calchortus simulans*)	CRPR 1B.3	Perennial bulbiferous herb. Blooms April-June. Chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Elevation 1,065-3,775 feet.	**None.** Grassland habitat on-site is dominated by invasive species and other preferred habitats are not present on-site. There are no records of this species in San Bernardino County.
Latimer's woodland gilia (*Saltuglia laimeri*)	CRPR 1B.3	Annual herb. Blooms March-June. Chaparral, Mojavean desert scrub, pinyon and juniper woodland. Elevation 1,310-6,235 feet.	**None.** Preferred native scrub and woodland habitats not present on-site. Not known from Project vicinity.
Los Angeles sunflower (*Helianthus nuttallii ssp. parishii*)	CRPR 1A	Perennial rhizomatous herb. Blooms August-October. Marshes and swamps (coastal salt and freshwater). Elevation 30-5,005 feet.	**None.** No suitable aquatic habitats present in the vicinity. Species is presumed extinct. Not documented within the Project vicinity in 100 years.
Mesa horkelia (*Horkelia cuneata var. puberula*)	CRPR 1B.1	Perennial herb. Blooms February-September. Maritime chaparral, cismontane woodland, and coastal scrub. Elevation 230 - 2,657 feet.	**Low.** Native scrub habitat present in the project site is disturbed. Species prefers foothills which are not present on-site.
Nevin's barberry (*Berberis nevinii*)	CRPR 1B.1	Perennial evergreen shrub. Blooms (February) March-June. Chaparral, cismontane woodland, coastal scrub, and Riparian scrub. Elevation 230-2,705 feet.	**None.** Native scrub habitat present in the project site is disturbed. Occurs in riparian habitat and/or washes that are not present on-site. This species would have been observed if present.
Parish's bush-mallow (*Malacothamnus parishii*)	CRPR 1A	Perennial deciduous shrub. Blooms June-July. Chaparral and coastal scrub. Elevation 1,000-1,495 feet.	**None.** Native scrub habitat present in the project site is disturbed. This conspicuous perennial shrub would have been observed if present. Species is presumed extinct.
Parish's desert-thorn (*Lycium parishii*)	CRPR 2B.3	Perennial shrub. Blooms March-April. Coastal scrub and Sonoran Desert scrub. Elevation 445-3,280 feet.	**None.** Native scrub habitat present in the project site is disturbed. Prefers rocky slopes and canyons which are not present on-site. This species would have been observed if present.
Parry's spineflower (*Chorizanthe parryi var. parryi*)	CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevation 900-4,000 feet.	**Low.** Disturbed native scrub habitat with sandy soil present on-site that could support this species; however, repeated disturbance to the site reduces the likelihood of species presence. This species has not been recorded in the vicinity of the project site since 1938. Nearest modern records are from the Lytle Creek Wash approximately two miles northeast of the Project site.

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
Prairie wedge grass (*Sphenopholis obtusata*)	CRPR 2B.2	Perennial herb. Blooms April - July. Cismontane woodland, meadows and seeps. Elevation 984-6,561 feet.	**None.** Woodland habitat not present. Species prefers wet meadows, streambanks, and ponds which are not present on the project site.
Prostrate vernal pool navarretia (*Navarretia prostrata*)	CRPR 1B.2	Annual herb. Blooms April - July. Coastal scrub, meadows and seeps, valley and foothill grassland, and vernal pools. Elevation 10-3,970 feet.	**None.** Species occurs in alkaline floodplains, vernal pools, and wetland habitats which are not present on-site.
Salt spring checkerbloom (*Sidalcea neomexicana*)	CRPR 2B.2	Perennial herb. Blooms March-June. Chaparral, coastal scrub, lower montane coniferous forests, Mojavean desert scrub, and playas. Elevation 50-5,020 feet.	**None.** Species occurs in alkaline springs, marshes, and playas which are not present in the vicinity.
San Bernardino aster (*Symphyotrichum defoliatum*)	CRPR 1B.2	Perennial rhizomatous herb. Blooms July-November. Cismontane woodlands, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and vernally mesic valley/foothill grasslands. Elevation 7 - 6,690 feet.	**Low.** Disturbed native scrub habitat with sandy soil present on-site that could support this species; however, repeated disturbance to the site reduces the likelihood of species presence. This species has been recorded within two miles of the project site, but the project site is located just outside the estimated species range.
San Diego Ambrosia (*Ambrosia pumila*)	FE; CRPR1B.1	Perennial rhizomatous herb. Blooms April-October. Sandy loam or clay soils in chaparral, coastal scrub, valley and foothill grassland, and vernal pools. Elevation 65 - 1,350 feet.	**Very Low.** Although disturbed scrub habitats occur on-site, there are no records of this species in San Bernardino County.
Sanford's arrowhead (*Sagittaria sanfordii*)	CRPR 1B.2	Perennial rhizomatous herb. Blooms May-October (November). Marshes and swamps. Elevation 0-2,135.	**None.** No suitable aquatic habitats present in the vicinity. The detention basin in the project buffer is not suitable for this species.
Santa Ana River woollystar (*Eriastrum densifolium ssp. sanctorum*)	FE; SE; CRPR 1B.1	Perennial herb. Blooms April-September. Chaparral and coastal alluvial fan scrub. Elevation 298-2,000 feet.	**None.** Species occurs in washes, floodplains, and dry riverbeds which are not present in the scrub habitats on-site.
Short-joint beavertail (*Opuntia basilaris var. brachyclada*)	CRPR 1B.2	Perennial stem. Blooms April-June (August). Chaparral, Joshua tree woodland, Mojavean desert scrub, pinyon and juniper woodland. Elevation 1,395-5,905.	**None.** No suitable native habitats present in the vicinity.

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
Singlewhorl burrowbush (*Ambrosia monogyra*)	CRPR 2B.2	Perennial shrub. Blooms August-November. Chaparral, Sonoran desert scrub. Elevation 35-1,640 feet.	**None.** Occurs in washes and riverbeds which are not present on-site.
Slender-horned spineflower (*Dodecahema leptoceras*)	FE; SE; CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, alluvial fan coastal scrub. Elevation 655-2,490 feet.	**Very Low.** No suitable native habitats present in the vicinity. This species has not been documented within the Project vicinity in 100 years.
Smooth tarplant (*Centromadia pungens ssp. laevis*)	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.** Project site contains disturbed habitat. This species is tolerant of some disturbance; however, the on-site grassland and disturbed land have undergone extensive anthropogenic alterations (e.g., weed abatement, inactive agriculture, infill and leveling) that reduce the likelihood of this species' occurrence.
Southern mountains skullcap (*Scutellaria bolanderi ssp. austromontana*)	CRPR 1B.2	Perennial rhizomatous herb. Blooms June-August. Chaparral, cismontane woodland, lower montane coniferous forest. Elevation 1,395-6,560 feet.	**None.** No suitable native habitats present in the vicinity.
Thread-leaved brodiaea (*Brodiaea filifolia*)	CRPR 1B.1	Perennial bulbiferous herb. Blooms March-June. Chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools. Elevation 80-3,675 feet.	**Low.** Native scrub and grassland habitats occur on-site; however, they are highly disturbed. Weed abatement practices, such as discing, occur regularly which results in upturned and tilled soils that have a detrimental impact on bulbiferous species, which rely on underground bulbs to store energy. Not known form Project vicinity.
White rabbit-tobacco (*Pseudognaphalium leucocephalum*)	CRPR 2B.2	Perennial herb. Blooms (July) August-November (December). Chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevation 0-6,890 feet.	**Low.** Species occurs on sandy or gravelly benches and is known to occur in disturbed sand; however, this species is most commonly associated with washes, streams, and canyon bottoms, which are not found on-site. Not known from Project vicinity.
White-bracted spineflower (*Chorizanthe xanti var. leucotheca*)	CRPR 1B.2	Annual herb. Blooms April-June. Coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevation 985-3,935 feet.	**Low.** Species occurs in sand and gravel in native scrub habitats which are present, though disturbed, on-site. This species is primarily known from the San Jacinto and San Bernardino

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
			Mountains and has not been recorded within the vicinity of the project site.
Reptiles			
California glossy snake (*Arizona elegans occidentalis*)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral habitats. Prefers habitats containing open areas and loose soils for burrowing.	**Low.** Disturbed scrub habitat on-site is marginally suitable for this species. Loose soils suitable for burrowing occur on-site.
Coastal whiptail (*Aspidoscelis tigris stejnegeri*)	SSC	A variety of rocky, sandy, dry habitats including sage scrub, chaparral, woodlands on friable loose soil.	**Moderate.** Disturbed scrub habitat on-site is marginally suitable for this species.
Coast horned lizard (*Phrynosoma blainvillii*)	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.	**Moderate.** Sandy and friable soils are present in the disturbed scrub habitat on-site which is marginally suitable for this species. Harvester ants, the primary diet of the species, are also present on-site.
Orange-throated whiptail (*Aspidoscelis hyperythra*)	WL	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub.	**Very low.** Disturbed scrub habitat on-site is marginally suitable for this species. Species prefers washes, stream sides, rocky hillsides which are not present on-site.
Southern California legless lizard (*Anniella stebbinsi*)	SSC	Found in a variety of habitats including coastal dunes, sandy washes, and alluvial fans, containing moist, loose soils.	**Low.** Disturbed scrub habitat on-site is marginally suitable for this species. Leaf litter under shrubs and loose sandy soils present on-site.
Southern rubber boa (*Charina umbratical*)	SE	Found in oak-conifer and mixed-conifer forests at elevations between roughly 5,000 to 8,200 feet. where rocks and logs or other debris provide shelter.	**Very Low.** Suitable habitat not present; project site is outside elevation range.
Invertebrates			
Crotch's bumble bee (*Bombus crotchii*)	SE (Candidate)	Arid shrublands and grasslands in coastal and foothill areas of southern California. Nectar plants include milkweeds, buckwheat, and lupines.	Absent/Low-to-Moderate. Focused surveys conducted in 2024 were negative for Crotch's bumble bee; however, this species changes nesting locations each year and potential for future project site inhabitance is low-to-moderate. This species can persist in semi-natural habitats surrounded by intensely modified landscapes, such as the sparse disturbed buckwheat scrub habitat within the project

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
			site, and inhabits abandoned rodent burrows.
Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)	FE	Found in sandy areas composed of Delhi fine sands, stabilized by sparse native vegetation.	**Very Low.** Delhi fine sands are not present on or in the immediate vicinity of the project site; on-site soils are Tujunga loamy sands, which are not suitable habitat for this species.
Monarch butterfly, California overwintering population (*Danaus plexippus plexippus pop. 1*)	FE (Candidate)	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.	**Present; potential for overwintering is low.** Observed on-site during general biological survey on October 11, 2022. No milkweed observed; thus, the site does not have potential to support reproduction. Eucalyptus grove exists in survey area on the eastern boundary but is unlikely to provide the necessary conditions for a suitable overwintering site, which require protection from high wind and storms, absence of freezing temperatures, varying levels of sunlight, high humidity, and the presence of water.
Fish			
Santa Ana sucker (*Catostomus santaanae*)	FT	Found in small permanent streams.	**None.** Suitable aquatic habitats do not occur within the project site.
Birds			
American Peregrine falcon (*Falco peregrinus anatum*)	Delisted	Found in open country, cliffs (mountains to coast), sometimes cities. Over its wide range, found in wide variety of open habitats, from tundra to desert mountains. Often near water, especially along coast, and migrants may fly far out to sea.	**Present**; **no potential for nesting.** Species observed foraging north of the project site during general biological project survey on October 11, 2022. Suitable nesting habitat is not present on-site.
Burrowing owl (*Athene cunicularia*)	SE (Candidate)	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	**Present/Moderate.** Small mammal burrows occur within the project site including California ground squirrel burrow complexes. This species is known to occur within the general area and has been historically recorded at the Rialto Airport within 500 feet of the project site. Observed on-site during focused burrowing owl surveys.

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
California condor (*Gymnogyps Californianus*)	FE; SE; FP	Found in rocky scrubland, coniferous forest, and oak savannah. Nest near cliffs or large trees in forested mountain regions up to about 6,000 feet elevation. Foraging areas are in open grasslands and can be far from primary nesting sites.	**Very Low.** Suitable nesting sites are not present. Although scrubland such as that found on-site can be utilized for foraging, the on-site habitat is isolated from other native habitats by surrounding development and unlikely to support condor foraging.
California gull (*Larus californicus*)	WL	Found foraging in pastures or parking lots and breeding along inland lakes and rivers.	**Present; no potential for nesting.** Species observed during focused burrowing owl surveys. Foraging habitat is present; however, roosting and nesting habitat is absent.
Coastal California gnatcatcher (*Polioptila californica californica*)	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 habitats in coastal areas, with most populations occurring below 1,500 feet in elevation.	**Low.** Isolated patches of buckwheat scrub are present surrounded by large areas of disturbed habitat. Amount of suitable shrub habitat on and near the project site are not large enough to support individuals of this species.
California horned lark (*Eremophila alpestris actia*)	WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	**Present.** Species observed on-site during general biological survey on October 11, 2022, and during focused burrowing owl surveys on June 12, 2023 and July 3, 2023.
Golden eagle (*Aquila chrysaetos*)	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, chapparal, shrubland, forest, and other vegetated areas.	**Present; no potential for overwintering or nesting.** Species observed circling high above the site during general biological survey on October 11, 2022. Suitable nesting and overwintering habitat is not present on-site.
Least Bell's vireo (*Vireo bellii pusillus*)	FE; SE	Riparian woodland with understory of dense young willows or mulefat and willow canopy. Nests often placed along internal or external edges of riparian thickets.	**Very Low.** Suitable habitat does not occur within the project site.
Loggerhead shrike (*Lanius ludovicianus*)	SSC	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting.	**Present.** Species observed foraging on-site during general biological survey on October 11, 2022. The site has limited suitable nesting habitat.
Merlin (*Falco columbarius*)	WL	Found in edges of grasslands and deserts. In open country, clumps of	**Present; no potential for**

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
		trees or windbreaks are required for roosting.	**nesting.** Species observed during focused burrowing owl surveys. Foraging habitat is present; however, roosting habitat is absent, and this species is not known to nest in California.
Prairie falcon (*Falco mexicanus*)	WL	Found in desert shrubland and grasslands. Primarily forage in grassland habitats.	**Present; no potential for nesting.** Species observed during focused burrowing owl surveys. Foraging habitat is present; however, roosting and nesting habitat is absent.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	FT; SE	Western yellow-billed cuckoo inhabits riparian areas exclusively, typically nesting in low to moderate elevation riparian woodlands with native broadleaf trees. The species is generally observed in cottonwood-willow-dominated habitats, although riparian cover can vary. In California, habitat often consists of willow species and Fremont cottonwoods (Populus fremontii).	**Very Low.** Suitable habitat does not occur within the project site; tree species typically associated with this species are not present.
Southwestern willow flycatcher (*Empidonax traillii*)	FE; SE	Found in in thick riparian areas with willows near standing or running water.	**Very Low.** No suitable habitats present; riparian vegetation is not found within the project site.
Mammals			
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	SSC	Found in low elevation grassland, alluvial sage scrub, and coastal sage scrub.	**Very low.** Non-native grassland and disturbed scrub on-site are marginally suitable for this species. Frequent disturbance and surrounding development make it unlikely for this species to occur. This species occurs sparingly in, or is absent from, many historic localities in the San Bernardino valley.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC	Inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities.	**Very low.** Non-native grassland and disturbed scrub on-site are marginally suitable for this species. Frequent disturbance and surrounding development make it unlikely for this species to occur.
Pocketed free-tailed bat (*Nyctinomops femorosaccus*)	SSC	Rugged cliffs, rocky outcrops, and slopes in desert shrub and pine oak forests.	**Very Low.** Suitable habitat does not occur within the project site; cliffs and outcrops are not present.

Table 4.3-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status	Habitat Description	Potential for Occurrence on Project Site
San Bernardino kangaroo rat (*Callospermophilus lateralis bernardinus*)	FE; SE; SSC	Found along floodplains, washes and alluvial fans in scrub and chaparral habitats. Soft soil required to burrow.	**Very low.** Scrub habitat occurs on-site, however it is disturbed, surrounded by development, and impacted by regular weed abatement that alters the soil structure and vegetation. Critical habitat for the species occurs less than two miles from the site in Lytle Creek Floodway, which is also the location of the nearest suitable floodplains and washes. Development occurs between designated critical habitat and project site.
Western yellow bat (*Lasiurus xanthinus*)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands, and sometimes even residential areas.	**Very Low.** Suitable habitat does not occur within the project site. Species prefers trees over three meters (10 feet) in height, which occur outside of the project area, but within the survey area. All trees over three meters in height are eucalyptus, which is not a primary roosting tree for this species.

Notes:
FE: Federally Endangered
FT: Federally Threatened
FP: Fully Protected
SE: State Endangered
ST: State Threatened
SSC: CDFW Species of Special Concern
WL: CDFW Watch List Species

Source: **Appendix D**

4.3.5 Impact Thresholds and Significance Criteria

The following significance criteria for biological resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- 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; or

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- Conflict with the provisions of an adopted Habitat Conservation Plan, NCCP, or other approved local, regional, or state habitat conservation plan.

4.3.6 Project Impacts and Mitigation Measures

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 California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Special-Status Plants

No special-status plant species were observed within the project site and none are expected to occur on-site due to the relatively disturbed nature of the site. Further, no federally or State threatened or endangered plant species or other special-status plant species were observed during the field survey of the project site, and none have a moderate of high potential to occur within the project site. As such, the proposed Project would not result in significant impacts to special-status plant species, as none are present on-site and none have a moderate to high potential to occur within the project site due to lack of suitable habitat and the overall disturbed nature of the site. No impact would occur and no mitigation is required.

Special-Status Wildlife

Nine special status species were observed during the general biological surveys and focused burrowing owl surveys, as detailed below, and three additional species have a low-to-moderate or moderate potential to occur on site. Special-status wildlife species detected during the biological surveys and owl surveys include Monarch butterfly, California Overwintering Population (*Danaus plexippus plexippus pop. 1*), American peregrine falcon (*Falco peregrinus anatum*), Burrowing owl (*Athene cunicularia*), California gull (*Larus californicus*), California horned lark (*Eremophila alpestris actia*), Golden eagle (*Aquila chrysaetos*), Loggerhead shrike (*Lanius ludovicianus*), Merlin (*Falco columbarius*), and Prairie falcon (*Falco mexicanus*). Special-status wildlife species with a moderate to high potential to occur include Burrowing owl (*Athene cucicularia*), Coastal whiptail (*Aspidoscelis tigris stejnegeri*), and Coast horned lizard (*Phrynosoma blainvilli*). Potential impacts to these species as a result of Project implementation are discussed below.

Monarch butterfly. The monarch butterfly, a candidate for listing under FESA when overwintering in California, was observed during the initial general biological survey on October 11, 2022, However, the project site has a low potential to support overwintering individuals due to lack of suitable habitat. As such, potential impacts on monarch butterfly as a result of Project implementation would be less than significant.

Crotch's bumble bee. Crotch's bumble bee, a State candidate for listing under the CESA, has a low-to-moderate potential to occur within the project site and may be impacted by Project implementation. Crotch's bumble bee was not documented during biological surveys, however, suitable nectar sources and marginally suitable habitat occur within the project site and the potential for this species to occur is considered low-to-moderate. Although Crotch's bumble bee was not observed on-site, the Project could result in direct impacts to Crotch's bumble bee in the event of death, injury, or harassment if Crotch's bumble bee were to occur within the project site. Therefore, the analysis conservatively assumes that significant impacts to the species could occur as a result of direct impacts to nesting sites. Accordingly, potential direct Impacts to Crotch's bumble bee would be avoided or minimized through implementation of Mitigation Measure (**MM**) **BIO-2A** and **MM BIO-2B**, which would require nesting surveys prior to ground disturbing activities, and implementation of non-disturbance buffer areas surrounding any identified nesting sites. Potential indirect impacts to the species could occur through the destruction of viable nectar sources of occupied habitat. To reduce potential indirect impacts, the Project would implement **MM BIO-2C**, which would require a focused survey within one year prior to ground disturbing activities to determine the presence of occupied habitat on-site. Additionally, implementation of **MM BIO-2D** would require on-site revegetation with suitable nectar sources. With implementation of **MM BIO-2A** through **MM BIO-2D**, potential impacts to Crotch's bumble bee would be less than significant. However, 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.

Burrowing owl. Burrowing owl is currently a candidate species under the CESA as of October 10, 2024. Burrowing owl (State candidate for listing under the CESA) was detected on-site during focused surveys and has potential to inhabit the site in the future; therefore, this species may be impacted with Project implementation. The project site has moderate potential to support burrowing owl. No burrowing owl, active burrows, or burrowing owl sign were observed during the biological surveys. As such, the absence of burrowing owl during the peak breeding season suggests that the project site is not currently used by burrowing owl for nesting. However, there is evidence that the project site is used by burrowing owl for refuge and foraging outside of nesting season and burrowing owl may occur on-site in the future. Project implementation would result in direct impacts to burrowing owl in the event of death, injury, or harassment. Such impacts would be considered significant. To reduce potentially significant impacts to burrowing owl, prior to Project construction, construction workers shall complete training with instructions on how to be aware of and identify burrowing owls (**MM BIO-3A**) and the Project would require pre-construction surveys to determine the presence of burrowing owls within and adjacent to the project site (**MM BIO-3C**). A qualified biologist shall perform monitoring during all construction activities to ensure avoidance of impacts to burrowing owl (**MM BIO-3B**) and in the event avoidance of burrowing owl is not possible, consultation with CDFW will determine the appropriate course of action. Consultation with CDFW may require Incidental Take Permit (ITP) or a Burrowing Owl Relocation and Mitigation Plan (**MM BIO-3D**). Additionally, the Project would implement **MM BIO-1A** and **MM BIO-1B**, which would require enforcement of a speed limit (15 miles per hour) for unpaved roads adjacent to the project site and any construction pipes, culverts, or similar structures of a minimum of 3 inches in diameter to be

screened, covered, or elevated overnight. With the above-mentioned mitigation measures, direct impacts to burrowing owl would be less than significant.

Indirect impacts on burrowing owl could occur if burrowing owl is present within suitable habitat north of the project site, and construction occurs at night and uses lighting. Such impacts are potentially significant because lights could reduce burrowing owls' hunting success and make burrowing owls easier targets for predators. Prior to initial ground disturbing activities, construction personnel would be provided with instructions to follow in the event burrowing owl is observed, or suspected to be, on-site (**MM BIO-3A**). Additionally, pre-construction burrowing owl surveys would be conducted to ensure no occupied burrowing owl burrows are present within or adjacent to construction areas during ground disturbing activities (**MM BIO-3C**). To avoid impacts on burrowing owl from nighttime construction and lighting, Project construction would occur during the day. However, in the event Project construction should occur during 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 (**MM BIO-1C**). Indirect impacts on burrowing owl, if present in suitable habitat north of 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, thus unlikely to affect burrowing owl behavior. In addition, burrowing owl pre-construction surveys would include a 500-foot buffer around the project site; therefore, burrowing owls occurring near to the project site would be detected, if present (**MM BIO-3C**). If burrowing owls are detected within 500-feet of the project site, CDFW would be contacted within 48 hours and disturbance avoidance buffers would be implemented by a qualified biologist in accordance with recommendations from CDFW, and no work would occur within avoidance buffers until consultation with CDFW (**MM BIO-3D**). As such, indirect impacts would be less than significant with mitigation.

California horned lark and Loggerhead shrike. Both the California horned lark and Loggerhead shrike were observed within and adjacent to the project site. Direct impacts to these species would occur through loss of suitable foraging habitat. However, suitable foraging habitat for these species is present within proximity to the project site and is abundant throughout the region and removal of suitable foraging habitat during Project implementation would result in a less than significant impact. Project construction activities could result in direct impacts on nesting 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. Impacts that result in injury or death of California horned lark or loggerhead shrike, or loss of genetic diversity of these special-status species is potentially significant. To reduce potential direct impacts to these species, vegetation trimming and removal, grading, and other construction activities within suitable nesting habitat would occur outside of breeding season (February 15 through August 31) and pre-construction surveys would be conducted three days prior to any disturbance of the Project site (**MM BIO-4A**). In the event either species are documented on-site, no-work exclusion buffers would be established and maintained around each active nest (**MM BIO-4B**). With implementation of **MM BIO-4A** and **MM BIO 4B**, direct impacts to California horned lark and Loggerhead shrike would be less than significant.

Indirect impacts to California horned lark and Loggerhead shrike could occur during construction due to elevated noise, vibration, and dust levels generated by construction equipment. These disturbances are

temporary and relatively short in duration, thus unlikely to affect these species behaviors. As such, indirect impacts to the California horned lark and Loggerhead shrike would be less than significant.

Coastal whiptail and coast horned lizard. The coastal whiptail and coast horned lizard have a moderate potential to occur within the project site. Potential direct impacts to these species could occur during vegetation clearing, grading, and other construction activities, which could result in harassment, injury, or death. Impacts that result in harassment, injury, or death would be considered potentially significant. Therefore, the Project would implement mitigation measures to reduce potentially significant impacts to these species. Prior to ground disturbing activities, a biologist would walk through habitat to be imminently removed to flush any coastal whiptail or coast horned lizard that may be present, from the project site (**MM BIO-1D**) and all limits of works would be clearly demarcated (**MM BIO-1H**). Speed limits would be set and enforced to minimize risk of vehicle collisions with the species (**MM BIO-1A**). Any holes and trenches excavated during Project construction would be covered or equipped with escape ramps to prevent entrapment of the species (**MM BIO-1E**). Pets, which could harass, injure, or kill the species, would be prohibited from the project site (**MM BIO-1F**). And lastly, all trash would be properly stored and disposed of to avoid attracting predators of the species to the project site (**MM BIO-1G**). Implementation of the previously mentioned mitigation measures would reduce potentially significant direct impacts to coastal whiptail and coast horned lizard to less than significant.

Golden Eagle. American Peregrine Falcon, Prairie Falcon, Merlin, and California Gull. Golden eagle, American peregrine falcon, prairie falcon, merlin, and California gull were observed during the 2022 biological survey. American peregrine falcon is delisted from the ESA and CESA and is no longer considered a CDFW Fully Protected species. Although Golden eagle, American peregrine falcon, prairie falcon, and merlin were viewed flying over the project site during the biological surveys, these species were not observed directly using the project site and are not expected to rely on the project site as it is dominated by developed and disturbed habitats. Suitable nesting habitat is not present for any of these species. Golden eagle, American peregrine falcon, and prairie falcon primarily nest on ledges and cliffs which are absent from the project site, and merlin is not known to nest is southern California. In addition, California gull was observed during the biological surveys; however, there is no potential for the project site to support nesting colonies as colonies are always located near large bodies of water. Thus, impacts on Golden eagle, American peregrine falcon, prairie falcon, merlin, and California gull as a result of Project implementation are determined to be less than significant.

Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Biological impacts as a result of Project implementation are shown in **Figure 4.3-3: Proposed Project Impacts**. With the implementation of mitigation measures **MM BIO-1A** to **MM BIO-1H**, **MM BIO-2A** to **MM BIO-2D**, **MM BIO-3A** to **MM BIO-3D**, and **MM BIO-4A** to **MM BIO-4B**, impacts to candidate, sensitive, or special status species would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

MM BIO-1A Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the project site.

MM BIO-1B The Project Applicant, or its contractors, shall screen, cover, or elevate at least one (1) foot above ground, all construction pipe, culverts, or similar structures with a diameter of three (3) inches or greater that are stored on-site overnight. The pipes, culverts, and similar structures shall be inspected by the Project biologist for wildlife before such material is moved, buried, or capped.

MM BIO-1C 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.

MM BIO-1D A biologist shall flush special-status species (i.e., avian or other mobile species) 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 immediately removed.

MM BIO-1E At the end of each workday during construction, the Applicant, or its contractors, will 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 Project biologist shall thoroughly inspect holes and trenched for trapped animals during biological monitoring.

MM BIO-1F Contractors shall not permit pets on the construction site.

MM BIO-1G 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 shall be removed or emptied each night.

MM BIO-1H 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.

MM BIO-2A 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 shall not be required. Within one year prior to ground disturbing activities, a qualified biologist shall conduct active Crotch's

bumble bee nest surveys during the typical colony active period (April – August) following survey guidelines provided in the CDFW's Survey Considerations for CESA Candidate Bumble Bee Species. The qualified biologist shall be familiar with Crotch's bumble bee identification and life history.

MM BIO-2B If suspected or active Crotch's bumble bee nests are present, a qualified biologist shall establish an appropriate non-disturbance buffer around each nest immediately prior to initiation of construction activities using stakes and/or brightly colored flagging to avoid disturbance or incidental take of the species. If avoidance buffers are not feasible during construction activities, then CDFW shall be consulted.

MM BIO-2C Within one year prior to ground disturbing activities, a qualified biologist shall survey suitable nectar plants for foraging Crotch's bumble bee during the typical flight season (February – October) following survey guidelines provided in the CDFW's Survey Considerations for CESA Candidate Bumble Bee Species. The qualified biologist shall be familiar with Crotch's bumble bee identification and life history.

MM BIO-2D If occupied foraging habitat for Crotch's bumble bee is present within project impact areas, a Revegetation Plan shall be prepared which includes native shrubs and native seed mixes that contain known nectar sources for Crotch's bumble bee. The Revegetation Plan shall be developed in consultation with a qualified Crotch's bumble bee biologist an implemented following Project construction.

MM BIO-3A 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 burrowing owls and other 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 burrowing owl 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. A refresher WEAP training will be completed on an annual basis thereafter. Note that the fact sheet shall be provided in other languages, as necessary, to accommodate non-English speaking workers. 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. On an annual basis, the project proponent shall certify that WEAP training has been provided to all construction personnel. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.

MM BIO-3B During active construction, biological monitoring will be performed to ensure unauthorized impacts on burrowing owl do not occur as a result of the project. A biologist shall be contracted to perform monitoring during all construction activities approximately every other day. The definitive frequency and duration of monitoring shall be dependent

on project and site conditions, such as the type of construction activity occurring, whether it is the breeding versus non-breeding season, if a burrowing owl has been recently documented on site, and the efficacy of the exclusion buffers, as determined by a qualified biologist.

MM BIO-3C 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. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during the clearance survey, no additional conditions are required to avoid impacts to burrowing owl.

The Project applicant shall submit at least one burrowing owl preconstruction 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 CDFW BUOW Guidelines.

MM BIO-3D If burrowing owl is documented on site or within 500-feet of the project site during either preconstruction surveys or biological monitoring, occupied burrowing owl burrows shall not be disturbed. CDFW shall be contacted within 48 hours of the burrowing owl observation and disturbance avoidance buffers shall be set up by a qualified biologist in accordance with the recommendations from CDFW.

No work will occur within avoidance buffers until consultation with CDFW and issuance of permits, if required. If burrowing owl is no longer a candidate or listed species under CESA at the time of project construction, then permits shall not be required. If avoidance of burrowing owls is not possible, either directly or indirectly, consultation with CDFW will determine the appropriate course of action. CDFW may require an Incidental Take Permit (ITP) or a Burrowing Owl Relocation and Mitigation Plan (Plan). The conditions of the permit or measures outlined in the plan would be adhered to by the Project proponent and any required compensatory mitigation of habitat would be provided.

MM BIO-4A To ensure compliance with CFGC 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). Regardless of the time of year, a qualified biologist will 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, and grading.

MM BIO-4B 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, and the 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 using their best professional judgement to avoid take of nesting birds. If nesting birds are not documented during the preconstruction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.

Impact 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 California Department of Fish and Wildlife or US Fish and Wildlife Service?

Level of Significance: Less Than Significant Impact

The proposed Project would impact three vegetation communities or land uses as identified below in **Table 4.3-3: Potential Project Impacts on Vegetation Communities/Land Uses**. Developed land and disturbed habitat are not considered native vegetation communities; however, impacts on isolated native upland habitat (e.g., disturbed Riversidean sage scrub), will occur with Project implementation. Disturbed Riversidean sage scrub is not considered a sensitive natural community under CEQA and impacts on this community are not anticipated to be significant due to its abundance in the region. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts to native vegetation communities resulting from the Project would be less than significant.

Table 4.3-3: Potential Project Impacts on Vegetation Communities/Land Uses

Vegetation	Impacts within Project Site (acres)
Developed	5.2
Disturbed habitat	29.4
Disturbed Riversidean Sage Scrub	0.7
Total	**35.3**

Source: **Appendix D**

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.3-3 Would the Project have a substantial adverse effect on state or federally 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

The proposed Project would not impact State or federally protected wetlands as no jurisdictional aquatic resources were observed within the project site. No aquatic resources were identified within the project site or 50-foot buffer during desktop review of the NWI and NHD databases. A concrete v-ditch is located immediately off-site to the north, which runs parallel to the northern boundary of the project site. The concrete v-ditch appears to collect and convey stormwater from the east to the street gutter located within North Fitzgerald Avenue. The concrete v-ditch may qualify as a non-wetland water of the State jurisdictional per the RWQCB. However, it should be noted that to receive an official determination from the Corps and concurrence from the RWQCB, a project-specific aquatic resources delineation and reporting per RWQCB standards and guidelines would be required. Although the off-site concrete v-ditch has potential to qualify as a non-wetland water of the State, Project impacts are not proposed within or near that area. The survey area also supports one swale. However, the swale is not expected to be jurisdictional by the USACE, RWQCB, or CDFW, since It does not display an observable ordinary high water mark. As such, the Project would not result in impacts on jurisdictional aquatic resources and permitting through the Corps, RWQCB, and CDFW would not be required. Additionally, development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impacts would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

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?

Level of Significance: Less Than Significant Impact With Mitigation Incorporated

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 disturbed habitat and disturbed Riversidean sage scrub within the project site have the potential to support avian nests and impacts on nesting birds are prohibited by the MBTA and CFGC Section 3503. To avoid potential direct impacts on nesting birds, removal of suitable habitat would occur outside of the breeding season (**MM BIO-4A**), when feasible. Additionally, within three days prior to ground disturbance or construction activities, a qualified biologist would conduct a nesting bird survey (**MM BIO-4A**). If active nests are found, construction activities would be avoided in a buffer area around the nest until nestlings have fledged and the nest is determined to be inactive, a biologist would be retained to monitor nesting activity (**MM BIO-4B**).

Additionally, the project site does not serve as part of a wildlife corridor. The project site is composed of highly disturbed undeveloped areas that are surrounded by development. No large areas of native vegetation are contiguous with the disturbed habitat on-site, nor do such areas of native habitat occur in proximity to the project site. As such, the project site and surrounding area do not serve as a wildlife corridor. No impact would occur to wildlife corridors.

Furthermore, development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. With implementation of **MM BIO-4A** and **MM BIO-4B**, impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

Further details regarding **MM BIO-4A** and **MM BIO-4B** are included under Impact 4.3-1, above.

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?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

As previously discussed, the project site is located within the Burrowing Owl Overlay Zone. As such, focused surveys and preconstruction surveys for burrowing owl would be conducted to determine the presence or absence of burrowing owl within the project site prior to construction. As previously discussed, the Project would result in less than significant impacts to burrowing owl with the implementation of **MM BIO-3A** to **MM BIO-3D**. With compliance with applicable mitigation measures, the proposed Project would not conflict with local policies or ordinances protecting biological resources. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant with mitigation incorporated.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

Further details regarding **MM BIO-3A** to **MM BIO-3D** are included under Impact 4.3-1, above.

Impact 4.3-6 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?

Level of Significance: No Impact

The project site is not located within an active Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impact would occur, and no mitigation is required.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

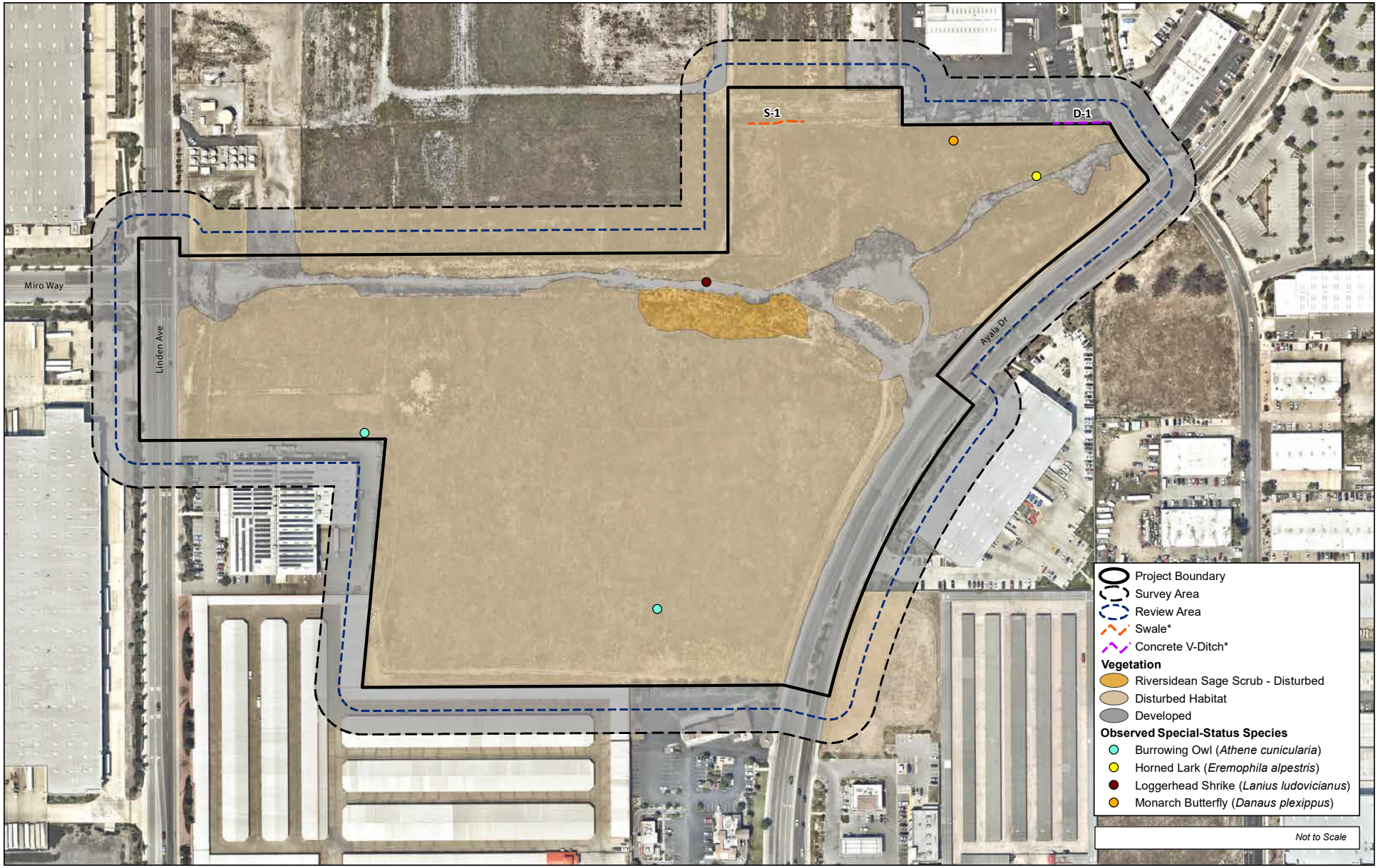
No mitigation is required.

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 mitigation, the proposed Project would not cause a significant impact to biological resources. As discussed in this section, the project site does not contain riparian habitat or any other water resources. Additionally, the site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the Clean Water Act. 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. 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 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential impacts regarding biological resources would be reduced to less than significant.

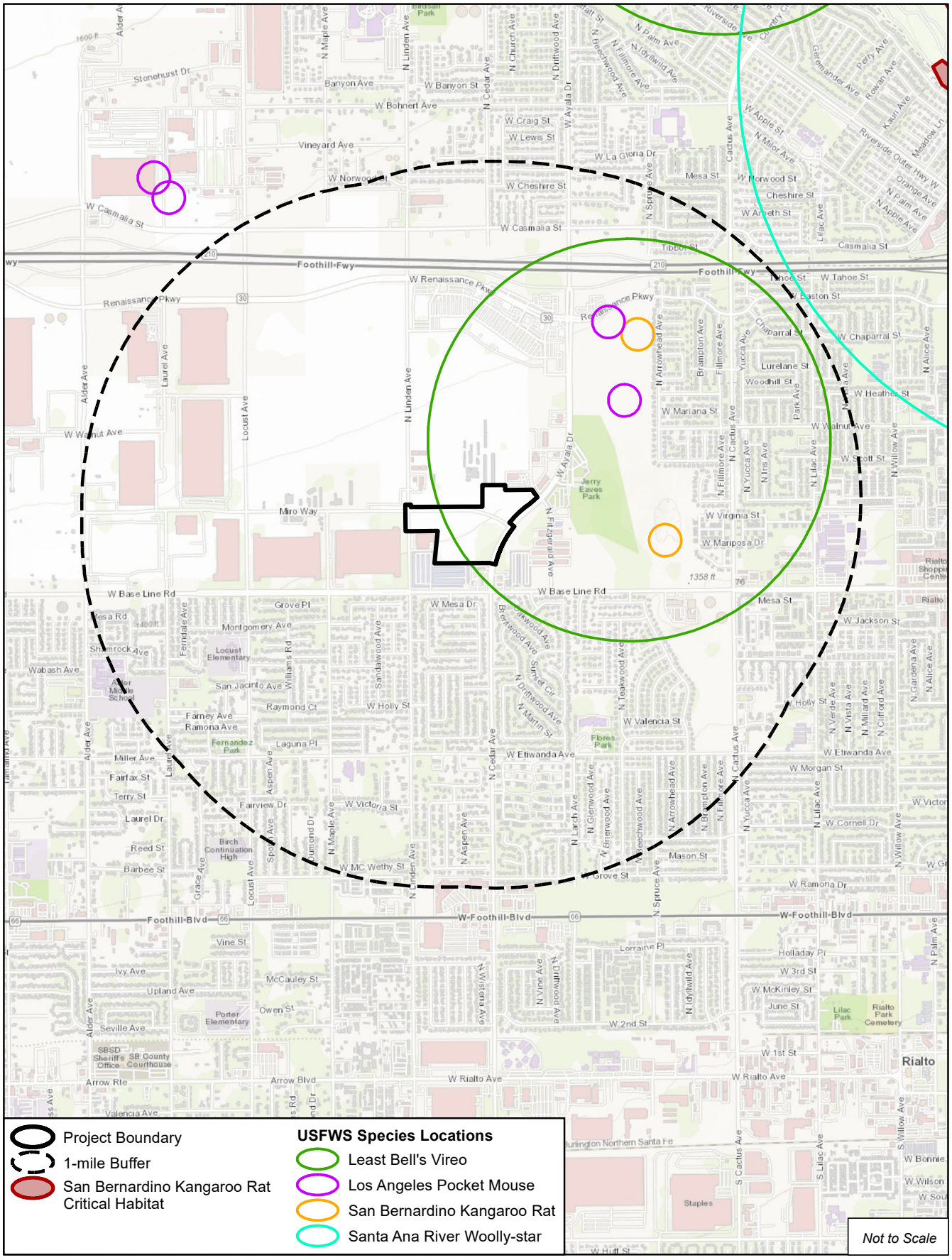


Source: Rocks Biological Consulting

FIGURE 4.3-1: Existing On-Site Biological Resources
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank

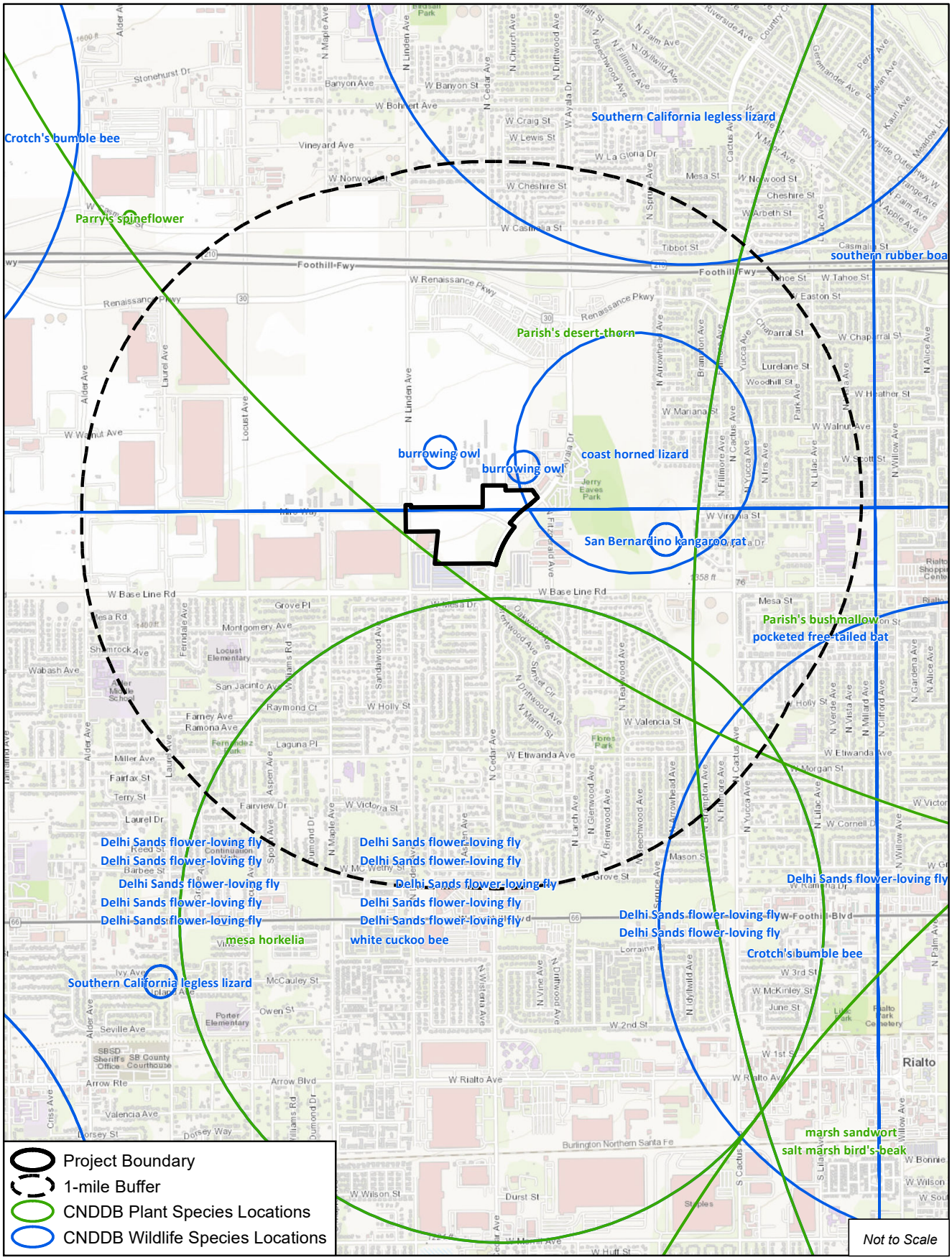


Source: Rocks Biological Consulting

FIGURE 4.3-2A: Special-Status Plants and Wildlife Species -USFWS
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank

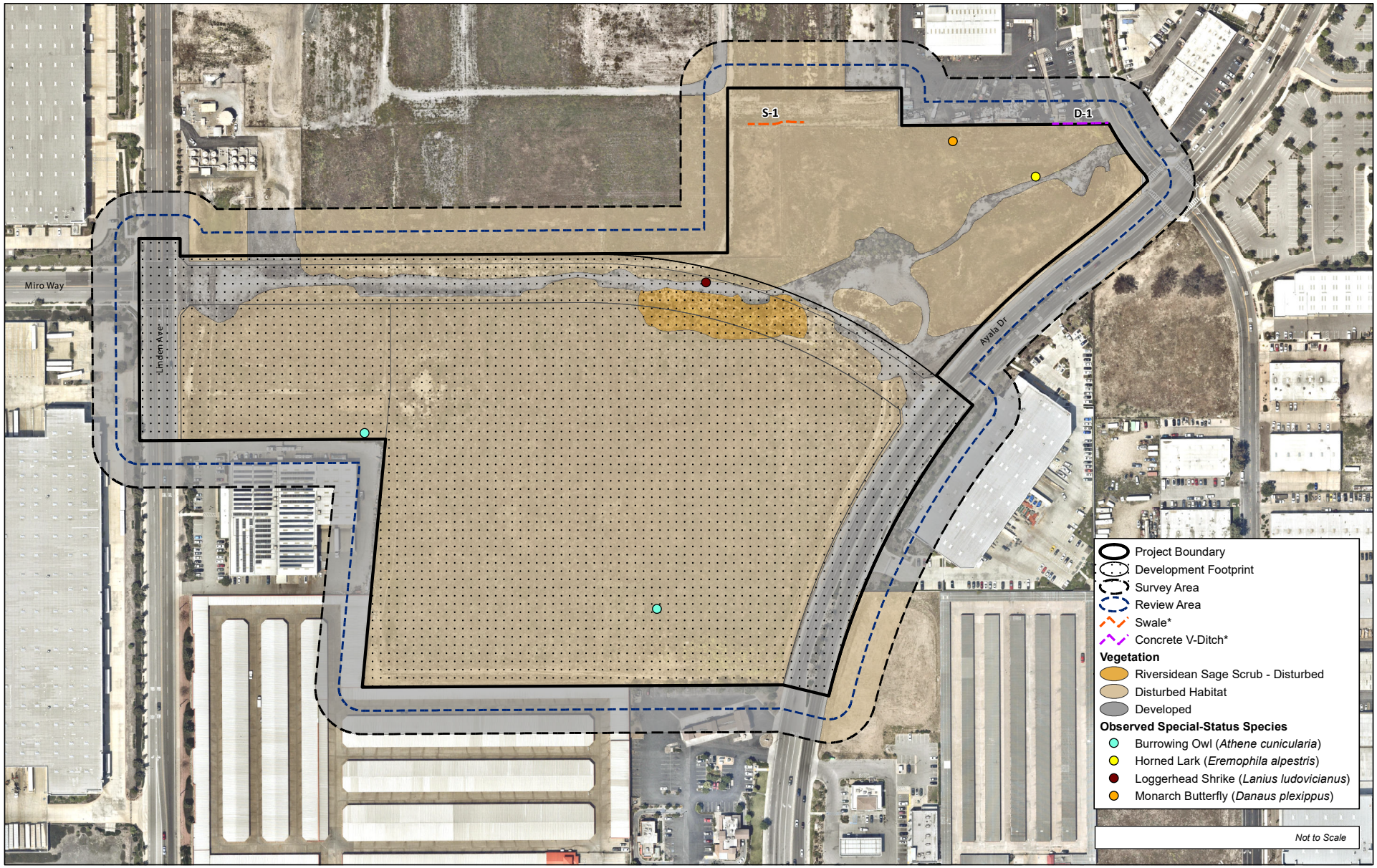


Source: Rocks Biological Consulting

FIGURE 4.3-2B: Special-Status Plants and Wildlife Species -CNDDB
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank



Source: Rocks Biological Consulting

FIGURE 4.3-3: Proposed Project Impacts
Miro Way and Ayala Drive
Rialto, CA

Kimley»Horn

This Page Intentionally Left Blank

4.4 CULTURAL RESOURCES

4.4.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) provides contextual background information on resources on or near the project site for the Miro Way and Ayala Drive Project (proposed Project or Project), including the Project area's prehistoric, ethnographic, and historical settings. The extent to which development of the Project could impact existing historic or prehistoric resources is evaluated. The analysis in this section is based in part on the Cultural Resources Assessment Letter Report (Cultural Report) prepared by ASM Affiliates (May 2024) and included as **Appendix E**.

State California Environmental Quality Act (CEQA) Guidelines §15064.5 refers to "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 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 California Public Resources Code [PRC] §5020.1(k), or identified in an historical resources survey (meeting the criteria in PRC §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 (PRC) Sections 5020.1(j) or 5024.1.

Tribal cultural resources as defined in PRC Section 21074 (sites, features, places, cultural landscapes, sacred places, and objectives with cultural value to a California Native American tribe) are addressed in Section 4.15, *Tribal Cultural Resources*, of this SEIR.

4.4.2 Environmental Setting

Natural Setting

The City of Rialto (City) is located approximately 40 miles east of the City of Los Angeles, situated within the San Bernardino Valley and northwest of the Santa Ana River channel. Elevation within the largely flat project site ranges from approximately 1,390 to 1,405 feet above mean sea level (amsl), with the natural topography sloping gently to the southeast. The project site lies within the extreme southeast corner of the boundary of the Grapeland Irrigation District as illustrated on the Rialto General Plan (General Plan) Exhibit 7.1. The City is largely urbanized and surrounded by other developed cities; the setting surrounding the Project area is primarily business/industrial. The project site is flanked on all sides by vacant land, commercial or industrial facilities.

Prehistoric Cultural Setting

Lake Mojave Period (Paleo-Indian and Early Archaic; ca. 12,000 - 7000 B.P.)

The Lake Mojave complex represents the earliest human occupation in the Mojave Desert region, beginning at about 12,000 B.P. Considered a Paleo-Indian assemblage, it is thought to be ancestral to the Early Archaic cultures of the subsequent Pinto period. Claims for archaeological assemblages dating to periods earlier than Lake Mojave period, such as those made for Tule Springs, China Lake, and Manix Lake, are controversial and, even if eventually proven to be authentic, these manifestations appear to have no

relationship to later cultural developments in the region. This era, at the close of the Pleistocene, was a time of extreme environmental change as the relatively cool and moist conditions of the terminal Wisconsin glacial age were gradually replaced by the warmer and drier conditions of the Holocene. Desertification continued throughout the period with mesquite appearing by ca. 8000 B.P.

Cultural materials characteristic of the Lake Mojave Complex include Lake Mojave, Parman, Silver Lake, and rare fluted projectile points. Other artifacts typically found in these assemblages include lunate and eccentric crescents, small flake engravers, technical scrapers, leaf-shaped knives, drills, and heavy choppers or hammer stones. Milling stones are generally absent in the Lake Mojave Complex.

In the Mojave Desert and southern Great Basin, this assemblage is typically (but not exclusively) found in association with Late Pleistocene/Early Holocene lake stands and outwash drainages, although the role of the lakes in the overall adaptation remains in dispute. Some researchers have argued that lacustrine resources were the subsistence focus, while others suggest that grasslands suitable for the grazing of Late Pleistocene megafauna would have surrounded the lakes, and that these were the primary subsistence focus of the Lake Mojave cultures. Warren postulated that the assemblages are the remains of a widespread, generalized hunting adaptation found throughout the western Great Basin. Bedwell, Hester, and others interpret the same assemblages as indicating a specialized exploitation of the lacustrine resources of the pluvial lakes and call the complex the "Western Pluvial Lakes Tradition." Jonathan O. Davis proposes a combination of these models positing a generalized hunting and collecting economy, in which lakeside sites represent the seasonal exploitation of marsh resources.

This complex represents Early Man in the Mojave Desert and exhibits similarities to sites in the western Great Basin and to the San Dieguito complex of the southern California culture area. Alternate designations for the manifestation of the complex in the interior desert area include Lake Mojave Culture, San Dieguito Complex and Western Pluvial Lakes Tradition. Establishing strong temporal definition of the period is also hampered by the shortage in datable sites throughout the Great Basin and Mojave Desert. Few sites dating to the early portion of the Lake Mojave period have been excavated and little direct evidence of subsistence practices has been reported. When sites do contain datable materials, artifacts are generally found on the surface with no stratigraphic separation. Unlike sites in the Southwest, no early Great Basin projectile point types have been found in undisputed association with the large mega-fauna known to have existed during that time. Characterization of this period of prehistory in California is extremely complex due to the large number of competing models.

Pinto Period (Middle Archaic; ca. 7000 - 4000 B.P.)

The transition from pluvial to arid conditions at the end of the early Holocene appears to have been the most extreme environmental change in the southern Great Basin during post-Pleistocene times. Increasingly arid conditions prevailed throughout the region between about 7500 and 5000 B.P. Woodland environments reached their approximate modern elevations and the modern desert scrub communities appeared with the migration of plant species such as creosote bush into the area.

Warren sees the cultural manifestations of this period as indicative of adaptation to increasing aridity. As the Pleistocene lakes and rivers dried up and plant and animal life changed, human populations adapted or withdrew to more desirable areas. Pinto populations appear to have withdrawn to desert margins and scattered oases, undergoing the changes as the Pinto Basin Complex assemblages gradually replace those

of the preceding Lake Mojave period. As in the Lake Mojave period, Pinto period sites are usually found in open settings in relatively well-watered locales representing isolated oases of high productivity. Artifacts dating to the Pinto period include Pinto series projectile points, leaf-shaped points and knives, domed and elongated keeled scrapers, and occasional Lake Mojave and Silver Lake points. Simple flat milling stones, occasional shallow-basined milling stones, and hand stones also occur in Pinto period sites. Warren attributes the latter development to the exploitation of hard seeds, which is seen as part of a process of subsistence diversification brought on by increased aridity and reduced ecosystem carrying capacity. Big-game hunting probably continued as an important focus during this time, but the economic return of this activity likely decreased as artiodactyl populations declined in response to increased aridity.

The appearance of Pinto projectile points in the archaeological record denote this period in the Mojave Desert, although their dating remains controversial. Warren and Crabtree and Warren postulate that the Pinto Complex represents a continuation and evolution from the hunting complexes of the Lake Mojave period. During this period, small, mobile populations continued to be dependent upon hunting and gathering. The use of grinding implements is expanded; however, these were poorly developed as might be expected in a newly acquired technology. This development suggests that the processing of hard seeds was becoming more important in the subsistence system, although it is believed that Pinto period people maintained a mobile subsistence strategy focused primarily on the hunting of highly ranked large game.

The question of how people adjusted to environmental change is central to varying interpretations of the Pinto period. Some argue the desert was essentially abandoned between 7000 and 5000 B.P., while others argue that no evidence of an occupational hiatus of such magnitude exists in the archaeological record. The ongoing debate revolves around the definition and dating of Pinto projectile points.

Gypsum Period (Late Archaic; ca. 4000 - 1500 B.P.)

Gradual improvement of the climate began by around 5000 B.P. culminating in the Neoglacial at about 3600 B.P. A period of greater effective moisture emerged in the latter part (by 3000-4000 B.P.) of the middle Holocene. At this time, the barren pans in the Mojave Sink intermittently held perennial water, although it is not known if this was the case for other closed basins in the region.

The Gypsum period is characterized by population increases and broadening economic activities as technological adaptation to the changing environment evolved. Hunting continued to be an important subsistence activity, but the increase in the occurrence and diversity of ground stone artifacts indicate that plant foods were becoming a more important subsistence item. The reduction in the size of projectile points about 1350 B.P. marks the introduction of the bow and arrow, increasing the efficiency of hunting and possibly indicating a shift from larger to smaller game. Perhaps as a result of these new adaptive mechanisms, the increase in aridity during the late Gypsum period (after ca. 2500 B.P.) seems to have had relatively little consequence on the distribution and increase in human populations.

The use of rock shelters appears to have increased at this time although the occupation of open sites continues. Base camps with extensive midden development are a prominent site type in well-watered valleys and near concentrated subsistence resources. Additionally, several types of special purpose sites in upland settings begin to appear during this period. Considerable evidence is present indicating increased contact with the California coast and the Southwest, and the presence of split-twig figurines and zoomorphic petroglyphs, thought to date to this period, suggest a rich ritual life was present. Evidence

of this increased ritual life is clearly seen in the archaeological record at Newberry Cave, where split-twig figurines, ritual bows, arrows, pictographs, and what was interpreted as a wand were recovered supporting what was interpreted as ritual hunting magic.

Gypsum period artifact assemblages are characterized by medium- to large-stemmed and notched projectile points (i.e., Elko series, Humboldt Concave Base, and Gypsum types). The assemblages also include rectangular-based knives, flake scrapers, infrequently large scraper planes, choppers, and hammer stones. Milling equipment becomes more common and the mortar and pestle appear for the first time.

Sites dated to the Gypsum period are well represented in the mountains and in adjoining areas toward the coast. The Siphon site in Summit Valley, a middle to late Millingstone horizon base camp, has been dated to about 1550 B.C. Other sites in the area from this period include those at Yucaipa and at Prado Basin. In general, the Gypsum period was a time of intensified settlement and exploitation of the desert valley floor and surrounding mountains.

Saratoga Springs Period (ca. 1500 - 750 B.P.)

During the Saratoga Springs period, marked regional diversification in artifact and site types is evidenced throughout the region (Warren and Crabtree 1986). The primary projectile point types of the southern Mojave Desert—and by extension, the San Bernardino Mountains—are Cottonwood and Desert Side-notched points. The Rose Spring types common to the north are rarer in the San Bernardino Mountains but have found around Baldwin Lake, while Eastgate and Rose Spring points began to dominate assemblages in other parts of the Mojave Desert and southern Great Basin. These regional variations might have been the result of intensified contact with neighboring groups along the coast, in the mountains, and in the southwest. Evidence from the Oro Grande site on the Mojave River below the northern slopes of the San Bernardino Mountains indicates trade with coastal groups during this period and a more structured settlement hierarchy centered on large village sites. Cultural developments south of the Mojave River and Providence Mountains diverge from those in the northern area during this period, reflecting influence from Hakataya developments along the lower Colorado.

Ceramics were likely introduced into the region during this period, through evidence is scarce. Lower Colorado Buff Ware and Tizon Brown Ware ceramics are often associated with Cottonwood and Desert side-notched points and likely date from the very end of the Saratoga Springs period into protohistoric times. Unlike some communities. For example, marine shell beads are much more common at Saratoga Springs period sites, suggesting trade with the southern California coast, probably along the Mojave River valley route later known as the Mojave Trail.

Evidence for Ancestral Puebloan influence or occupation is limited to the occurrence of pottery, which has been found as far west as the Halloran Spring and the Cronise Basin in California. It is unclear whether the pottery was left by small foraging or hunting parties, the result of Ancestral Puebloan people working the turquoise mines near Halloran Springs, or if it was being traded along the Mohave trading route along with shells, obsidian and salt. Overall, the nature of the Ancestral Puebloan presence in the Mojave Desert is poorly understood at this time and warrants future research. In contrast, a strong Ancestral Puebloan influence is seen in the northeastern Mojave, where this horticultural people (termed the Lowland Virgin

Branch Anasazi) resided in residential communities along the Muddy and lower Virgin rivers in southeastern Nevada and adjacent portions of Utah and Arizona.

In the remainder of the Mojave Desert region, sites of this period seem to exhibit general continuity with the Gypsum pattern. One of the most conspicuous changes from the earlier period is the reduction in size of projectile points. Rose Spring and Cottonwood series point dominate assemblages of this period and are morphologically similar to Gypsum period points with the exception of their smaller size, and milling equipment (i.e., metates, manos, mortars, and pestles) continue to be in use.

Late in prehistory (approximately 1000 B.P.), it is theorized, groups of people speaking Numic languages expanded from somewhere in the Death Valley area across the Great Basin. The Numic Expansion hypothesis gained widespread support in the years following its introduction by Sydney Lamb in 1958. Bettinger and Baumhoff believe that the Numa were able to displace the previous inhabitants because of low-cost adaptive strategies oriented around the exploitation of diverse plant resources. This hypothesis us supported by similarities in artifact types and glottochronological theory advanced by Lamb. Young and Bettinger, supporting Bettinger and Baumhoff proposed that a competitive interaction existed between the Numic and pre-Numic groups in the Great Basin. In recent years, however, the hypothesis has been challenged and remains controversial.

Protohistoric Period (750 B.P. - Contact)

The Protohistoric era, a transitional period between the prehistoric and the historic/ethnohistoric, dates from ca. 750 B.P. and continues until first contact with Euro-Americans. Cultural developments established earlier during the Saratoga Springs period continue with some modifications. Numerous sites dating to this most recent period of prehistory are located along the Mojave River. in the San Bernardino Mountains, and in the inland valleys to the south of the mountains. Diagnostic artifacts for this period are Desert Side-notched points and various poorly defined types of brown ware pottery. Most archaeologists agree that trade along the Mojave Trail was steady throughout this period, accounting for much of the coastal and Colorado River influences in the San Bernardino Mountains.

Regional diversity continued during this period. South of the Mojave River, the influence of the Yuman-speaking Hakataya continued. It is clear that by around A.D. 600, Hakatayan groups occupied a wide area in western Arizona, southeastern California, and southern Nevada. The Hakataya were centered primarily on the lower Colorado River, however, and their assemblages, characterized by brown, buff, and red-on-buff pottery, and Desert Side-notched and Cottonwood Triangular points, are found along the length of the Mojave River to the Mojave Sinks. These ceramics, along with the continued use of coastal artifacts such as shell beads, suggest fairly long-distance trade contacts and possibly more extensive seasonal rounds.

North of the Mojave River, the Saratoga Springs artifact assemblage continued, with the addition of Desert Side-notched and Cottonwood Triangular points and Great Basin Brown Ware pottery. Also present in these assemblages are steatite beads, large triangular knives, unshaped manos and milling stones, mortars and pestles, incised stones, slate pendants, and shell beads. Bettinger attributes the beginning of regular pinyon exploitation to this period, as shown by the appearance of camps in the pinyon-juniper woodland. Warren and Crabtree note that the initial occurrence of this assemblage is linked with the ancestors of the historic Southern Paiute and is roughly contemporaneous with the terminal date for the

Ancestral Puebloan occupation of the region. Virgin Anasazi development and influence had been curtailed in the eastern Mojave Desert by the Protohistoric period. Occupation by the hunter-gatherer groups present earlier, however, appears to have continued relatively unchanged.

Ethnohistoric Background

The major ethnographic group associated with the Project area was the Serrano. The following summary is closely drawn from a recent ethnography by Lerch and Ciolek-Torrello. The Serrano were so called by the Spanish because they lived in and around the San Bernardino Mountains (serrano, from sierra, means "mountain dweller" in Spanish). The Serrano's own general name for themselves was Takhtam, or "people," although most individuals were identified by the name of their particular clan or village, and these names are frequently referred to as "tribes."

The Serrano language is part of the Takic subfamily of the larger Uto-Aztecan language family, which includes a wide variety of language groups extending as far south as the Basin of Mexico. Closer to home, the culture groups neighboring the Serrano to the south of the San Bernardino Mountains—the Gabrielino, Luiseño, and Cahuilla—were also Takic-language speakers. The Serrano appear to have been most closely linguistically aligned with the Cahuilla people, the easternmost of the three. In the Mojave Desert, to the west, north, and east, were the Kawaiisu, Panamint, and Chemehuevi, who spoke Numic languages, another subfamily of the Uto-Aztecan language family. Although these language group names are often understood as some sort of tribal identity reflecting politically unified groups, this was clearly not the case. Designations such as Serrano and Chemehuevi are purely linguistic labels that, when applied to a geographic region, simply refer to the total territory inhabited by a number of independent bands who spoke a common language. Very often, significant cultural interactions crosscut language groups as a result of topography or other factors. The Serrano, in particular, seem to have maintained close ties with peoples on both sides of the mountains, regardless of linguistic affiliation.

The Serrano, and many neighboring language groups, were organized into independent but interconnected village communities. Each of these villages consisted of one or more patrilineal clans that belonged to one of two exogamous moieties, named coyote or wildcat. The clan-based villages and the larger moiety groups maintained complex ceremonial relationships with one another. Frequently, a number of communities would combine to celebrate important festivals, harvest cycles, and other ceremonial events, occasionally inviting distant, linguistically unrelated groups.

Prior to European contact, the Serrano were hunters and gatherers who exploited a wide variety of resources from the mountains, the desert, and the Mojave River, including both large and small game, as well as numerous plant resources. Large game- such as deer, mountain sheep, and pronghorn – was hunted with bow and arrow, smaller animals such as rabbits, rodents, and reptiles were taken with throwing sticks, nets, and snares. Acorns, pinyon nuts, and mesquite beans were among the staple foods, which were seasonally supplemented by chis and ricegrass seeds, roots, tubers, and various fresh greens.

The presence of a perennial water source was the determining factor in the nature, duration, and distribution of Serrano villages. Most Serrano village-hamlets "were in the foothill Upper Sonoran life-zone while a few were out on the desert floor (near permanent water sources) or in the forest Transition zone". Small villages were more common, although there were larger villages in the Summit Valley and the Cajon Pass. Small special purpose sites, such as temporary camps, food processing stations, and lithic

procurement areas, were located as needed. The Serrano who inhabited the San Bernardino Mountains would inhabit the milder areas of Apple Valley and Lucerne Valley during the winter and the area in and around Baldwin Lake during the summer.

In the early literature, there are only occasional references to the Project study area and the Native Americans who once lived there, although contact with Europeans may have occurred as early as 1771. By 1806, the Serrano were recruited into the mission systems and most of them were removed from their homelands to the missions. Missionization led to the loss of their native lifeways; although, northeast of the San Gorgonio Pass, Serrano culture survived.

By 1975, most Serrano lived on two southern California reservations (Morongo and San Manuel), where with other native Californians, they participated in ceremonial and political affairs on a pan-reservation. According to Bean and Smith, at the time of the writing, only slightly over 100 people claimed Serrano descent, reduced from a pre-contact figure between 1,500 and 2,500, and even fewer speak their native language; however, all recall with pride their history. Ethnic identity is strong and they remain a readily identifiable cultural entity.

Brief History of Rialto

In 1769, Spanish explorers established Mission San Gabriel in what is presently eastern Los Angeles County. The area that is now known as Rialto was under Spanish rule as part of the Mission San Gabriel lands until 1822, when Mexico gained its independence from Spain. After independence, Mexican land grants further divided the land into ranchos. Rancho San Bernardino (37,700 acres), granted to the Lugo family, encompassed present-day Rialto. In 1848, the United States took over the Mexican rancho land in California.

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. The beginnings of southern California's citrus culture can be traced to the Mission San Gabriel; an orange grove encompassing six acres 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-nineteenth 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 nineteenth century, Rialto was a typical small southern California agricultural community for which citrus was the main crop. In 1890, the Grapeland Irrigation District was formed to capture and utilize the waters of Lytle Creek, encouraging settlement and fruit farming north of the Fontana and Rialto areas, formerly known as Grapeland. In the 1880s, the community of Grapeland, covering approximately 10,600 acres, consisted of a school, post office, and commercial businesses, as well as small ranches along Lytle Creek Road. The water works consisted of the former Sierra Vista Reservoir built by Chinese laborers in 1886 and various irrigation canals, conduits, and tunnels. The study area falls within the Grapeland Irrigation District boundaries.

In 1893, the community contained approximately 35 homes with 250 residents, a few local businesses, and a three-story Hotel del Rialto. The first citrus packing house was built in 1894, and a citrus association was established. Rialto was officially incorporated in 1911 by the Chamber of Commerce, with 1,500 residents and 40 businesses comprising the small town. The area on Riverside Avenue between Santa Fe station and First Street housed most businesses. Those businesses included the bank, four real estate agencies, a few grocery stores, two meat markets, two department stores, two barbershops, a weekly newspaper (Rialto Record), two garages, and two telephone companies. On the southeast corner of Riverside Avenue and First Street stood the J. H. Crowder Building occupied by a grocery store, which has since been demolished. On the west side of Riverside Avenue stood the offices of the Lytle Creek Water and Improvement Company. The First National Bank of Rialto opened its new building in February 1908 on the northwest corner of Riverside and Rialto avenues. In 1913, Rialto's Light and Power Company was sold to California Electric Power Company.

Citrus agriculture was the most important industry to Rialto in the twentieth century. Connections to improved transportation resulted in steady growth, as the small agricultural community was able to expand the markets for their local product. In addition to the Santa Fe railroad connection, in 1914 Los Angeles' Pacific Electric Railway completed the San Bernardino Line through the City of Rialto. 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 United States 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 with at least seven citrus packing houses located along the Santa Fe railroad tracks. A fire in the 1920s destroyed many of the buildings in downtown Rialto.

As a result of post-World War II expansion and the general population boom in southern California, Rialto also became a bedroom/commuter community to larger cities in the county and region. Between 1950 and 1980, the population of Rialto grew tenfold from 3,156 to 330,500. Today, with a population of around 100,000, only a few acres of the original citrus land are in active use, and Rialto is supported by several large retail distribution centers.

4.4.3 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 United States 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.

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 PRC establishes the definition and criteria for historical resources. "Historical resources," according to PRC 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 annuals 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 considered to be a "historical resource" and shall be considered historically significant. Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." PRC Section 21083.2 additionally requires agencies to determine whether proposed projects would have effects on "unique archaeological resources."

The Lead Agency must concurrently determine whether a project will cause damage to a unique archaeological resource (as defined in PRC §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 §15064.5(c)(4)).

Regional and Local Regulations

City of Rialto General Plan

Project relevant General Plan policies for cultural resources are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

Our Roots: Cultural and Historic Resources Element

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.

Policy 7-1.2 Identify, through appropriate research and surveys, the historical resources in Rialto through documentation and photography.

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 7-3.2 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 Actively pursue a comprehensive survey program to identify, document, and protect prehistoric and historical archaeological sites and sites containing Native American human remains.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (2010 RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The 2010 RSP includes goals to preserve cultural and historical resources within 2010 RSP area.

2016 Renaissance Specific Plan Amendment

As stated in the 2016 Renaissance Specific Plan Amendment (RSPA), the 2016 RSPA area is partially developed with industrial uses, scattered residential areas, roadways, utilities, and vacant and undeveloped areas. No known historical or archaeological resources exist within the 2016 RSPA area. Future development within the 2016 RSPA area would require ground-disturbing monitoring and earth work shall be surveyed and recorded, prior to and during ground-disturbing activities.

City of Rialto Municipal Code

Chapter 2.20 Historical Preservation Commission

Chapter 2.20 of the Municipal Code 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 as a means to integrate the preservation of resources and the extraction of relevant data from such resources into public and private land management and development process, 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.

4.4.4 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 October 19, 2022 by ASM, and included the project site and a one-miles radius around the site (**Appendix E**). The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. Historic aerial photographs and historic USGS topographic maps of the project site were consulted. A pedestrian survey of the project site was conducted by ASM. Field methods consisted of a pedestrian survey of accessible areas on the project site using transects spaced at 15-meter intervals.

SCCIC Records Results

A total of 26 previous reports were identified within the one-mile search radius of the project site. None of the previous studies include the project site.

The records search identified 12 previously documented cultural resources within the one-mile search radius and include historic refuse, buildings, structures, infrastructure, water conveyance-related features, and the Art Scholl Municipal Airport. None of the previously documented cultural resources are located within the project site.

Historical Image Research

Historical aerials of the project site are available for 1938, 1948, 1959, 1966, 1968, 1980, 1985, 1994, 1995, 2002, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020. Historic topographic maps of the project site are available for 1896, 1898, 1901, 1905, 1909, 1913, 1926, 1936, 1938, 1941, 1943, 1946, 1955, 1959, 1960, 1963, 1965, 1968, 1969, 1974, 1975, 1980, 1985, 1988, 1999, 2012, 2015, and 2018. Review of historical imagery of the project site concluded between 1938 and 1980, agricultural uses were present on-site. By 1980, Ayala Drive appears in its current alignment. Previous structures began to appear on-site between 1980 and 1994. Agricultural uses within the project site ceased by 2002. No significant changes to the project site or surrounding area are evident in later historical imagery.

Pedestrian Archaeological Survey

During the pedestrian survey, many areas of the project site were overgrown with grasses and low flowering plants, which obscured the surface. Many of the areas of exposed ground surface were covered with gravel. An informal dirt road bisects the project site along the Miro Way alignment. Various piles of construction materials and broken concrete and asphalt were observed through the center portion of the site and along the western boundary. Modern dumping is evident along the boundaries of the site. An

encampment of at least one unhoused person was observed in the southwest corner of the site. No cultural resources were encountered during the pedestrian survey.

4.4.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Would cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- Would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- Would disturb any human remains, including those interred outside of dedicated cemeteries.

4.4.6 Project Impacts and Mitigation Measures

Impact 4.4-1 ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

and

Impact 4.4-2 ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

The records search identified 26 previous studies that had been conducted within a one-mile search radius of the project site; none of the previous studies include the project site. The records search conducted for the Project identified 12 cultural resources that have been previously recorded within a one-mile radius of the project site (**Appendix E**). All of the resources are historic, and include historic refuse, buildings, structures, infrastructure, water conveyance-related features, and the Art Scholl Municipal Airport. Further, none of these 12 resources are located within the project site. Accordingly, development of the proposed Project would not affect these historic resources. A review of historical imagery of the project site concluded the project site featured agricultural uses from 1938 to 2002. Structures began to appear on-site between 1980 and 1994 and have since been demolished.

Additionally, no prehistoric or historic archaeological resources were found during the pedestrian survey of the project site conducted by ASM. Therefore, there is a low archaeological sensitivity for CRHR eligible historical resources to be present on the project site. However, potentially significant impacts to cultural resources could occur in the event that unknown resources are unearthed during Project implementation. The Project would implement Mitigation Measures (**MM**) **CUL-1** through **MM CUL-3**, which would suspend all work within the vicinity (60-foot buffer) of the discovery of a previously unknown resource to halt until the find is evaluated by a qualified archaeologist, consultation with Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN), implementation of a Cultural Resources Monitoring and

Treatment Plan, and compliance with State Health and Safety Code Section 7050.5. With implementation of **MM CUL-1** through **MM CUL-3**, impacts would be less than significant.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

MM CUL-1 In the event that archaeological or cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in **MM TCR-1**, regarding any pre-contact finds and be provided information after the archaeologist makes his/her find, so as to provide Tribal input with regards to significance and treatment.

MM CUL-2 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan), the drafts of which shall be provided to YSMN for review and comment, as detailed within **MM TCR-1**. The archaeologist shall monitor the remainder of the Project and Implement the Plan accordingly.

MM CUL-3 If human remains or funerary objects are encountered during activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the Project.

Impact 4.4-3 Would the Project disturb any human remains, including those interred outsides of dedicated cemeteries?

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

The project site is not located within a known or suspected cemetery and there are no known human remains within the project site. Despite the applicable regulatory framework and the relatively low likelihood of discovery, it remains possible that the Project could discover human remains during subsurface activities, which could then result in the remains being inadvertently damaged. To reduce this potentially significant impact to a less than significant level, the Project would implement **MM CUL-3**.

Compliance with existing laws and the protocols described in **MM CUL-3** would reduce potential impacts related to the discovery of human remains to a less than significant level.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

Further details regarding **MM CUL-3** are included under Impact 4.4-2, above.

4.4.7 Cumulative Impacts

For purposes of cumulative impact analysis to cultural 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 the proposed Projects potential for resulting in site-specific impact but 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-site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical and archaeological resources considers whether the proposed Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resource.

The project site contains no known historical or archaeological resources. However, the proposed Project could result in potential site-specific impacts to currently unknown archaeological or cultural resource discovered during grading and trenching activities during construction. The combination of the proposed Project as well as past, present, and reasonably foreseeable projects in the City and San Bernardino County would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural resources, including compliance with required mitigation. Similar to the proposed Project, these projects also would be required to implement and conform to mitigation measures, which would be likely to reduce impacts to less than significant. Thus, on a cumulative level, data recovered from a site, combined with data from other sites in the region, would allow for the examination and evaluation of the diversity of human activities in the region. In addition, implementation of **MM CUL-1** and **MM CUL-2** would reduce project-specific impacts to a less than significant level. As a result, development of the proposed Project would not contribute to a significant cumulative impact on cultural resources.

4.4.8 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential impacts in the event of an unanticipated discovery would be reduced to a less than significant level.

This Page Intentionally Left Blank

4.5 ENERGY

4.5.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) 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 Miro Way and Ayala Drive Project (proposed Project or Project). This section is based on the Energy Assessment prepared by Kimley-Horn and Associates (December 2024), which is included as **Appendix F**.

4.5.2 Environmental Setting

Electricity

Southern California Edison (SCE) provides electrical services to the City of Rialto (City) through State-regulated public utility contracts. Over the past 15 years, California's electricity generation has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources (e.g., cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants). Unlike petroleum production, electricity generation is not usually tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas services to the Project area. Natural gas is a hydrocarbon fuel found in reservoirs beneath the Earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels (e.g., oil and coal). In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. California's natural gas-fired electric generation increased by 2 percent in 2021, accounting for 50 percent of in-State generation.[1]

The City's ongoing development review process provides opportunities for privately owned utility companies to review, comment, and to provide input on all development proposals. The input facilitates

[1] California Energy Commission (CEC). (2021). Total System Electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation#:~:text=Total%20generation%20for%20California%20was,from%2090%2C208%20GWh%20in%202020)., accessed April 2023.

a detailed project review by service purveyors to assess the potential demands for utility services on a project-by-project basis. The ability of utility providers to provide services concurrently with each project is evaluated during the development review process. Utility companies are bound by contract to update energy systems to meet any additional demand.

Energy Consumption

Energy consumption is typically quantified using the British Thermal Unit (BTU). Total energy consumption in California was 7,389 trillion BTUs in 2021. Of California's total annual energy consumption in 2021, the breakdown by sector is 38 percent transportation, 23 percent industrial, 19 percent commercial, and 20 percent residential.[2] Electricity and natural gas in California are generally consumed by stationary users such as residences, commercial, and industrial uses, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2023, California's taxable gasoline sales (including aviation gasoline) accounted for 13,564,578,025 gallons of gasoline.[3]

The County's electricity consumption from 2011 to 2022 is shown in **Table 4.5-1: Electricity Consumption in San Bernardino County 2012-2022**. As indicated in **Table 4.5-1**, the County's energy consumption has steadily increased between 2012 and 2022.

Table 4.5-1: 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: **Appendix F**

The County's natural gas consumption from 2012 to 2022 is shown in **Table 4.5-2: Natural Gas Consumption in San Bernardino County 2012-2022**. As shown in **Table 4.5-2**, the County's natural gas consumption relatively increased from 2012 to 2022.

[2] United States Energy Information Administration. (2023). California State Profile and Energy Estimates, California Energy Consumption by End-Use Sector, 2020, https://www.eia.gov/state/?sid=CA#tabs-2. Accessed October 2024.

[3] California Department of Tax and Fee Administration. (2023). 2022 – Motor Vehicle Fuel 10 Year Reports, https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed October 2024.

Table 4.5-2: 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: **Appendix F**

The County's automotive fuel consumption from 2011 to 2022 is shown in **Table 4.5-3: Automotive Fuel Consumption in San Bernardino County 2012-2022**. As shown in **Table 4.5-3**, the County's on-road automotive fuel consumption relatively increased from 2011 to 2019, decreased in 2020, and increased again in 2021. Heavy-duty vehicle fuel consumption generally increased since 2012.

Table 4.5-3: Automotive Fuel Consumption in San Bernardino County 2012-2022

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Construction Equipment) (gallons)
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: **Appendix F**

4.5.3 Regulatory Setting

Federal Regulations

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 billon gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required United States Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each agency 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

California Energy Efficiency Standards for Residential and Non-Residential Buildings: Title 24, Part 6 (California Energy Code)

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020. On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which went into effect on January 1, 2023.

The 2016 Standards improved upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. Under the 2016 Standards, residential buildings are 28 percent more energy efficient and nonresidential buildings are 5 percent more energy efficient than under the 2013 Standards. Buildings that are constructed in accordance with the 2013 Building Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features.

The 2019 Standards improve upon the 2016 Standards. Under the 2019 Title 24 standards, residential buildings are about 7 percent more energy efficient, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings that meet 2019 Title 24 standards use about 53 percent less energy than those built to meet the 2016 standards.

On August 11, 2021, the CEC adopted the 2022 Title 24 standards (2022 Energy Code). Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards in three major areas:

- New electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores.
- The promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity.
- The expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers).

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 measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code is the 2022 California Green Building Standards Code, which took effect January 1, 2023. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.[4]

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases. Assembly Bill 1109, adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards as a means to reduce average Statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while non-residential sector exterior

[4] CEC. (2022). 2022 Building Energy Efficiency Standards, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed March 2023.

lighting (parking lot, area, walkway, and security lighting) usage comprises 1.4 percent of California's total electricity use, much of which occurs during limited occupancy periods.

Renewable Portfolio Standard

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 1 percent of sales, with an aggregate total of 20 percent by 2017. The CPUC subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 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, then-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 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, the California Air Resources Board 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 Senate Bill 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, Senate Bill (SB) 100 revised SB 350's goal, revising it 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. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Regional and Local Regulations

City of Rialto General Plan

The City developed and adopted the Rialto General Plan (General Plan) to include goals, policies and actions that, when implemented, provide the vision and framework for the physical development of the City. The goals and policies identified below include conservation techniques to reduce energy use and minimize depletion of energy resources. Chapter 2 of the General Plan describes the conservation goals and policies that the City has identified for implementation to provide a high quality of life for residents and the overall community.

Sustainable Building Practices and Energy Conservation

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.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The SCE provides electrical services to the 2010 RSP area and SoCalGas provides natural gas services to the 2010 RSP.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The 2016 Renaissance Specific Plan Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. The 2016 RSPA would be adequately served by the existing dry utility services of the 2010 RSP.

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 F** to this SEIR. 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.

4.5.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

State CEQA Guidelines Appendix F is an advisory document that assists preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis relies upon State CEQA Guidelines Appendix F, which includes the following criteria:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.
- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

4.5.6 Project Impacts and Mitigation Measures

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?***

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Construction-Related Energy

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; and gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics from CalEEMod; refer to **Appendix F**. Energy consumption associated with the proposed Project is summarized in **Table 4.5-4: Energy Use During Construction**.

Table 4.5-4: Energy Use During Construction

Project Source	Total Construction Energy[4]	San Bernardino County Annual Energy Consumption	Percentage of Countywide Consumption
Electricity Use			
Water[1]	0.0111 GWh	16,630 GWh	<0.0001%
Diesel Use			
On-Road Construction Trips[2]	52,827 gallons	281,399,849 gallons	0.0188%
Off-Road Construction Equipment[3]	50,918 gallons		0.0181%
Construction Diesel Total	103,745 gallons		0.0369%
Gasoline Use			
On-Road Construction Trips	23,531 gallons	828,612,797 gallons	0.0028%

Notes:
1. Construction water use based on acres disturbed per day during grading and site preparation 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 2024.
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: **Appendix F**

Electricity

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 C 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 4.5-4**, the total electricity demand associated with water use for construction dust control would be approximately 0.0111 GWh over the duration of construction.

Petroleum Fuel

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 52,827 gallons over the duration of buildout of the Project.

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 50,918 gallons for duration of buildout of the Project.

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 23,531 gallons over the duration of buildout of the Project.

Construction Energy Use Conclusion

In total, construction of the Project would use approximately 0.0111 GWh of electricity, 23,531 gallons of gasoline, and 103,745 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 0.0028 percent of average annual gasoline usage in the County and diesel fuel consumption would constitute 0.0369 percent of average annual diesel used in the County capacity (CEQA Appendix F – Criterion 1). 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. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

SCE's total energy sales are projected to be 103,561 GWh of electricity in 2025. Therefore, the Project's construction-related annual electricity consumption of 0.0111 GWh would represent less than 0.0001 percent of SCE's projected annual sales (CEQA Appendix F – Criterion 1). 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.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, 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 EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

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). 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 (CEQA Appendix F – Criterion 4). 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 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 (CEQA Appendix F – Criterion 5). 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.

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 State CEQA Guidelines Appendix G and Appendix F criteria require the 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 (CEQA Appendix F – Criterion 2). 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.

As stated above, 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 energy use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operational Energy

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 4.5-5: Annual Energy Use During Operations**. The methodology for each category is discussed below. It should be noted that Project maintenance would include activities such as repair of the warehouse buildings, landscaping, and architectural coatings, which could potentially use electricity and petroleum-based fuels. Energy uses related to Project maintenance activities are assumed to be included as part of Project operations.

Table 4.5-5: Annual Energy Use During Operations

Project Source	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
	Unmitigated			Mitigated		
Electricity Use						
Area[1,3]	2.2610 GWh	16,630 GWh	0.0136%	0.0000 GWh	16,630 GWh	0.0000%
Water[1]	0.6880 GWh		0.0041%	0.6880 GWh		0.0041%
Total Electricity	2.949 GWh		0.0177%	0.6880 GWh		0.0041%
Natural Gas Use						
Area[1,3]	81,502therms	562,123,065 therms	0.0145%	81,480 therms	562,123,065 therms	0.0145%
Diesel Use						
Mobile[2]	469,346 gallons	281,589,289 gallons	0.1667%	469,346 gallons	281,589,289 gallons	0.1667%
Gasoline Use						
Mobile[2,4]	116,733 gallons	811,280,390 gallons	0.0144%	116,733 gallons	811,280,390 gallons	0.0144%

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 2025.
3. Mitigated energy consumption includes implementation of **MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions and **MM GHG-2** requires buildings to meet or exceed CALGreen Tier 2 standards (refer Section 4.6, *Greenhouse Gas Emissions*).
4. Mitigated energy consumption includes implementation of a Transportation Demand Management (TDM) program pursuant to **MM AIR-2** (refer to **Appendix B**).

Source: **Appendix F**

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within CalEEMod and average fuel efficiency from the EMFAC model. As summarized in **Table 4.5-5**, the Project's total unmitigated gasoline and diesel fuel would be approximately 116,733 gallons per year and 469,346 gallons per year, respectively. The Project would implement **MM AIR-2**, which would reduce fuel consumption. **MM AIR-2** 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 4.5-5** conservatively do not include reductions from **MM AIR-2**.

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed Project. However, the Project would include on-site electric vehicle charging stations in parking lots in compliance with CALGreen Tier 2 standards implemented through

MM GHG-2. This would encourage and support the use of electric vehicles by workers and visitors of the proposed Project and thus reduce the petroleum fuel consumption (CEQA Appendix F - Criterion 5 and Criterion 6). It should be noted that a reduction in petroleum fuel consumption was not accounted for in the project operational automotive fuel consumption identified in **Table 4.5-5**. This is due to the speculative nature of assuming a quantitative reduction in fuel consumption generated by the electric vehicle charging stations. As such, the Project operational automotive fuel consumption identified in **Table 4.5-5** is considered conservative.

The Project would also reduce fuel consumption through implementation of **MM AIR-2** from the Project's Air Quality Assessment (CEQA Appendix F - Criterion 5 and Criterion 6). **MM AIR-2** requires the implementation of a TDM program to reduce single-occupant vehicle trips and encourage public transit. It should be noted that energy consumption values shown in **Table 4.5-5** conservatively do not include reductions from **MM AIR-2**.

The electricity use during Project operation is based on CalEEMod defaults. The Project's total unmitigated electricity consumption would be approximately 2.949 GWh of electricity onsite per year. 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 102 million gallons annually of water annually which would require approximately 0.6880 GWh per year for conveyance and treatment. As discussed in Section 4.6, *Greenhouse Gas Emissions,* and **Appendix G**, the Project would implement **MM GHG-1** and **MM GHG-2**, which would also reduce electricity consumption (CEQA Appendix F – Criterion 5). **MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions and **MM GHG-2** requires buildings to meet or exceed CALGreen Tier 2 standards. With implementation of **MM GHG-1** and **MM GHG-2**, the total mitigated electricity consumption would be approximately 0.6880 GWh per year.

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 81,502 therms per year. The Project would implement **MM GHG-2**, which would reduce natural gas consumption. **MM GHG-2** requires buildings to meet or exceed CALGreen Tier 2 standards (CEQA Appendix F- Criterion 5). With implementation of **MM GHG-2**, the total mitigated electricity consumption would be approximately 81,480 therms per year.

Operational Energy Use Conclusion

As shown in **Table 4.5-5**, the Project's electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than one percent) (CEQA Appendix F – Criterion 1). For the reasons described above, the Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand (CEQA Appendix F – Criterion 2 and Criterion 3). The Project would also reduce fuel, electricity, and natural gas consumption though implementation of **MM GHG-1** (photovoltaic solar panels), **MM GHG-2** (CALGreen Tier 2 standards), and **MM AIR-2** (TDM Program) (CEQA Appendix F – Criterion 5 and Criterion 6). Thus, the Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during Project operations or preempt future energy development or future energy conservation. Therefore, impacts associated with operational energy use would be less than significant.

Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

See Section 4.2, *Air Quality*, for further discussion on **MM AIR-2** and Section 4.6, *Greenhouse Gas Emissions*, for further discussion on **MM GHG-1** and MM **GHG-2**.

Impact 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

Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a State mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per State regulations. In accordance with Title 24 Part 6, the Project would have: sensor-based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light, and efficient process equipment—improved technology offers significant savings through more efficient processing equipment.

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have 50 percent of its construction and demolition waste diverted from landfills, mandatory inspections of energy systems to ensure optimal working efficiency, low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards, and a 20% reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

The Project would not conflict with any of the federal, State, or local plans for renewable energy and energy efficiency. Because the Project would comply with Parts 6 and 11 of Title 24, no conflict with existing energy standards and regulations would occur (CEQA Appendix F – Criterion 4). Additionally, development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as

applicable. Therefore, impacts associated with renewable energy or energy efficiency plans would be considered less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.5.7 Cumulative Impacts

Construction and operations activities associated with implementation of the proposed Project would result in the consumption of fuel and energy, but it would not do so in a wasteful manner. The proposed Project would not require the expansion of energy capacity or supplies and would therefore not lead to any significant impacts. As shown in **Table 4.5-5**, the Project's electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than one percent) and new capacity or supplies of energy resources would not be required.

The Project and new development projects located within the cumulative Project 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 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential energy impacts would be reduced to a level considered less than significant.

This Page Intentionally Left Blank

4.6 GREENHOUSE GAS EMISSIONS

4.6.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) includes a summary of the state of climate change regulations, a description of the existing state of the science of climate change; an inventory of the approximate greenhouse gas (GHG) emissions that would result from the Miro Way and Ayala Drive Project (proposed Project or Project); a discussion of the significance threshold used to evaluate the impact of these GHG emissions; and an analysis of the potential cumulative impacts to which these GHGs would contribute. The description and analyses in this section are based on information contained in the 2010 Renaissance Specific Plan (RSP) Environmental Impact Report (EIR), and in the Greenhouse Gas Emissions Assessment prepared by Kimley-Horn and Associates (December 2024) and included as **Appendix G**.

4.6.2 Environmental Setting

Certain gases in the Earth's atmosphere classified as GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters the Earth's atmosphere from space. A portion of the radiation is absorbed by the Earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the Earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the Earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped", resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); 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 of 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 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 CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 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 CO_2 emissions remain stored in the

atmosphere.[1] **Table 4.6-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.6-1: 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_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O 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

[1] Intergovernmental Panel on Climate Change, Carbon and Other Biogeochemical Cycles. (2013). 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. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf. Accessed October 2024.

Table 4.6-1: Description of Greenhouse Gases

Greenhouse Gas	Description
	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 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 manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: **Appendix G**

4.6.3 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 will 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 (mpg) 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.

United States Environmental Protection Agency Endangerment Finding

The United States Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the United States 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 United States EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the United States EPA's assessment of the scientific evidence that form the basis for the United States EPA's regulatory actions.

Federal Vehicle Standards

In response to the United States Supreme Court ruling discussed above, Executive Order (EO) 13432 was issued in 2007 directing the United States 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 United States 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, United States 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 United States 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 CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 mpg 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 United States 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 United States EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 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 United States EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 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 United States 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 United States 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 will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The

final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

Presidential Executive Orders 13990 and 14008

On January 20, 2021, President Biden issued Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis". Executive Order 13990 directs Federal agencies to immediately review and take action to address the promulgation of Federal regulations and other actions that conflict with these important national objectives and to immediately commence work to confront the climate crisis. Executive Order 13990 directs the Council on Environmental Quality (CEQ) to review CEQ's 2020 regulations implementing the procedural requirements of the National Environmental Policy Act (NEPA) and identify necessary changes or actions to meet the objectives of Executive Order 13990.

On January 27, 2021, President Biden signed Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad," to declare the Administration's policy to move quickly to build resilience, both at home and abroad, against the impacts of climate change that are already manifested and will continue to intensify according to current trajectories. In line with these Executive Order directives, CEQ is reviewing the 2020 NEPA regulations and plans to publish a notice of proposed rulemaking (NPRM) to identify necessary revisions in order to comply with the law; meet the environmental, climate change, and environmental justice objectives of Executive Orders 13990 and 14008; ensure full and fair public involvement in the NEPA process; provide regulatory certainty to stakeholders; and promote better decision making consistent with NEPA's statutory requirements. This phase 1 rulemaking will propose a narrow set of changes to the 2020 NEPA regulations to address these goals.

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 CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e 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 2017 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"). 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. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- 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 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 2017), good movement measures, and the Low Carbon Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses 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 demonstrated 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 15 years. The Mobile Source Strategy includes increasing new zero emissions 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 CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. 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 summarizes 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 identifies 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.

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.[2] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by EO 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.

2022 California Air Resources Board Scoping Plan

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

[2] California Air Resources Board (CARB). (2017). California's 2017 Climate Change Scoping Plan, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed October 2024.

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. CARB specifically states that Appendix D does not address other land uses (e.g., industrial). However, CARB plans to explore new approaches for other land use types in the future.

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.

California Air Resources Board 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.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in EO B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes 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 provides 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 United States EPA's denial of an implementation waiver. The United States EPA subsequently granted the requested waiver in 2009, which was upheld by the United States 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 CO_2e 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 CO_2 per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed EO 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. EO 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 implements the goals of EO 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 percent by 2024, and 25 percent 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 reorganizes 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 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 percent below their 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 requires 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 requires 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 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 injecting 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.

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. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07

Issued on January 18, 2007, EO S 01-07 mandates that a statewide goal shall 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 (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, 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 LCFS on April 23, 2009.

Executive Order S-13-08

Issued on November 14, 2008, EO 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, EO S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, EO 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, EO S-21-09 directs CARB to adopt regulations to increase California's Renewables Portfolio Standard (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, EO 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 million metric tons of CO_2e (MMT CO_2e). 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 EO 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, EO 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, EO 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 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.

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 possible 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 California Energy Commission (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 will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) 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.

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. However, 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 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 onsite 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 South Coast Air Quality Management District (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. As of the last Working Group meeting (Meeting 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, a project is compared with 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 exempt from

CEQA. 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. The SCAQMD has adopted a threshold of 10,000 metric tons of CO_2e ($MTCO_2e$) per year for industrial projects and a 3,000 $MTCO_2e$ 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 $MTCO_2e$ 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.

Southern California Association of Governments

As the metropolitan planning organization for the region's six counties and 191 cities, the Southern California Association of Governments (SCAG) is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On April 4, 2024, SCAG's Regional Council adopted Connect SoCal (*2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy* [RTP/SCS]). 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.

San Bernardino County Regional Greenhouse Gas Reduction Plan

In response to statewide GHG reduction initiatives, the San Bernardino Associated Governments (formerly SANBAG, now known as San Bernardino Council of Governments or SBCOG), cooperated to compile an inventory of GHG emissions and an evaluation of reduction measures to be adopted by the cities partnering within SBCOG. Reduction measures in the GHG Reduction Plan (GHGRP) are targeting GHG goals for the year 2020. Several of the measures and policies mentioned in the GHGRP for the City of Rialto are from the RGP. The policies listed in the GHGRP range from broadly supporting energy efficiency and sustainability to policies closely tied to specific GHG reduction measures. Application of these policies is expected to reduce local GHGs by an estimated 387,998 $MTCO_2e$ from "business as usual" levels in 2020. This would equate to a 28.0 percent reduction in GHGs from the 2008 levels of 1,238,926 $MTCO_2e$ annually.

City of Rialto General Plan

The City of Rialto developed and adopted the General Plan to include goals, policies and actions that, when implemented, provide the vision and framework for the physical development of the City. The goals and policies identified below include requirements that would reduce the potential for project-specific impacts related to air quality. Chapter 2 of the General Plan 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.

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.

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.

Policy 2-35.3 Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.

Goal 2-39 Mitigate against climate change.

Policy 2-39.1 Consult with State agencies, SCAG, and the San Bernardino Council of Governments (SBCOG) to implement Assembly Bill (AB) 32 and Senate Bill (SB) 375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-39.3 Providing enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The 2010 includes goals to mitigate climate change as a result on implementation of the 2010 RSP.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The 2016 Renaissance Specific Plan Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Similar to the 2010 RSP, the 2016 RSPA contains goals associated with climate change to reduce impacts as a result of implementation of the 2016 RSPA.

4.6.4 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 worldwide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year. 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 2016.3.2 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix G**. 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 operational-related GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations. Benefits of the water conservation regulations are applied in the CalEEMod mitigation component. Adjustments were also made for Project design features that would reduce GHG emissions. The proposed Project would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems.

4.6.5 Impact Thresholds and Significance Criteria

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally will have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable of significance; or

- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

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" the project's GHG emissions.[3]

South Coast Air Quality Management District 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. Furthermore, 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 utilizes 3,000 MTCO2e per year as the Project GHG threshold.

4.6.6 Project Impacts and Mitigation Measures

Impact 4.6-1 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

Short-Term Construction Greenhouse Gas Emissions

Project construction would result in direct emissions of GHGs. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in **Table 4.6- 2: Construction-Related Greenhouse Gas Emissions**.

[3] California Code of Regulations, Section 15064.4a

Table 4.6- 2: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction	1,266
30-Year Amortized Construction	42

Source: **Appendix G**

As shown in **Table 4.6- 2: Construction-Related Greenhouse Gas Emissions**, the Project would result in the generation of approximately 1,266 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[4] The amortized Project construction emissions would be 42 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

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, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, solid waste generation, and the energy required to convey water to, and wastewater from the Project. Total GHG emissions associated with the Project are summarized in **Table 4.6-3: Project Greenhouse Gas Emissions**.

[4] 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 4.6-3: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
Construction Amortized Over 30 Years	42	42
Area Source[1]	9	0
Energy[2]	981	436
Mobile – Trucks	5,174	5,174
Mobile – Passenger Cars[3]	737	737
Off-Road – Forklifts[4]	2,082	86
Off-Road – Yard Trucks[4]	1,325	97
Emergency Generators[4]	39	39
Waste[5]	126	126
Water and Wastewater	302	302
Refrigerants	0	0
Total Project Emissions	**10,817**	**7,039**
Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

Notes:
1. **MM GHG-4** requires 100 percent electric landscaping equipment, which would reduce area source emissions.
2. **MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions and Mitigation Measure **GHG-2** requires buildings to meet or exceed CALGreen Tier 2 standards.
3. Mitigated emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to **MM AIR-7** (refer to Section 4.2, Air Quality, and **Appendix B**.

Source: **Appendix G**

Below is a description of the primary sources of operational emissions:

- **Area Sources**. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Landscaping is anticipated to occur throughout the project site. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions.

- **Energy Consumption**. Energy consumption consists of emissions from Project consumption of electricity and natural gas.

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For this Project it was assumed that the warehouses would include nine forklifts and two yard trucks per SCAQMD data.[5] The forklifts and yard trucks GHG emissions were based on CARB OFFROAD emissions data.

- **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 each warehouse building were calculated separately from CalEEMod. However, CalEEMod default emissions rates were used. If backup generators are 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.

- **Mobile Sources**. Mobiles sources from the Project were calculated with CalEEMod based on the trip generation from the Traffic Study for the Proposed Miro Way and Ayala Drive Warehouse Project in the City of Rialto (Traffic Study), prepared by Kimley-Horn and Associates and included as **Appendix K**. According to the Traffic Study, the Project would generate 733 total daily vehicle trips, which includes 293 daily truck trips.

- **Solid Waste**. Solid waste releases GHG emissions in the form of methane when these materials decompose.

- **Water and Wastewater**. GHG emissions from water demand would occur from electricity consumption associated with water conveyance and treatment.

- **Refrigerants**. Air conditioning and refrigerator equipment typically generate GHG emissions. The proposed Project would not include cold storage. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. Additionally, the Project is anticipated to utilize R-717[6] refrigerants in any potential air conditioning and refrigerator equipment.

As shown in **Table 4.6-3,** the Project's unmitigated emissions would be approximately 10,817 $MTCO_2e$ annually from operations with amortized construction. Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold. It should be noted that the majority of the unmitigated GHG emissions (55 percent) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

[5] SCAQMD. (2014). High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results. https://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf. Accessed October 2024.

[6] R-717 is refrigerant grade anhydrous ammonia, normally used in large industrial refrigeration applications.

Furthermore, as discussed in Section 4.2, *Air Quality*, and the Project's Air Quality Assessment (**Appendix B**), the Project includes numerous mitigation measures that would also reduce GHG emissions. **MM AIR-2** through **MM AIR-7** have been identified to reduce operational emissions. **MM AIR-2** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. **MM AIR-3** requires the buildings' electrical room to be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. **MM AIR-4** requires that all truck access gates and loading docks within the project site shall have a sign posted that requires drivers to turn off their engines when not in use. Mitigation Measure **AIR-5** requires that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program. **MM AIR-6** requires staff to be trained on compliance with CARB regulations. **MM AIR-7** requires all outdoor cargo handling equipment to be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified. It should be noted that GHG emissions depicted in **Table 4.6-3** conservatively do not include emissions reduction credits from **MM AIR-2**, **MM AIR-3**, **MM AIR-4**, and **MM AIR-5**.

In addition, the Project would implement **MM GHG-1** through **GHG-4**. **MM GHG-1** requires the installation of photovoltaic solar panels 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. It should be noted that GHG emissions shown in **Table 4.6-3** conservatively do not include emissions reduction credits from **MM GHG-3**. **MM GHG-4** requires landscape equipment to be 100 percent electric. The Project would also be required to comply with Laws, Ordinances, and Regulations (**LOR**) **GHG-1** through **LOR GHG-8** which are required by local, State, or federal regulations or laws.

As shown in **Table 4.6-3**, implementation of these mitigation measures would reduce GHG emissions to 7,039 $MTCO_2e$. The majority of the Project's GHG emissions are generated by mobile emissions. The TDM program required by **MM AIR-2** 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 limits. 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. 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.

The Project's mitigation measures and LORs address non-mobile emissions to the greatest extent feasible, by designing buildings to provide environmental design features, incorporate energy and water conservation measures, and provide electrical, heating, ventilation, lighting, and power systems that meet CALGreen Standards (**MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions. **MM GHG-2** requires the Project to meet or exceed CALGreen Tier 2 standards, which exceeds code requirements). Further, the project would be required to divert 75 percent of solid waste from landfills (**MM GHG-3**) and require landscape equipment to be 100 percent electric (**MM GHG-4**). The State is addressing the remaining energy-related GHG emissions through SB 100 and SB 1020, which requires 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.

As shown in **Table 4.6-3**, mitigated GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold despite implementation of all feasible mitigation. Therefore, Project-related GHG emissions would be significant and unavoidable. Additionally, it should be noted that development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

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 and requirements 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.

LOR GHG-1 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR GHG-2 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-3 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-4 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-5 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-6 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-7 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-8 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 Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

MM AIR-2 through **MM AIR-7** are further discussed in Section 4.2, *Air Quality* of this SEIR.

MM GHG-1 Prior to issuance of a Certificate of Occupancy for Tenant Improvements, not building shell, the Project shall install photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, anticipated to be approximately 4.62 kilowatt hours per year [kWh/year] per square foot[7]), as feasible, based on the maximum net roof area available for solar (i.e., solar-ready zone). The solar-ready zone shall comply with Section 110.10 of the 2022 California Energy Code and shall comply with access, pathway, ventilation, and spacing requirements, and exclude skylight area.

With expected energy consumption at 4.62 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size

[7] The expected electricity demand is based on CalEEMod; refer to **Appendix G**.

requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. If the Project cannot generate enough renewable energy to cover 100 percent of the building load, renewable energy may be acquired from the local utility.

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

MM GHG-2 Prior to the issuance of a building permit, the Project applicant or successor in interest shall provide documentation to the City demonstrating the following:

- The Project shall be designed to meet or exceed CALGREEN Tier 2 standards in effect at the time of building permit application in order to exceed 2022 Title 24 energy efficiency standards by at least 15 percent.
- The Project shall provide conduits to support electric charging stations per the Tier 2 standards in Section A5.106.5.3 (Nonresidential Voluntary Measures) of the 2022 CALGreen Code.

MM GHG-3 The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with City standards for recyclable collection and loading areas. This mitigation measure applies only to tenant permits and not the building shell approvals. The diversion plan shall also comply with the established solid waste and recycling laws including AB 939 and AB 341.

MM GHG-4 Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all handheld landscaping equipment used on-site shall be 100 percent electrically powered. This mitigation measure applies only to tenant permits and not the building shell approvals.

Impact 4.6-2 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 Impact

Consistency with the City of Rialto Climate Adaptation Plan

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. Project construction would be consistent with the Rialto Climate Adaptation Plan goals to reduce GHG emissions.

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 the 2022 CARB Scoping Plan

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 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 (ZE) 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. Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include:

- Implementing SB 100 (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 Fleets regulation to deploy zero-emission vehicle (ZEV) 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, Clean Off-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 shown in **Table 4.6-3**, approximately 90 percent of the Project's mitigated GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. The Project would implement various mitigation measures to reduce energy and mobile source emissions including **MM GHG-2**, which requires CALGreen Tier 2 electric vehicle charging stations. Additionally, the Project would result in a less than significant impact concerning the Project's effect on VMT (**Appendix G**). It should be noted that the City has no control over vehicle emissions (approximately 84 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover.

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

SCAG RTP/SCS Consistency

On April 4, 2024, SCAG's Regional Council adopted Connect SoCal (*2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy* [RTP/SCS]). 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 Senate Bill (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.[8]

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 Federal Clean Air Act (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 RTP/SCS goals is analyzed in detail in **Table 4.6-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

[8] California Air Resources Board, *SB 375 Regional Targets*. (2024). https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets. Accessed October 2024.

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 **Table4-6.4**, the proposed Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed 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.

Table 4.6-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY	
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 is located in an urban area in proximity to existing community services. Additionally, the Project is located near existing transit routes 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 the Project's Air Quality Assessment, 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 Threshold 5.1, above, the Project would

Table 4.6-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
	require all feasible mitigation to reduce GHG emissions. In addition to Mitigation Measures **AIR-2** through **AIR-7** discussed in Section 4.2, Air Quality, and the Project's Air Quality Assessment, the Project would implement **MM GHG-1** thorough **MM GHG-4**. **MM GHG-1** requires the installation of photovoltaic solar panels 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 landscape equipment to be 100 percent electric. 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, reduce greenhouse gas emissions and enable more sustainable use of energy and water	**Consistent**. While the Project is not a transportation improvement Project, location of the Project within a developed area would reduce trip lengths, which 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 proposed Project is located on vacant land that 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, in close proximity to residential uses. Therefore, the location of the Project 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.

Notes:
N/A = Not Applicable
Source: **Appendix G**

Conclusion

The proposed Project would be consistent with the Rialto Climate Adaptation Plan, the CARB Scoping Plan, and SCAG's RTP/SCS, and would be required to comply with existing regulations, including applicable measures from the City's General Plan. The Project would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards). As such, the Project would not conflict with any other State-level regulations pertaining to GHGs.

As shown in **Table 4.6-3**, approximately 90 percent of the Project's mitigated GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan goals described above (including achieve 100 percent clean electricity by 2045 [SB 100], achieving 100 percent zero emission vehicle sales in 2035 [Advanced Clean Cars II], and implementing the Advanced Clean Fleets regulation [ZEV buses and trucks]). The City has no control over vehicle emissions (approximately 80 percent of the Project's total emissions), with the exception of land use decisions that could reduce VMT. However, these emissions would decline in the future due to statewide measures discussed above (including the reduction in fuels' carbon content, CARB's Advanced Clean Car Program, CARB's Mobile Source Strategy, fuel efficiency standards, etc.), as well as cleaner technology and fleet turnover. SCAG's RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.[9]

At this time it is not possible to quantify the emissions savings from future regulatory measures that have not yet been developed; nevertheless, it can be anticipated that Project operations would benefit from applicable measures are enacted to meet State GHG reduction goals. The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

As discussed above, **MM AIR-2** as identified in Section 4.2, *Air Quality*, and the Project's Air Quality Assessment (**Appendix B**), would reduce mobile source emissions through the implementation of a TDM program. **LOR GHG-1** through **LOR GHG-8**, as required by the California Building Code, would provide designated parking to promote the use of alternative fuels and clean fleets, water-efficient irrigation systems and devices, recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, facilitate future installation of electric vehicle supply equipment, and limit idling times. Furthermore, **MM GHG-3** requires the Project to divert 75 percent of waste from landfills; and **MM GHG-4** requires landscape equipment to be 100 percent electric. The Project would also implement 2016 RSPA SEIR Mitigation Measure **AQ-14** and **MM AIR-2** through **MM AIR-7** as discussed in Section 4.2, *Air Quality*, and in the Air Quality Assessment (**Appendix B**), as well as **MM GHG-1** through **MM GHG-4**. As discussed above, the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing GHG emissions.

Impacts would be less than significant. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

[9] CARB. (2024). *SCAG Releases Draft Connect SoCal 2024*, https://scag.ca.gov/press-release/scag-releases-draft-connect-socal-2024. Accessed October 2024.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

The 2016 RSPA SEIR Mitigation Measure **AQ-14** is further discussed in Section 4.2, *Air Quality*.

Project Mitigation Measures

MM GHG-1 through **MM GHG-4** are further discussed under Impact 4.6-1,above.

4.6.7 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 a relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 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.[10] The State CEQA Guidelines generally address GHG emissions as a cumulative impact because of the global nature of climate change. As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself".[11] As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance despite implementation of 2016 RSPA SEIR Mitigation Measure **AQ-14** and **MM AIR-2** through **MM AIR-7** in Section 4.2, *Air Quality* and the Air Quality Assessment (**Appendix B**), as well as **MM GHG-1** through **MM GHG-4** and could impede statewide 2030 and 2045 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

4.6.8 Level of Significance After Mitigation

The Project would result in a significant and unavoidable impacts to Impact 4.6-1. The Project would implement **MM AIR-2** through **MM AIR-7** and **GHG-1** through **MM GHG-4.** No additional feasible mitigation measures are available that can reduce Project GHG emissions to below the 3,000 $MTCO_2e$ per year threshold. With implementation of the Mitigation Program set forth in this section, potential impacts of Impact 4.6-2 would be reduced to a level considered less than significant.

[10] California Air Pollution Control Officers Association. (2008). CEQA and Climate Change White Paper. https://www.counties.org/resource-document/capcoa-white-paper-ceqa-and-climate-change. Accessed October 2024.

[11] Cleveland National Forest Foundation v. San Diego Assn. of Governments. (2017). 3 Cal.5th 497, 512. Accessed December 2024.

This Page Intentionally Left Blank

4.7 HAZARDS AND HAZARDOUS MATERIALS

4.7.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) describes the potential hazards (other than geologic, flood, and wildfire hazards) associated with the Miro Way and Ayala Drive Project (proposed Project or Project) that could impact human health and the environment. The analysis in this section is based on the regulatory database search of the Department of Toxic Substances Control (DTSC) Envirostor website and the State Water Resources Control Board (SWRCB) Geotracker website.

4.7.2 Environmental Setting

Current Use

The project site consists of approximately 35 acres of vacant, undeveloped land. The warehouse development would occur on Planning Areas 126 and 133, which are zoned Public Park and Employment with a Designated Park overlay, respectively. The Project would rezone Planning Areas 126 and 133 to Business Center. The Project would also include the rezone of Planning Area 123 from School to General Commercial with a Residential overlay. No on-site operations exist.

Current Use of Adjacent Properties

The project site is in an area of the City of Rialto (City) which includes commercial, warehouse/industrial, and residential uses. **Table 4.7-1: Adjacent Properties**, lists the land use and the applicable regulatory databases.

Table 4.7-1: Adjacent Properties

Direction Relative to Project Site	Description	Database(s)
North	Vacant land and industrial uses	None
South	Industrial and commercial uses; single family residential uses across Baseline Road	None
East	Ayala Drive, Fitzgerald Avenue, and business park, public park, and vacant land zoned for employment east of Ayala Drive and Fitzgerald Avenue	None
West	Linden Avenue, and industrial uses west of Linden Avenue	None

Historical Use of Site

A portion of the previous Rialto Municipal Airport, closed in September 2014, was located on a portion of the project site and has been demolished. The portion of the Rialto Municipal Airport located within the project site consisted of runways, taxis, and clearance zones.

As discussed in the 2010 Renaissance Specific Plan (RSP) Environmental Impact Report (EIR), Recognized Environmental Conditions (RECs) associated with the project site include the Rialto Municipal Airport, including the Kinder Morgan jet Fuel Pipeline, and previous agricultural uses. Future development of the project site would likely involve either paving over or covering by building structures, thus minimizing direct contact with any potential remaining concentrations in the soil. Additionally, due to previous site development activities, near surface soils (where residual agricultural chemical concentrations would have most likely been present, if at all) would likely be mixed with fill material or be disturbed during grading.

Also, during development it is common that engineered fill material is placed over underlying soils as part of the grading activities. These additional activities serve to further reduce the potential for exposure to residual agricultural chemicals (if any). Based on these reasons, the former use of agricultural chemicals at the project site is not expected to represent an environmental concern at this time.

Records Review

Regulatory Records Review

The Geotracker website was accessed to review regulatory database information compiled by a variety of federal and State regulatory agencies. Two nearby facility cases were listed within a 0.25 miles radius of the project site and are summarized in **Table 4.7-1**, below.

Table 4.7-2: Facility Case Listings Within 0.25 Mile Radius

Property	Address/Location	Summary of Information
Rialto Municipal Airport Property	1451 North Linden Avenue	This facility is associated with the former Rialto Airport. The site has been determined, through prior environmental assessments, to have soil impacted with Total Petroleum Hydrocarbons in gasoline range (TPHg), Total Recoverable Petroleum Hydrocarbons (TRPH), Polychlorinated Biphenyls (PCBs), and Polynuclear Aromatic Hydrocarbons (PSAHs). Excavation activities to remove the impacted soil were conducted at the site between January 12 and February 5, 2016 by Westech. Each of the identified areas of concern (AOCs) were excavated, as proposed in the Cleanup Plan. A total of 5,315 cubic yards (CY) of soil were excavated and stockpiled at the designated locations on site. A total 370 CY (535 tons) of soil from the Sand Drag area were excavated and transported offsite to the Philadelphia Recycling Mine in Mira Loma, California for disposal. Review of a No Further Action letter for this facility indicated that excavated soils from the Rialto Municipal Airport investigation were temporarily staged south of the subject site (north of the project site) pending their later burial in a cell beneath Renaissance Parkway (located 0.5 mile to the north) during its

Table 4.7-2: Facility Case Listings Within 0.25 Mile Radius

Property	Address/Location	Summary of Information
		construction. The Remedial Action Completion Report (RACR) documented the soil remediation activities. This case was closed in 2018.
E&M Aircraft Painting	1480 North Linden Avenue	Based on its address, this facility is estimated to have been approximately 570 feet northwest of the site. Based on a review of the case No Further Action letter, dated April 16, 2009, the Santa Ana RWQCB (SARWQCB) requested that Tetrachloroethylene concentrations detected in the soil up to 70 feet deep be further investigated via a pilot Soil Vapor Extraction (SVE) test. Based on the SVE pilot test results, which included extraction and testing of soil gas from 80 to 120 feet deep, they concluded that volatile organic compounds (VOC) contamination was minor, and not a significant threat to groundwater. This case was closed in 2009.

Sources:
State Water Resources Control Board (SWRCB). (2024a). Geotracker. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento. Accessed October 2024.
Department of Toxic Substances Control (DTSC). (2024). Envirostor. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60003205. Accessed October 2024.

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 conducted for the 2010 RSP EIR. No activity has occurred on the project site since the initial reconnaissance.

Asbestos-Containing Materials (ACM)

Due to the vacant, unimproved state of the project site, ACMs are not a concern for the project site.

Lead-Based Paint

Due to the vacant, unimproved state of the project site, lead-based paint is not a concern for the site.

Polychlorinated Biphenyls (PCBs)

No potential PCB-containing equipment (e.g., transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) were observed on the project site during the site reconnaissance conducted for the 2010 RSP EIR. No activity has occurred on the project site since the initial reconnaissance.

Airport Proximity

There are no private or public active airports near the project site. The closest airport is the San Bernadino International Airport, located approximately 8.75 miles southeast of the project site.

Oil Facilities

According to CalGEM, the project site is not located within or near the administrative boundary of an oil field and there are no active oil or natural gas wells within one mile of the project site.[1]

4.7.3 Regulatory Setting

The management of hazardous materials and hazardous wastes is regulated at the federal, State, and local levels, including, among others, through programs administered by the United States Environmental Protection Agency (EPA); agencies within the California Environmental Protection Agency (CalEPA), such as the Department of Toxic Substances Control (DTSC); federal and State occupational safety agencies; and the San Bernardino County Department of Environmental Health (DEH).

At the federal level, the United States EPA is the principal regulatory agency, while at the State level, DTSC is the primary agency governing the storage, transportation, and disposal of hazardous wastes. The Santa Ana Regional Water Quality Control Board (RWQCB) has jurisdiction over discharges into Waters of the State. The federal Occupational Safety and Health Administration (OSHA) and the State Cal/OSHA regulate many aspects of worker safety.

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

[1] CalGEM. (2024). Well Finder https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.39705/34.12175/18. Accessed October 2024.

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 United States 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.

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 (United States 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 United States 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 United States 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 United States Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act, as amended and codified (49 United States Code 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).

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).

Clean Water Act/ Spill Prevention, Control and Countermeasure (SPCC) Rule

The Clean Water Act (CWA) (33 United States Code Section 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 proposed Project is within the jurisdiction of the Santa Ana RWQCB.

Section 402 of the Clean Water Act authorizes the 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 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 to ensure worker and workplace safety. Their goal was to make sure employers provide their workers 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 United States 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 at 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 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 California Code of Regulations includes provisions related to record keeping, notification requirements, and enforcement mechanisms to ensure compliance with the regulations.

California Environmental Protection Agency (CalEPA)

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. 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 United

States 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 of contaminated drinking water wells, sites listed by the SWRCB as having underground storage tank 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.

Enforcement of directives from DTSC is handled at the local level, in this case the San Bernardino County DEH. The RWQCB also has the authority to implement regulations regarding the management of soil and groundwater investigation.

CalFire 2022/2023 Strategic Fire Plan for the San Bernadino Unit

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

California Code of Regulations, 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.

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 the 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 Title 26 of the California Code of Regulations (CCR), 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); Underground Storage Tank (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 Department of Toxic Substance Control (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 (Sections 25500 to 25520) and Article 2 – Hazardous Materials Management (Sections 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 (HMBP). These plans shall include the following: (1) a hazardous material inventory in accordance with Sections 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 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 Sections 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.

California Department of Public Health

California's medical waste disposal regulations are overseen by the California Department of Public Health, Environmental Management Branch. The Medical Waste Management Program within the Environmental Management Branch regulates the generation, handling, storage, treatment, and disposal of medical waste. The Medical Waste Management Program also implements the large quantity generator inspector inspection program. A large quantity generator is a medical waste generator that generates more than 200 pounds of medical waste per month in any month of a 12-month period. A small quantity generator is a medical waste generator that generates less than 200 pounds per month of medical waste. Small quantity generators are subject to all of the requirements under Chapter 4 of the Medical Waste Management Act, Health and Safety Code section 117915 through 117946. Medical waste must be picked up by a registered medical waste hauler or if appropriate sent for treatment through a mail-back program.

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) (https://maps.conservation.ca.gov/doggr/wellfinder/#/) were reviewed. No abandoned/plugged oil/gas wells are located on the project site.

Polychlorinated Biphenyls

No polychlorinated biphenyls (PCB)-containing equipment (e.g., transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) are located on the project site.

Radon

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The United States EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. Radon sampling was not conducted as part of the Phase I Environmental Site Assessment (ESA). Review of the United States EPA Map of Radon Zones places the project site in Zone 2.[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 zone classification, radon is not considered to be a significant environmental concern for the project site.

Regional and Local Regulations

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of San Bernardino, Los Angeles, and Riverside 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 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 PM_{10} emissions from any transportation, handling,

[2] Unites States Environmental Protection Agency. (2024). EPA Map of Radon Zones. https://www.epa.gov/radon/epa-map-radon-zones. Accessed November 2024.

construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

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

b) All 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.

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.

City of Rialto General Plan

General Plan policies for hazards and hazardous materials that are relevant to the Project are addressed below. The goals and policies are from the General Plan Safety and Noise Element. Where inconsistencies exist, if any, they are addressed in the respective impact analysis.

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.

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.2010 Renaissance Specific Plan.

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The Safety and Noise Element of the 2010 RSP includes goals to minimize potential hazards within the 2010 RSP area. The 2010 RSP also addresses the Rialto Municipal Airport, which ceased operations in 2014.

2016 Renaissance Specific Plan Amendment

The project site is zoned Public Park and Employment in the 2016 Renaissance Specific Plan Amendment (RSPA). The 2016 RSPA establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Similar to the 2010 RSP, the 2016 RSPA's Safety and Noise Element contains goals to reduce the risk of potential hazards within the 2016 RSPA area. Hazards addressed in the 2016 RSPA include public health, wind, seismic, fire, flood, and traffic hazards.

City of Rialto Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS) Multi-Hazard Functional Plan (MHFP)

The City of Rialto provides fire and emergency response services to residents and businesses in the City. The City has adopted the 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 (CFC) 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, as Chapters 15.28 of the Rialto Municipal Code.

4.7.4 Methodology

In determining whether implementation of the proposed Project would result in hazards or hazardous materials, this analysis considers the recommendations of Appendix G to the State California Environmental Quality Act (CEQA) Guidelines 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 the results of 2010 Renaissance Specific Plan Final EIR and the Limited Phase II Investigation – Rialto Municipal Airport, Property D, Prepared by Converse Consultants (July 2008). 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 development.

4.7.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- 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, result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.7.6 Project Impacts and Mitigation Measures

Impact 4.7-1 ***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

Construction

The Project consists of the construction of two warehouse buildings and associated on-and off-site improvements. Construction of the Project 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, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to the public. In addition, should a spill or other hazardous materials incident occur, construction staff are trained to handle such situations, including containment and who to contact if such a situation occurs.

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. These materials would be transported, used, and disposed of in accordance with all federal, State, and local laws regulating the management and use of hazardous materials. Additionally, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed and transported to an appropriately permitted waste facility for treatment, storage, or disposal. Use of these materials during construction for their intended purpose would not pose a significant risk to the public or the environment. Consistent with federal, State, and local requirements, transport, removal, and disposal of hazardous materials would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal would comply with all applicable federal, State, and local regulations. If reportable quantities of hazardous materials or oil products, as set forth by the EPA pursuant to CERCLA Section 102, are stored on site during construction, these would be managed in accordance with federal (Spill Prevention, Control, and Countermeasures) and State (Certified Unified Program Agency and HMBP) requirements. Compliance with the regulatory framework would ensure Project construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction. Construction impacts would be less than significant.

Operations

At full buildout, the Project would have two warehouse buildings. The Project is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport or result in releases of hazardous materials into the environment. The Project would be expected to use limited hazardous materials and substances which would include cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. The Project 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 ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety. Future development projects related to Planning Area 123 would be evaluated on a project-specific level with site-specific analysis and additional mitigation measures would be identified, as applicable. With compliance with applicable federal, State, and regional regulations, the Project would result in less than significant impacts during operation.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.7-2 ***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

Kimley-Horn performed a regulatory database search of the Department of Toxic Substances Control (DTSC) Envirostor database and the SWRCB Geotracker database to identify hazardous material regulated facilities within or proximate to the project site. As shown in **Table 4.7-1**, above two nearby facility cases were listed within a 0.25 miles radius of the project site, which includes the Rialto Municipal Airport Property (case closed in 2018) and E&M Aircraft Painting (case closed in 2009).

The project site includes portions of land of the previous Rialto Municipal Airport, which ceased operations in 2014. As such, historical contamination within the project site includes hazardous materials associated with aviation land uses. According to the SWRCB Geotracker database, the project site has a cleanup status of case closed.[3]

Kimley-Horn's review of the referenced databases also considered the potential or likelihood of contamination from adjoining and nearby sites. To evaluate which of the adjoining and nearby sites identified in the regulatory database search present an environmental risk to the subject property, Kimley-Horn considered the following criteria:

- The topographic position of the property relative to the subject property;
- The direction and distance of the identified facility from the subject property;
- The status of the respective regulatory agency-required investigations and/or cleanup associated with the identified facility; and
- Surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified site and the subject property.

Only those sites that are judged to present a potential environmental risk to the subject property and/or warrant additional clarification are further evaluated. Using the referenced criteria and based upon a review of readily available information contained within the regulatory database search, Kimley-Horn did not identify adjoining (i.e., bordering) or nearby sites (e.g., properties within a 0.25-mile radius) listed in the regulatory database report that were judged to present a potential environmental risk to the subject property.

[3] State Water Resources Control Board (SWRCB). (2024b). Geotracker: Rialto Municipal Airport Property (T10000002088). https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002088. Accessed October 2024.

Review of both the DTSC Envirostor database and the SWRCB Geotracker database concluded that no active regulated sites are located within 1-mile of the project site. This database review did not identify any potential environmental concerns for the site.[4,5]

Project construction 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, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to the public. Project operation would include the use of typical hazardous materials/chemicals associated with warehousing uses such cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. As discussed in Impact 4.7-1 above, any routine transport, use, and disposal of these materials during Project implementation must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Furthermore, hazardous materials/chemicals such as cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.7-3 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?

Level of Significance: Less Than Significant Impact

The proposed Project is not located within 0.25 miles of an existing or proposed school. The nearest schools to the project site are Helen L. Dollahan Elementary School (1060 West Etiwanda Avenue), approximately 0.58 miles to the southeast; Virginia Primrose Elementary (751 North Maple Avenue, Fontana), approximately 0.65 miles to the southwest; Locust Elementary (7420 Locust Avenue) located approximately 0.66 miles to the southwest; Eisenhower High School (1321 Lilac Avenue), located approximately 1.05 miles to the east; Dunn Elementary School (830 Lilac Avenue), located approximately 1.04 miles to the southeast; and Wilmer Amina Carter High School (2630 Linden Avenue) located approximately 1.26 miles to the north. Upon approval of the proposed rezone, the zoning of Planning Area 123 would change from School to General Commercial with a Residential overlay. Future development projects related to Planning Area 123 would be evaluated on a project-specific level with site-specific analysis and additional mitigation measures would be identified, as applicable.

[4] SWRCB. (2024a). Geotracker. (2024) https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento. Accessed October 2024.

[5] Department of Toxic Substances Control (DTSC). Envirostor. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60003205. Accessed October 2024.

The nearest sensitive receptors to the project site include single-family residences located approximately 520 feet to the south, and Jerry Eaves Park located approximately 800 feet to the northeast. The mitigated combined construction and operation risk associated with the Project would be 1.88 per million for residential receptors and 1.19 per million for par receptors, neither of which exceeds the significance threshold of 10 per million. As such, Project implementation would not result in the emission of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.

Any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, State, and local agencies and regulations. The types of hazardous materials that would be routinely handled would be limited to cleaners, paints and solvents, and fertilizers and pesticides for site landscaping. Therefore, the impacts would be less than significant and no mitigation is required.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.7-4 Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 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

The project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5.[67] Future development projects related to Planning Area 123 would be evaluated on a project-specific level with site-specific analysis and additional mitigation measures would be identified, as applicable. Impacts would be less than significant and no mitigation is required.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

[6] Department of Toxic Substances Control (DTSC). (2024). DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). https://dtsc.ca.gov/dtscs-cortese-list/. Accessed October 2024.

[7] SWRCB.(2024b). Geotracker. https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5618207633&__cf_chl_tk=H2.kx_3keRryuY4ROpTlM3vJmEqY00iECxXM9p0NWbA-1679416346-0-gaNycGzNDRA. Accessed October 2024.

Project Mitigation Measures

No mitigation is required.

Impact 4.7-5 ***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?***

Level of Significance: No Impact

The project site is not located in the vicinity of an existing public or public use airport. The closest airport is the San Bernardino International Airport, which is approximately 8.75 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. Therefore, no impact would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.7-6 ***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 proposed Project would not impair or physically interfere with an adopted emergency response or evacuation plan. The City has adopted the 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. The MHFP provides a process for emergency management and response with the City. The MHFP identifies the organization structure and responsibilities of agencies in the event of an emergency or disaster. No revisions to the MHFP would be required as a result of the proposed Project. Primary access to all major roads would be maintained during construction and operation of the proposed Project. Emergency services and access is further described in Section 4.12, *Public Services*.

The Project is required to prepare a Traffic Construction Management Plan to identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. It will also identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, vehicle staging areas, and parking areas for the Project. As discussed above, access to all major roads would be maintained during construction and would not interfere with emergency access into or out of the project site.

The City's Development Impact Fee Program ensures certain required facilities for new development are adequately funded and costs are distributed to the various types of development in the form of development impact fees paid by project applicants. Future development projects related to Planning Area 123 would be evaluated on a project-specific level with site-specific analysis and additional mitigation measures would be identified, as applicable. By complying with the General Plan and participating in the City's Impact Fee Program, implementation of the Project would result in a less than significant impact with respect to interference with an adopted emergency response plan or emergency evacuation plan and no mitigation is required.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.7-7 Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Level of Significance: No Impact

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (Cal Fire) as set forth in PRC 4201-4204 and Government Code 51175-89. FHSZs are categorized 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. 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 its adjacent areas are not designated as VHFHSZ. Therefore, no impact would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.7.7 Cumulative Impacts

Impacts associated with hazardous materials are often site-specific and localized. The SEIR evaluates potential environmental concerns in connection with the project site and surrounding area. The database searches document 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 buildout of the surrounding communities also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site-specific.

Each project is required to address any issues related to hazardous materials or wastes. 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.

With adherence to applicable federal, State, and local regulations governing hazardous materials, 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, Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

4.7.8 Level of Significance After Mitigation

With adherence to federal, State, and local regulations, potential impacts regarding hazards and hazardous materials would be less than significant.

4.8 HYDROLOGY AND WATER QUALITY

4.8.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) describes the potential effects of the proposed Miro Way and Ayala Drive Project (proposed Project or Project) on the approximately 35-acre project site, comprised of Planning Areas 123, 126, and 133. The Project consists of the rezone of Planning Areas 123, 126, and 133 and the construction of two warehouse buildings on Planning Areas 126 and 133 and associated on-and off-site improvements. The analysis in this Section is based on the Preliminary Drainage Report and the Preliminary Water Quality Management Plan (April 2024) prepared Kimley-Horn and Associates and included as **Appendix H** and **Appendix I**, respectively.

4.8.2 Environmental Setting

Existing Conditions

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 subwatersheds (HUC 12).[1] Hydrological unit boundaries of each designation are delineated based on surface features of their geographic locations. The project site is located within the Santa Ana, Middle Santa Ana River, and East Etiwanda Creek-Santa Ana River watersheds. Each watershed is classified with a Hydrologic Unit Code (HUC) of HUC 8, HUC 10, and HUC 12, respectively.

The project site is located within the Santa Ana River Basin. The Santa Ana River Basin is the largest watershed in Southern California. The basin 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 quality of surface and groundwater is highest within the tributaries that flow from the surrounding mountains as well as groundwater recharge by these streams. Water quality decreases as it moves along hydraulic flow paths, as a result of various factors including consumptive use, importation of water high in dissolved solids, runoff from urban and agricultural areas, and the recycling of water within the basin.[2]

Precipitation frequency data for the Project area was retrieved from the National Oceanic and Atmospheric Administration's Atlas 14 (Rialto, California area). The National Weather Service data indicated that in 2023, the Project area experienced above-average precipitation of four to five inches.[3]

[1] United States Geological Survey (USGS). (2013). Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD). Pages 14 and 19. Reston, Virginia: United States Geological Survey. https://pubs.usgs.gov/tm/11/a3/pdf/tm11-a3_4ed.pdf. Accessed October 2024.

[2] USGS. (2018). Santa Ana Basin, National Water Quality Assessment Program.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 October 2024.

[3] National Oceanic and Atmospheric Administration: National Weather Prediction Service. (2023). Advanced Hydrologic Prediction Service.

Soil and soil conditions affect infiltration and stormwater runoff of a site. As discussed in the Preliminary Drainage Report, soils present within the project site consist of Tujunga loamy sand and Tujunga gravelly loamy sand. This soil type is classified as Type A soil, which typically have low runoff potential with high infiltration rates when thoroughly wetted and consist of deep, well-drained sands or gravels.

Under existing conditions, the project site consists of previously disturbed land and runoff generally flows from the northwest to the southwest.

Groundwater

As discussed in the Preliminary Drainage Report, groundwater on-site is estimated at a depth between 300 feet and 450 feet below ground surface (bgs) and is not anticipated to be a concern for this project.

Flood Hazard

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows the project site being covered by one map panel, 06071C8657H.[4] No part of the project site is within a FEMA-mapped special flood hazard area. The project site is not located within a flood hazard zone.[5]

Water Quality

The amount 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. Within the middle Santa Ana River watershed, pathogens, harmful bacteria, and nitrates are pollutants of concern.[6]

4.8.3 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:

https://water.weather.gov/precip/index.php?analysis_date=1546300800&lat=34.1204394164&location_name=sgx&location_type=wfo&lon=-117.3842106189&precip_layer=0.75&product=departure&recent_type=false&rfc_layer=-1&state_layer=-1&hsa_layer=-1&county_layer=-1&time_frame=year2date&time_type=year&units=eng&zoom=14&domain=current#. Accessed October 2024.

[4] Federal Emergency Management Agency (FEMA). (2024). National Flood Hazard Layer Viewer. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.3667679130852,34.04522156648235,-117.32522585986149,34.06299944290883. Accessed October 2024.

[5] Ibid.

- 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.

- 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).

Federal Antidegradation Policy

The Federal Antidegradation Policy aims to protect and preserve the quality of water resources. It establishes guidelines to prevent the degradation of water bodies, including lakes, rivers, and streams. The policy requires states to implement measures that maintain or improve the existing water quality in areas designated as "high quality" or "outstanding national resource waters." Any proposed activities or projects that could potentially degrade the water quality must be carefully evaluated and limited to minimize their impact. The goal of the federal antidegradation policy is to ensure the long-term sustainability and health of the nation's water resources for future generations.

National Flood Insurance Program

The purpose of the National Flood Insurance Program (NFIP) is to provide affordable flood insurance to property owners and communities that are at risk of flooding. The program was established by the federal government in 1968 to help mitigate the financial impact of flood damage and to encourage the adoption of floodplain management practices. The National Flood Insurance Policy enables property owners in participating communities to purchase flood insurance, which is not typically covered by standard homeowners' insurance policies. By offering flood insurance, the program aims to reduce the costs of recovery from flood events and promote the use of floodplain management regulations that help to minimize future flood damage. The NFIP also works to map flood risk areas and provide floodplain management assistance to communities to help them better understand and prepare for flooding.

National Pollution Discharge Elimination System

The NPDES was implemented under the Clean Water Act in the United States. Compliance with the NPDES requires permits for any point source discharges of pollutants into the country's water bodies. The objective of the program is to protect water quality and prevent harm to the environment and human health from these discharges. The program is overseen by the Environmental Protection Agency (EPA) and

delegated to State agencies. NPDES permits establish specific requirements and limitations for entities that discharge pollutants.

Safe Drinking Water Act

The Safe Drinking Water Act was enacted in 1974 to ensure the safety of drinking water within the United States. It is administered by the EPA. The act sets standards for drinking water quality and establishes regulations for public water systems to follow. It includes provisions for monitoring and testing water for contaminants, such as bacteria, chemicals, and pollutants. The act also requires public water systems to treat water to meet these standards and provide information to consumers about the quality of their drinking water. Overall, the Safe Drinking Water Act aims to protect public health by ensuring access to safe and clean drinking water for all Americans.

State Regulations

California Porter-Cologne Water Quality Control Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code Section 13000, et seq.) provides the basis for water quality regulation within California. The 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 particular 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 SWPPP which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-storm water 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. The Erosion Control Plan would be included with the Project's Grading Plan and would be subject to approval by the City Engineer.

Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act (SGWMA) aims to ensure long-term sustainability of groundwater resources. Under this act, local groundwater management agencies are required to develop and implement groundwater sustainability plans for priority groundwater basins. The SGMA includes various objectives and requirements to establish a framework for sustainable groundwater management, which include avoiding significant and unreasonable groundwater level declines, preventing undesirable impacts on water quality, and achieving long-term groundwater sustainability within 20 years of implementing the ground sustainability plans. The act also emphasizes the importance of local control and provides opportunities for stakeholder involvement in the development and implementation of groundwater sustainability plans.

Regional and Local Regulations

Santa Ana Regional Water Quality Control Board

The Santa Ana Regional Water Quality Control Board (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.

City of 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 Rialto General Plan (General Plan) includes the following applicable policies related to flooding:

Goal 5-2 Create a more flood-safe community through development standards and infrastructure improvements.

Policy 5-2.2 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.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Section 4, Design Guidelines, and Section 6, Sustainability, of the 2010 RSP, include an outline of requirements to maintain suitable water quality in the 2010 RSP area.

2016 Renaissance Specific Plan Amendment

The project site is zoned School, Public Park and Employment in the 2016 Renaissance Specific Plan Amendment (RSPA). The 2016 RSPA establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Development within the 2016 RSPA is required to conform to the City's Water and Drainage Master Plans. Additionally, development is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and Storm Water Quality Management Plan (SWQMP), when applicable.

City of Rialto Municipal Code

Section 12.60.260 Stormwater Quality Management Plan (SWQMP)

Prior to the issuance of grading or building permit, the City requires the preparation and approval of a Stormwater Quality Management Plan (SWQMP) which shall identify BMPs that the project will incorporate to control both stormwater and non-stormwater pollutants during and after construction activities.

4.8.4 Methodology

Runoff calculations were prepared for each Drainage Area (DA) using the Modified Rational Method and the methodology described in Section D of the San Bernardino County Hydrology Manual. The CivilD hydrology software for San Bernardino County was used to estimate time of concentrations and 100 and 2-year peak flow rates generated from the existing and proposed conditions.

Unit hydrographs were prepared for each DA using the methodology described in Section E of the San Bernardino County Hydrology Manual for determining the 100-year storm water volumes. The CivilD hydrology software for San Bernardino County was used to estimate the 100-year peak flow rates and volumes over a 24-hour period for the proposed and existing conditions. Since the existing conditions, DA 2 hydrograph comprises of the proposed DA 2, 3, and 4 hydrographs, a volume per acre and flow per acre calculation was performed to equate an accurate comparison of existing and proposed conditions.

A stage-storage analysis in conjunction with the peak flow rates and volumes with CivilD hydrograph output was prepared for the purposes of sizing and analyzing the proposed underground chamber characteristics for each DA. The stage-storage analysis and the hydrographs from CivilD were imported into PondPack to determine the 100-year mitigated flow rate.

The Preliminary Water Quality Management Plan (PWQMP) was prepared to comply with the requirements of the City, San Bernardino County Municipal Storm Water Management Program, and the NPDES Areawide Stormwater Program requiring the preparation of a SWQMP.

4.8.5 Impact Thresholds and Significant Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

c) 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;

    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;

    iv Impede or redirect flood flows;

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.8.6 Project Impacts and Mitigation Measures

Impact 4.8-1 ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Level of Significance: Less than Significant Impact

Construction

Construction activities associated with the development of the proposed Project would be typical of those used in comparable warehouse developments. Grading and earthmoving activities conducted during the proposed Project's construction period may require the use of water for dust mitigation. Water from dust control and other liquids such as fuels, lubricants, and liquid wastes can create runoff that would temporarily affect water quality.

Construction activities for the lot, infrastructure, and the storm drain system would require a NPDES Construction General Permit, obtained from the CalEPA, SWRCB. Prior to the issuance of a Construction General Permit, an approved SWPPP would need to be prepared for the Project. The SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the project site. BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction BMPs would include, but not be limited to, the following:

Minimization of disturbed areas to the portion of the project site necessary for construction;

- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as is feasible;
- Removal of sediment from surface runoff before it leaves the project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the project site;
- Protection of all storm drain inlets on-site or downstream of the project site to eliminate entry of sediment;
- Prevention of tracking soils and debris off-site through use of a gravel strip or wash facilities, which will be located at all construction exits from the project site;
- Proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum; and
- Continual inspection and maintenance of all BMPs through the duration of construction.

Operations

The City requires a stormwater quality management plan (SWQMP) be prepared for any industrial/warehouse/commercial development of 100,000 sf or more. The SWQMP must be approved by the City Engineer prior to the issuance of any grading or building permit. The proposed Project's PWQMP, included as **Appendix I**, addresses post-construction water quality. This Project proposes to infiltrate stormwater into subsurface infiltration basins. A minimum of one subsurface infiltration basin would be included at each building. Stormwater would be captured and conveyed via roof drains, inlets, trench drains, and underground storm drain networks, and would ultimately be infiltrated and treated in the respective subsurface infiltration basin. The proposed basins would serve as both a water quality BMP as well as an underground storage facility.

The Project would require a Construction General Permit. To comply with the requirements of the Construction General Permit, the proposed Project would be required to prepare a SWPPP containing site-specific BMPs, which would reduce Project construction effects on water quality to acceptable levels. The Project has prepared a PWQMP specifically identifying BMPs that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. Additionally, development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Therefore, impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.8-2 ***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: No Impact

The project site is within the service area of the City of Rialto Water Services Department. The proposed Project would not include the use of groundwater. Although the Project would result in additional impervious surfaces on-site, the proposed Project would include subsurface infiltration basins which would detain, infiltrate, and treat stormwater prior to discharging into the public storm drain system. The majority of sediment and debris carried by stormwater flows are captured in the underground chamber system using a pre-treatment unit. According to the Preliminary Drainage Report, groundwater is estimated at a depth between 300 feet and 450 feet bgs, and is not anticipated to be a concern for the proposed Project. Under existing conditions, the project site consists of predominantly pervious land with paved sidewalks along the eastern and western perimeter of the project site. The Project would include approximately 154,929 sf of landscaping throughout the project site, which would allow for stormwater

infiltration. Therefore, the proposed Project would not significantly impact local groundwater recharge or impede sustainable groundwater management of the basin.

Additionally, as discussed in Section 4.18, *Utilities and Service Systems*, the 2020 Integrated Regional Urban Water Management Plan (IRUWMP) anticipates adequate regional supplies for years 2025 to 2045 under multiple-dry year conditions. The City determined that water demands would not increase during single of multiple dry years.[7] Project implementation would not jeopardize ground water supplies in any of the underlying basins. No impact would occur.

Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impact would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.8-3 ***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?***

i) Result in substantial erosion or siltation on- or off-site?

Level of Significance: Less than Significant Impact

The Project would include the development of two warehouse buildings on approximately 20.76 acres of vacant land. As such, Project construction would alter the project site's existing drainage pattern. Each of the proposed warehouse buildings would have a minimum of one subsurface infiltration basin. Building 2 would utilize three subsurface infiltration basins. The proposed drainage facilities have been sized to adequately treat runoff water from the project site, and the project site does not include discharge to any streams or rivers. The Project has prepared grading plans as a part of the Precise Plan of Design (PPD) application and would also be required to prepare a SWPPP, which would include BMPs to minimize on-site and off-site erosion and siltation. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

[7] SBVMWD. (2021a). 2020 Integrated Regional Urban Water Management Plan. https://www.sbvmwd.com/home/showpublisheddocument/9232/637614632546570000. Accessed October 2024.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.8-3 ***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?***

ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?

iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?

iv) Impede or redirect flood flows?

Level of Significance: Less than Significant Impact

The proposed Project would include the development of two warehouse buildings and associated on-site improvements on vacant, previously disturbed land. According to the Preliminary Drainage Report, the project site is not located within a FEMA mapped special flood hazard area. The project site is classified as Zone X, which is an area of minimal flooding. The proposed Project would include the development of two warehouse buildings and associated on-and off-site improvements. As such, implementation of the proposed Project would result in an increase in surface runoff on the project site compared to the existing conditions. The proposed improvements may result in changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff.

Each of the proposed warehouses would have a minimum of one subsurface infiltration basin. Runoff would be conveyed and captured via roof drain, inlets, trench drains, and underground storm drain networks, prior to getting treated and infiltrated in the respective subsurface infiltration basin. The proposed drainage would include an underground storage facility to detain and mitigate the peak flow rates. Outlet pipes are proposed to discharge 100-year overflows into the existing 78-inch RCP storm along the proposed Miro Way alignment. The project site does not collect off-site flows from adjacent properties. Additionally, the Project would provide water quality by means of infiltration. Sediment bays are located within the underground chamber system for pretreatment of larger sediments and pollutants. The underground chambers would treat the remaining pollutants of concern by means of infiltration. With implementation of the proposed drainage improvements, impacts would be less than significant.

Furthermore, it should be noted that development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.8-4 Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Level of Significance: No Impact

As previously discussed, the project site is classified as Zone X, which includes areas of minimal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The project site is approximately 47 miles east of the Pacific Ocean and there are no nearby bodies of standing water. Therefore, due to location, the Project would not be subject to seiche or tsunami related inundation that would risk the release of pollutants. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impact would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.8-5 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 previously discussed, the proposed Project would require the preparation of a SWPPP, which would include BMPs to reduce potential impacts associated with construction related sources of pollution. Additionally, as required by Section 12.60.260 of the Municipal Code, the Project is required to implement a WQMP. A PWQMP has been prepared for the proposed Project, which includes additional BMPs to control pollutants during construction and operation activities. With implementation of the Project-specific SWPPP and PWQMP, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Furthermore, it should be noted that development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.8.7 Cumulative Impacts

The potential for hydrology and water quality impacts are the areas immediately upstream and downstream of the proposed project site. Additionally, the area to the west of the proposed Project is currently in development. This area is defined under the 2016 RSPA. As development occurs, local surface and groundwater resources will be incrementally impacted as native soils are covered over, which will decrease percolation and increase runoff and urban pollutants. In addition, the cumulative projects, including the proposed Project, will be required to prepare SWPPPs, which will prevent construction-related pollutants from contaminating stormwater. Larger, future development projects, including the proposed Project, will be required to prepare SWQMPs.

4.8.8 Level of Significance After Mitigation

The proposed Project would result in less than significant impacts associated with hydrology and water quality. No mitigation is required.

This Page Intentionally Left Blank

4.9 LAND USE AND PLANNING

4.9.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) describes the land use conditions for the Miro Way and Ayala Drive Project (proposed Project or Project) and discusses potential land use impacts that could result from implementation of the proposed Project.

4.9.2 Environmental Setting

Existing and Surrounding Land Uses

The project site consists of vacant, primarily undeveloped land. The project site is located within the 2016 Renaissance Specific Plan Amendment (RSPA) area located within the western/central portion of the City of Rialto (City), in San Bernadino County. The project site consists of Planning Areas 123, 126, and 133. The project site is bordered by vacant land and industrial uses to the north, industrial and commercial uses to the south, Ayala Drive to the east, and Linden Avenue to the west.

General Plan and Zoning Designations

The project site has a General Plan designation of Specific Plan and is located within the 2016 RSPA Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The Project proposes to rezone Planning Areas 126 and 133 to Business Center. Permitted uses within the Business Center zone include larger industrial, distribution, and manufacturing uses. Additionally, the Project would include the rezone of Planning Area 123 from School to General Commercial with a Residential overlay. Permitted uses within the General Commercial zone include convenience retail and service use such as gas stations, drug stores, car washes, medical offices, and restaurants. The Residential Overlay would allow for Planning Area 123 to retain the option to become Medium High Density Residential (MHDR) and to accept the transfer of residential units from other areas of the 2016 RSPA, as discussed in Section 6 of the 2016 RSPA.

4.9.3 Regulatory Setting

State Regulations

Senate Bill 375

Senate Bill 375 is a legislation that aims to address climate change by promoting sustainable land use and transportation planning by reducing vehicle miles traveled and promote 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 a SCS is to reduce greenhouse gas emissions, promoting compact development, and increasing transportation options. The bill encourages collaboration between local governments, transportation agencies, and other stakeholders to achieve these goals.

Regional and Local Regulations

Southern California Association of Governments

Southern California Association of Governments (SCAG) is a council of governments representing Los Angeles, Orange, San Bernardino, 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), Caltrans, and other agencies in preparing regional planning documents. SCAG has developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment, and the Regional Transportation Plan/Sustainability Communities Strategy.

Regional Comprehensive Plan

SCAG's 2008 Regional Comprehensive Plan (RCP) is a comprehensive, integrated policy plan that addresses regional issues related to growth management and development. The RCP provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. The RCP advances regional planning by incorporating an integrated approach between SCAG, State and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public.

The Regional Housing Needs Assessment is discussed in Section 4.11*, Population and Housing,* and the Regional Transportation Plan/Sustainable Communities Strategy is discussed in Section 4.2, *Air Quality*, Section 4.5, *Energy*, Section 4.6, *Greenhouse Gas Emissions*, Section 4.11, *Population and Housing*, and Section 4.14, *Transportation,* of this SEIR.

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Section 4.9.2 of the 2020-2045 RTP/SCS identifies ten goals that fall into four categories: economy, mobility, environment and healthy/complete communities. The goals include the following:

1. Encourage regional economic prosperity and global competitiveness;

2. Improve mobility, accessibility, reliability, and travel safety for people and goods;

3. Enhance the preservation, security, and resilience of the regional transportation system;

4. Increase person and goods movement and travel choices within the transportation system;

5. Reduce greenhouse gas emissions and improve air quality;

6. Support healthy and equitable communities;

7. Adapt to a changing climate and support an integrated regional development pattern and transportation network;

8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel;

9. Encourage development of diverse housing types in areas that are supported by multiple transportation options; and

10. Promote conservation of natural and agricultural lands and restoration of habitats.

The Regional Housing Needs Assessment is discussed in Section 4.12*, Population and Housing.*

City of Rialto General Plan

The project site has a General Plan land use designation of Specific Plan under the Rialto General Plan (General Plan). The General Plan is the comprehensive planning document governing development within 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 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.

A general plan functions as a guide for the type of community that is desired for the future and provides the means to achieve it. The City of Rialto General Plan contains the following chapters related to the 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; Implementation Plan; and Environmental Justice. The General Plan Land Use Plan Map (Exhibit 2.2 of the Rialto General Plan) visually represents the physical relationship of all portions of the text, including development densities. The City has prepared a Focused General Plan Update (November 2024), to the existing Land Use Element, Safety Element, and Circulation Element. Additionally, the Focused General Plan Update included the addition of the Environmental Justice Element.

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 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: The 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 for the City of Rialto considers the increasing demand for travel due to development and the growth of its logistics industry. The Circulation Element 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: The 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 is 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 elements 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 goals 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.

The City of Rialto 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 in which it serves.

The project site has a General Plan land use designation of Specific Plan. As such, the Project would adhere to the policies and standards of the 2016 RSPA.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (2010 RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types.

2016 Renaissance Specific Plan Amendment

The 2016 Renaissance Specific Plan Amendment (2016 RSPA) builds off the previous 2010 RSP and serves as the zoning ordinance for properties within the 2016 RSPA area. For projects within the 2016 RSPA area, goals, policies, and development standards included in the 2016 RSPA take precedence over general policies and standards applied throughout the rest of the City.

The Project proposes the rezone of Planning Area 123 (north of Miro Way) from School to General Commercial with a Residential overlay. The Project would also include the rezone of Planning Areas 126 and 133 (south of Miro Way) from Park and Employment (with a Designated Park overlay) to Business Center, to allow for the development of two industrial warehouses.

City of Rialto Municipal Code

Title 18 Zoning

Title 18 of the Rialto 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. According to the City's zoning map, the project site is located within the 2016 RSPA area. As such, applicable requirements of the 2016 RSPA supersede requirements of the Zoning Code.

4.9.4 Methodology

The pre-development conditions of the project site and surrounding area were 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, feasible mitigation

measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

4.9.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Physically divide an established community; or
- 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.

4.9.6 Project Impacts and Mitigation

Impact 4.9-1 Would the Project physically divide an established community?

Level of Significance: No Impact

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 include the rezone of Planning Areas 123, 126, and 133 and the construction of a warehouse development on Planning Areas 126 and 133 and associated on-and off-site improvements. Access to the warehouse development would be provided via Linden Avenue and Ayala Drive. The warehouse development is bordered by vacant land and industrial uses to the north, industrial and commercial uses to the south, Ayala Drive to the east, and Linden Avenue to the west. The project site does not currently provide any connection to existing neighborhoods in the general area, nor does it provide connectivity or accessibility to other neighboring uses. As such, neither the residential development south of Baseline Road, Jerry Eaves Park to the east, or other existing or planned communities proximate to the project site would be physically divided by the proposed Project. The Project does not propose features such as a highway or above-ground infrastructure that 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. Development of Planning Area 123 is not proposed as a part of the Project. Future development project related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Therefore, the proposed Project would not physically divide an established community, and no impact would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.9-2 Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Level of Significance: Less Than Significant Impact

Regional Comprehensive Plan Analysis

Consistent with the RCP, the proposed Project would bring new business to vacant land with the construction of the proposed warehouse buildings, which would be consistent with the proposed Business Center zone change. The rezone of Planning Area 123 from School to General Commercial with a Residential overlay would allow for future uses on Planning Area 123 to meet the needs of the residents, employees, and visitors to the RSPA area. The project site is surrounded by urban development and is not located directly adjacent to residential land uses. Project implementation would be consistent with the RCP.

Regional Transportation Plan/Sustainable Communities Strategy Analysis

Project relevant RTP/SCS goals and policies for land use and planning are addressed below.

Goal 1 Encourage regional economic prosperity and global competitiveness

Goal 4 Increase person and goods movement and travel choices within the transportation system

Consistent with Goal 1, implementation of the Project would result in the development of two warehouses and would on-site provide trailer parking on vacant land and provide additional employment opportunities within the community. Additionally, consistent with Goal 4, the Project would support the movement of goods. Additionally, the Project would include on-site and pedestrian access to the project site (i.e., sidewalks). The Project is consistent with applicable goals of the 2020-2045 RTP/SCS.

The RTP/SCS is discussed further in Section 4.2, *Air Quality*, Section 4.6, *Greenhouse Gas Emissions*, 4.11, *Population and Housing*, and Section 4.14, *Transportation,* of this SEIR.

General Plan Consistency Analysis

Project Relevant General Plan policies for land use and planning are addressed in **Table 4.9-1: General Plan Consistency Analysis**, below.

Table 4.9-1: 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.	**Consistent.** The project site is zoned School, Employment and Public Park. The Project proposes to rezone the project site to Business Center and General Commercial with a Residential overlay. The nearest sensitive receptor is Jerry Eaves Park located approximately 800 feet to the east of the project site and single-family residences located approximately 520 feet to the south. As discussed throughout the SEIR, Project implementation would not result in significant impacts to sensitive land uses. The Project would implement **MM NOI-1** to protect sensitive receptors from construction activities through requiring construction equipment to not approach the construction buffer zone.
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 identifiable health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations and other impacts.	**Consistent.** The nearest residential development to the project site is single-family residences located approximately 520 feet to the south. Project implementation would not result in significant impacts to sensitive land uses. As discussed in Section 4.2, *Air Quality*, to reduce potential health impacts, the Project would implement **MM AIR-2** through **MM AIR-7**, which would require, among other things, that emergency generators to meet CARB standards and the warehouse development to use zero emissions outdoor cargo handling equipment.
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 2016 RSPA development standards require a minimum 25-foot front setback. Building 1 would be set back approximately 98 feet the proposed Miro Way extension and Building 2 would be set back approximately 185 feet from the property line along the proposed Miro Way extension. Additionally, the warehouse development would include a landscaped perimeter.
Policy 2.9-5: Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.	**Consistent.** The proposed warehouse development is bordered by vacant land and industrial uses to the north, industrial and commercial uses to the south. Trucks would access the project site via Ayala Drive, Linden Avenue, and Miro Way.
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 to the project site are single-family residences located approximately 520 feet to the south. As discussed in Sections 4.2, *Air Quality,* and Section 4.10, *Noise,* Project implementation would not result in significant impacts to sensitive land uses.
Policy 2.9-7: Require warehousing and industrial uses to incorporate natural landscape materials (trees, shrubs, and	**Consistent.** The Project would include approximately 154,929 square feet (3.6 acres) of landscaping, which is approximately 17.1 percent of the warehouse development site. The proposed Project landscaping would be

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
hedges) to buffer differing land uses, and provide a transition between adjacent properties.	located along the boundaries of the warehouse development site and within parking areas, providing a visual buffer from adjacent uses and roadway users.
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.** The Project would include 6 dock doors on the eastern side of Building 1 and 36 dock doors on the southern side of Building 2. The dock doors would not be located adjacent to public streets, including the proposed extension of Miro Way.
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.	**Consistent.** The Project would include landscaping around the perimeter of the warehouse development and throughout parking areas.
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 would screen views of the warehouse development and associated on-site parking from existing land uses to the adjacent to the east, west, and south with the incorporation of the proposed landscaping.
Goal 2-15: Protect scenic vistas and scenic resources.	**Consistent.** As discussed in Section 4.1, *Aesthetics*, the project site is not located within an area designated by the City as a scenic vista. Further, views of designated scenic resources from the project site area are limited by existing urban development.
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 10 miles to the northwest and the San Bernardino Mountains are located approximately 18 miles to the east. The 2016 RSPA has a maximum height requirement of 75 feet. The proposed warehouse buildings would not exceed the maximum height requirement. Additionally, views of the San Gabriel and San Bernardino Mountains are currently limited by existing urban 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.	**Consistent.** The La Loma Hills are located approximately 6.3 miles to the southeast, Jurupa Hills are located approximately 6.1 miles to the south, Box Springs Mountains are located approximately 9.8 miles to the southeast, the City of Moreno Valley is located approximately 15.7 miles to the southeast, and the City of Riverside is located approximately 9.9 miles to the south. Views of these scenic resources are currently limited and interrupted by distance and urban development.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Policy 2-15.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.	**Consistent.** The proposed building materials would be similar to that of existing industrial uses within the surrounding area. The proposed building materials would not be reflective and do not produce substantial glare.
Goal 2-17: Improve the architectural and design quality of development in Rialto.	**Consistent.** The project site currently consists of undeveloped, previously disturbed land. Under existing conditions, the portions of the project site feature remnants of the previous Rialto Municipal Airport. The Project would include architecture consistent with existing industrial uses within the area as well as landscaping to improve the visual quality of the project site.
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 Project would be consistent with the development standards of the 2016 RSPA. Development of the proposed buildings would include a variety of materials and colors to reduce mass bulking of the proposed buildings. Additionally, the Project would include landscaping along the perimeter of the project site.
Policy 2-17.3: Discourage architectural monotony.	**Consistent.** See consistency with **Policy 2-17.1**.
Policy 2-17.4: Discourage the design of boxy structures; emphasize articulation of the front façade and the horizontal plane with multi-story structures.	**Consistent.** See consistency with **Policy 2-17.1**.
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 217.6: Require architectural treatments on all facades facing rights-of-way, public streets, and alleys, including windows, doors, architectural details, and landscape treatment.	**Consistent.** See consistency with **Policy 2-17.1**. The Project would include landscaping along Miro Way, Ayala Drive, and Linden Avenue.
Goal 2-18: Provide high-quality and environmentally sustainable landscaping.	**Consistent.** The Project would include approximately 154,929 square feet (3.6 acres) of landscaping, which is approximately 17.1 percent of the warehouse development site. Landscaping would be included along the perimeter of the warehouse development and within parking areas.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
	Landscaping would include native plant species and drought-tolerant plant species.
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 3.6 acres of landscaping throughout the warehouse development. The proposed landscaping would include the planting of a variety of plant species, including trees. The proposed landscaping would be included along the perimeter of the warehouse development, including along Ayala Drive, Miro Way, and Linden Avenue, and within parking areas.
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 incorporate drought-tolerant plant species to lower the water usage of the 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.	**Consistent.** The Project would include the development of two warehouse buildings. The design of the proposed development would require City approval prior to construction. Project implementation would provide employment opportunities.
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 which disaggregates massive buildings into smaller parts with greater human scale.	**Consistent.** The proposed warehouse buildings would be one story buildings and would not exceed the maximum height requirement of 75 feet of the 2016 RSPA. The Project would use a variety of building materials and 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.
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.** Landscaping would be included throughout the warehouse development. Landscaping would include various plant species and would include native plant species and drought-tolerant plant species. To emphasize the entrance of the warehouse development, landscaping would include pedestrian walkways, plantings, and lighting to create a visually appealing entrance.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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.** Vehicle access to the warehouse development would be provided via three full access driveways (one located on Ayala Drive and two located on Miro Way), and one passenger vehicle only driveway located on Ayala Drive. Pedestrian access to and within the warehouse development would be provided via the sidewalks along Ayala Drive, Linden Avenue, and the proposed Miro Way extension.
Policy 2-23.6: Require delivery areas to be separated from pedestrian areas.	**Consistent.** The Project would include loading docks and trailer parking, which would be separate from passenger vehicle parking. The Project would include pedestrian walkways from parking areas to each of the proposed buildings to provide safe pedestrian access.
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**.
Goal 2-24: Minimize the visual impact of parking lots	**Consistent.** The Project would include landscaping along the property boundaries and within parking areas to screen views of parking areas from adjacent land uses and roadway users.
Policy 2-24.2: Encourage the inclusion of textured paving along pedestrian walkways and under building canopies.	**Consistent.** The Project would include pedestrian walkways throughout the project site. Design details of pedestrian walkways to be finalized prior to Project approval.
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.** Landscaping would be included throughout the warehouse development to retain runoff. The proposed landscaping would include native plant species.
Goal 2-29: Protect and enhance Rialto's surface waters and groundwater basins.	**Consistent.** 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.
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 warehouse development would include approximately 3.6 acres of landscaping (17.1 percent of the warehouse development). The remaining 17.16 acres of the warehouse development would be impervious, which would include building area, pedestrian walkways, driveways, and surface parking. The proposed driveways and sidewalks would be designed in accordance with City code.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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 with **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 SWPPP and WQMP. Both the SWPPP and WQMP would include measures to protect water quality during Project construction and operation.
Goal 2-30: Conserve water resources.	**Consistent.** As discussed in Section 4.16, *Utilities and Service Systems*, the Rialto Water Services is anticipated to have water supply capacity to serve the Project during normal, dry, and multiple dry years. The proposed industrial uses would require minimal water consumption during operation.
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 warehouse development and would include drought-tolerant and native vegetation, requiring minimal water consumption. Additionally, The proposed industrial use would require minimal water consumption during operation and the Project would comply with all applicable requirements and Green Building Standards, including those related to water conservation.
Goal 2-31: Incorporate green building and other sustainable building practices into development projects.	**Consistent.** The Project would comply with the requirements of the applicable Green Building Standards, which includes requirements for construction waste reduction, selection of construction material and conservation.
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.** See consistency with **Goal 2-31**.
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 of the California Administrative Code. 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.
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.** As discussed in Section 4.5, *Energy*, and per Title 24, Part 11, of the California Administrative Code, the Project would have (a) 50 percent of its construction and demolition waste diverted 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.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Goal 2-32: Conserve energy resources.	**Consistent.** See consistency with **Policy 2-31.2.** To conserve energy resources, the Project would comply with Parts 6 and 11 of Title 24 of the California Administrative Code.
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.** The Project would comply with Parts 6 and 11 of Title 24 of the California Administrative Code. In addition, the Project would include drought tolerant landscaping.
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.	**Consistent.** Per Municipal Code Section 8.08.570 - Compliance with CALGreen recycling requirements, all applicants for new construction are required to adhere to all required components of the California Green Building Standards Code, 24 CCR, Part 11, known as CALGreen, if its project is covered by the scope of CALGreen or more stringent requirements of the City. If the requirements of CALGreen are more stringent than the requirements of this section, the CALGreen requirements shall apply.
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. Per Municipal Code Section 8.08.570 - Compliance with CALGreen recycling requirements, the Project would be required to comply with CALGreen requirements and applicable law related to management of construction and demolition material, including diversion of Organic Waste in C&D from disposal. Comply with Chapter 15 of the Municipal Code, and all written and published City policies and/or administrative guidelines regarding the collection, recycling, diversion, tracking, and/or reporting of construction and demolition material, thus reducing the amount of solid waste generated.
Policy 2-35.3: Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.	**Consistent.** See consistency analysis for **Policy 2-31.3**. As discussed in Section 4.5, *Energy*, and per Title 24, Part 11 of the California Administrative Code, approximately 50 percent of Project construction and demolition waste would be diverted from landfills.
Goal 2-36: Reduce air pollution emissions from both mobile and stationary sources in the City.	**Consistent.** As discussed in Section 4.2, *Air Quality*, to reduce potential impacts to air quality, the Project would implement Laws, Ordinances, and Regulations (**LORs**) **LOR AQ-1** through **LOR AQ-6**, Project mitigation measures **MM AIR-2** through **MM AIR-7**, and 2016 RSPA EIR Mitigation Measures **AQ-4** through **AQ-14**. Implementation of these mitigation measures would reduce air pollution emissions through efficient building and site design, the use of Tier 4 construction equipment, a Transportation Demand Management (TDM) program, and training of staff of current CARB regulations.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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.** Pedestrian access to the warehouse development would be available via the proposed sidewalk along the proposed Miro Way extension. The project would not conflict with the Bicycle /Pedestrian Circulation Plan identified in 2016 RSPA Figure 3-17 or existing or planned transit facilities. The Project would be subject to City design review and subject to the requirements of the 2016 RSPA including preferred parking for high-occupancy vehicles/carpool/vanpool, and bicycle parking provided at nonresidential uses.
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.** Upon approval of the proposed rezone, the proposed development would be consistent with the Business Center zone. Project implementation would create employment opportunities within the City.
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.** As discussed in Section 4.2, *Air Quality*, Project implementation would not produce noxious odors. The nearest sensitive receptors are the Jerry Eaves Park located approximately 800 feet to the northeast and single-family residences located approximately 520 feet to the south of the project site. The Project would include the construction of two warehouse buildings and associated on-site improvements. Project operation is not anticipated to result in a substantial amount of noxious odors beyond the limits of the project site.
Goal 2-37: Reduce the amount of fugitive dust released into the atmosphere.	**Consistent.** As discussed in Section 4.2, *Air Quality*, to reduce fugitive dust, the Project would implement **LOR AQ-1**, which requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations.
Policy 2-37.1: Put conditions on discretionary permits to require fugitive dust controls.	**Consistent.** See consistency with **Goal 2-36**.
Policy 2-37.2: Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading and operations at construction projects.	**Consistent.** The Project would incorporate 2016 RSPA Mitigation Measure **AQ-8** and Project Mitigation Measures **MM AIR-6** and **MM AIR-7**, which would require the Project to be consistent with applicable SCAQMD standards.
Policy 2-37.3: Enforce regulations that do not allow vehicles to transport aggregate or similar material upon a roadway unless the material is stabilized or covered.	**Consistent.** The Project would include the development of two warehouse buildings. Trucks transporting aggregate or similar material would be required to comply with applicable requirements for transportation of aggregate materials, such as California Vehicle Code Section 23114, which requires vehicles transporting loose materials to be covered.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Goal 2-39: Mitigate against climate change.	**Consistent.** To mitigate against climate change, the Project would include mitigation measures **MM GHG-1** through **MM GHG-4**, which would require solar panels, LEED certification, recyclable collection, and low-water use landscaping, as discussed in Section 4.6, *Greenhouse Gas Emissions* and **MM AIR-2**, which would require implementation of a TDM to reduce use of single occupant vehicles, as discussed in Section 4.2, *Air Quality*.
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.	**Consistent.** As further discussed in Section 4.6, *Greenhouse Gas Emissions*, the Project would comply with applicable regulations, including SB 32 and SB 375. The Project would implement standard mitigation measures and LORs, to reduce impacts associated with GHGs. Implementation of the Project would be considered infill development as it would include development on currently vacant and underutilized land.
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 related to **Policy 2-36.2**, above. Further, the Project would include pedestrian access to the warehouse development via the proposed Miro Way extension.
Goal 2-40: Conserve and enhance Rialto's biological resources.	**Consistent.** As discussed in Section 4.3, *Biological Resources*, with the implementation of **MM BIO-1a** through **MM BIO-4c**, Project implementation would result in less than significant impacts associated with biological resources. Mitigation would require habitat surveys, pre-construction surveys, and consultation with California Department of Fish and Wildlife (CDFW) in the event avoidance is not possible, and the removal of habitat that supports nests would occur outside of breeding season.
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-4c** require construction best management practices, habitat surveys for Crotch's bumble bee, burrowing owl pre-construction surveys, consultation with CDFW in the event avoidance is not possible, and the removal of habitat that supports nests to occur outside of breeding season.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Policy 2-40.2: Pursue open space, wildlife corridors, or conservation easements to protect sensitive species and their habitats.	**Consistent.** See consistency with **Policy 2.40-1.** As discussed in Section 4.3, *Biological Resources,* the project site does not include wildlife corridors. Potential impacts to sensitive species and their habitats are discussed further in Section 4.3, *Biological Resources.* The Project would include **MM BIO-1A** through **MM BIO-4c** to reduce potential impacts to biological resources.
Chapter 3: Investing in Our Future: Economic Development, Redevelopment, and Infrastructure	
Goal 3-1: Strengthen and diversify the economic base and employment opportunities and maintain a positive business climate.	**Consistent.** The Project would include the development of two warehouse buildings, which would employ 147 employees during operation. The proposed warehouses and trailer parking would address industrial needs within the City.
Policy 3-1.4: Encourage the consolidation of smaller lots of industrial and commercial areas to attract larger industrial businesses or commercial projects.	**Consistent.** The Project would include the construction of two warehouse buildings and associated on-site improvements, resulting in an increase in industrial uses within the City.
Policy 3-1.7: Encourage employers to hire residents of the immediate area with incentives such as a reduction in licensing fees.	**Consistent.** As discussed in Section 4.11, *Population and Housing*, future employees of the Project are anticipated to be residents of the City and surrounding areas.
Goal 3-8: Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.	**Consistent.** As discussed in Section 4.9, *Hydrology and Water Quality*, water services would be provided by Rialto Water Services, which is anticipated to have adequate supplies to serve the project site during normal, dry, and multiple dry years.
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 services to the project site would be provided by Rialto Water Services. The Project would include connections to existing facilities located within Ayala Drive and Miro Way. As discussed in Section 4.16, *Utilities and Service Systems*, the Project would not require expansion of existing facilities.
Policy 3-8.9: Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.	**Consistent.** The Project would include new connections to water facilities located within Ayala Drive and Miro Way. As discussed in Section 4.9, *Hydrology and Water Quality*, the 2010 RSP EIR evaluated water usage for the City, and it is anticipated that the City has an adequate water supply to serve the Project. The proposed landscaping would incorporate drought-tolerant plant species and reclaimed water for irrigation purposes.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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 3.6 acres of landscaping. The proposed landscaping plans would include the incorporation of drought-tolerant plant species and reclaimed water for irrigation purposes.
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.	**Consistent.** The Project would include the connections to existing wastewater system located within Ayala Drive and would not require the construction or expansion of existing wastewater facilities, as discussed in Section 4.16, *Utilities and Service Systems*. Wastewater services would be provided by Rialto Water Services. The Project would comply with applicable wastewater regulations.
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 services would be provided by Rialto Water Services. The Project proposes to connect to existing wastewater facilities located within Ayala Drive. As discussed in Section 4.16, *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.
Policy 3-9.2: Evaluate the wastewater disposal system routinely to ensure its adequacy to meet changes in demand and changes in types of waste.	**Consistent.** Wastewater produced by the Project would be treated at the Rialto Wastewater Treatment Plant (WWTP). As further discussed in Section 4.16, *Utilities and Service Systems*, the Project would not require the expansion of wastewater facilities and the City has adequate capacity to serve the Project.
Goal 3-10: Minimize the volume of solid waste that enters local and regional landfills.	**Consistent.** As discussed in Section 4.16, *Utilities and Service Systems,* solid waste services would be provided by the Mid-Valley Sanitary Landfill, which is anticipated to have adequate capacity to serve the Project. The Project would include recyclable collection to reduce solid waste volume of Project implementation.
Policy 3-10.2: Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.	**Consistent.** As discussed in Section 4.16, *Utilities and Service Systems,* solid waste services would be provided by the Mid-Valley Sanitary Landfill, which is anticipated to have adequate capacity to serve the Project. As discussed in the consistency analysis for **Policy 2-30.3** and **Goal 2-34**, the Project would recycle construction materials when feasible to minimize solid waste entering landfills.
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.	**Consistent.** The Project would include the extension of Miro Way from Linden Avenue to Ayala Drive. The proposed extension would provide both truck and passenger vehicle access to the project site. As discussed in Section 4.14, *Transportation*, the Project would not result in significant transportation impacts and mitigation is not required.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Policy 4-1.17: Require new streets and improvements to connect to established streets.	**Consistent.** The Project would include the extension of Miro Way from Linden Avenue to Ayala Drive.
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.	**Consistent.** As discussed in Section 4.14, *Transportation*, under Project implementation, Project roadways and intersections would operate at LOS D or better. Note: LOS is not considered 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.	**Consistent.** As discussed in the Traffic Study prepared for the Project (**Appendix K**), the Project implementation would not result in a delay over 120 seconds at Project intersections. Note: LOS is not considered under CEQA to evaluate traffic impacts.
Goal 4-2: Protect residential neighborhoods from through traffic impacts.	**Consistent.** The nearest residential land use includes single-family residences located approximately 520 feet to the south of the project site. In order to accommodate truck traffic while protecting residential areas within the City, the City has developed designated truck routes. Additionally, City Ordinance 1684, which, in accordance with California Vehicle Code 35703, allows for local deliveries on roadways not identified as commercial truck routes. As discussed in Section 4.14, *Transportation,* trucks would enter the project site from the SR 210 freeway by using the Alder Avenue/SR 210 interchange, head south on Alder Avenue, then head east on Baseline Road, and then north on Ayala Drive to Miro Way to access the project site. Trucks exiting the project site to access the SR 210 freeway would head east on Miro Way, then south on Ayala Drive, west on Baseline Road, and then north on Alder Avenue to access the SR 210 freeway. The Project would be consistent with City Ordinance 1684, and therefore would be consistent with the City's goal to protect residential neighborhoods from through traffic impacts.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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.** See consistency discussion for **Goal 4-2**, above. Further, access to the warehouse development would be provided via three full access driveways (two located on Miro Way and one located on Ayala Drive) and one passenger vehicle only driveway (located on Ayala Drive).
Policy 4-2.2: Discourage non-local traffic from using neighborhood streets.	**Consistent.** See consistency analysis for **Goal 4-2** and **Policy 4-2.1**. Consistent with the City Ordinance 1684, the Project would use designated truck routes with the exception of roadways providing immediate local access to the project site.
Goal 4-8: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.	**Consistent.** The Project would provide pedestrian pathways throughout the project site to provide pedestrian access. The Project would be subject to City design review and subject to the requirements of the 2016 RSPA including bicycle parking provided at nonresidential uses.
Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.	**Consistent.** See consistency with **Goal 4-8**. The Project would comply with design review and conditions of approval regarding bicycle racks to be implemented as part of the Project.
Goal 4-9: Promote Walking.	**Consistent.** The Project would include a sidewalk along the Project frontage on Miro Way to provide pedestrian access to the warehouse development.
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.** The Project would include sidewalks along the proposed extension of Miro Way to provide pedestrian access to the warehouse development from Linden Avenue and Ayala Drive.
Policy 4-9.2: Require sidewalks and parkways on all streets in new development.	**Consistent.** See consistency with **Goal 4-9.**
Policy 4-9.4: Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.	**Consistent.** See consistency analysis for **Policy 2-35.2** above. Further, the Project would include the extension of Miro Way to provide vehicle access to the warehouse development as well as passenger vehicle parking on-site. Pedestrian access would be provided via the proposed sidewalk along the Project frontage on Miro Way.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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.** The proposed sidewalk would connect to existing sidewalks along Ayala Drive.
Policy 4-9.7: Require ADA compliance on all new or modified handicap ramps.	**Consistent.** Handicap ramps located on-site would comply with ADA requirements.
Goal 4-10: Provide a circulation system that supports Rialto's position as a logistics hub.	**Consistent.** The Project would include the extension of Miro Way to Ayala Drive, to provide adequate site access for the Project.
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 warehouse development would use existing truck routes to access the warehouse development. Trucks travelling to the project site would enter the project site from the SR 210 freeway by using the Alder Avenue/ SR 210 interchange, head south on Alder Avenue, then head east on Baseline Road, and then north on Ayala Drive to Miro Way to access the project site. Trucks exiting the project site to access the SR 210 freeway would head east on Miro Way, then south on Ayala Drive, west on Baseline Road, and then north on Alder Avenue to access the SR 210 freeway.
Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	**Consistent.** Trucks travelling to the project site would exit SR 210 and follow Ayala Drive southbound, to the project site. The nearest sensitive receptor is single-family residences located approximately 520 feet to the south and Jerry Eaves Park located approximately 800 feet to the northeast of the project site. As discussed in Section 4.10, *Noise,* to reduce noise impacts the Project would incorporate mitigation measures **N-1** and **N-2** of the 2016 RSPA, which would require construction activities shall be limited to the City's allowable hours of construction activities in accordance with the City's Noise Ordinance, and all construction equipment shall use noise-reduction features. Additionally, during operational activities, heavy truck and loading dock noise levels would be 45.6 dBA at the nearest single-family residences and 40.2 dBA at Jerry Eaves Park, which are below the City's exterior noise standards. Noise from back-up alarms produced by medium and heavy-duty trucks reversing into loading docks would be 50.9 dBA at the nearest single-family residences and 45.6 dBA at Jerry Eaves Park, which are below the City's exterior noise standards.
Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities	**Consistent.** According to Municipal Code Section 18.58.030**,** The Project would be required to include a total of 8 loading spaces. The Project

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
with efficient traffic circulation on adjacent roadways.	would include 71 dock doors, exceeding the City's requirement for the project site.
Chapter 5: The Safety and Noise Chapter	
Goal 5-1: Continue to build the City's fire protection and prevention programs and requirements to minimize fire hazards.	**Consistent.** Project implementation would adhere to requirements of the California Fire Code (CFC). As discussed in Section 4.12, *Public Services,* the Project applicant would be required to pay development impact fees which includes a fire protection services development fee to fund fire facilities and apparatus necessary for the safety of new development.
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.	**Consistent.** The proposed buildings would be designed to comply with the current CFC. As determined in Section 4.12, *Public Services*, it is expected that the Rialto Fire Department would adequately serve the project site and does not require the construction or expansion of existing fire services facilities. Additionally, the Project applicant would be required to pay development impact fees which includes a fire protection services development fee to fund fire facilities and apparatus necessary for the safety of new development. As discussed in Section 4.12, *Public Services*, the Project would be developed in compliance with all applicable fire regulations, and the Rialto Fire Department would review the site plans and building plans for compliance.
Goal 5-2: Create a more flood-safe community through development standards and infrastructure improvements.	**Consistent.** As discussed in Section 4.8, *Hydrology and Water Quality*, the project site is not located with a designated flood hazard area. Stormwater runoff would be conveyed for the proposed drainage systems on-site and landscaping would allow for additional infiltration.
Policy 5–2.4: Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.	**Consistent.** As discussed in Section 4.8, *Hydrology and Water Quality,* the Project has prepared a SWPPP and WQMP, which include erosion control Best Management Practices (BMPs) to minimize potential impacts associated with erosion.
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 in Section 4.8, *Hydrology and Water Quality*, the proposed drainage would be conveyed and captured via roof drain, inlets, trench drains, and underground storm drain networks, prior to getting treated and infiltrated in the respective subsurface infiltration basin.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Goal 5-5: Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.	**Consistent.** As discussed in Section 5, *Other CEQA Considerations*, the Project would not result in significant impacts regarding geotechnical hazards. The Project would comply with CBC standards to minimize geotechnical hazards on-site.
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.** See consistency with **Goal 5-5**. As discussed in Section 5,0, *Other CEQA Considerations*, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active fault traverses the project site. The nearest fault zone is the San Jacinto Fault Zone, located approximately 2.6 miles east of the project site.
Policy 5-5.2: Require all construction to be in conformance with the Uniform Building Code (UBC) and the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.	**Consistent.** See consistency with **Goal 5-5.** The Project would comply with the UBC, CBC, and the City's Municipal Code.
Goal 5–8: Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.	**Consistent.** As discussed in Section 4.12, *Public Services,* the Project applicant would be required to pay development impact fees, which would fund the needs of fire protection and police protection services. Funding from the development impact fees would ensure the public services would have the resources to adequately serve the Project.
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.** See consistency with **Policy 5-1.3**.
Goal 5-10: Provide effective and comprehensive policing services that meet the safety needs of Rialto.	**Consistent.** As discussed in Section 4.12, *Public Services*, Police protection services for the Project would be provided by the Rialto Police Department. The Project would result in a minimal increase in police protection demand, and it is anticipated that the Rialto Police Department would adequately serve the Project. Additionally, the warehouse development would include Crime Prevention Through

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
	Environmental Design (CPTED) measures (such as lighting and fencing) to reduce the potential of criminal activity on-site.
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.** See consistency analysis for **Goal 5-10**. The warehouse development would include lighting on-site for security purposes.
Goal 5-12: Minimize the impact of point source and ambient noise levels throughout the community.	**Consistent.** As discussed in Section 4.10, *Noise*, the Project would not exceed the applicable noise thresholds during construction, and Project operation would generate ambient noise levels below the City's normally acceptable exterior noise standard.
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 receptors to the project site are single-family residences located approximately 520 feet to the south and Jerry Eaves Park located approximately 800 feet to the northeast of the project site. As discussed in Section 4.10, *Noise*, the Project would not result in significant impacts to sensitive receptors. Dock doors and parking areas would be screened from sensitive receptors by landscaping.
Policy 5-12.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Rialto Municipal Code (Municipal Code) and noise standards contained in Exhibit 5.5 (**Table 4.10-2: Rialto Noise Guidelines for Land Use Planning**).	**Consistent.** See consistency analysis for **Policy 5-12.2**. As discussed in Section 4.10, *Noise,* Project implementation would comply with the City's noise level standards.
Policy 5-12.4: Limit the hours of operation at all noise generation sources that are adjacent to noise-sensitive areas.	**Consistent.** Due to the speculative nature of the Project, operations were assumed to occur 24 hours per day, 7 days a week. The nearest sensitive receptor to the project site includes single-family residences located approximately 520 feet to the south and Jerry Eaves Park located approximately 800 feet to the northeast and of the project site. As further discussed in Section 4.10, *Noise*, due to distance from the nearest sensitive receptor, noise impacts would be less than significant.
Policy 5-12.5: Require all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and	**Consistent.** See consistency analysis for **Policy 5-12.2**. Project construction would occur within the City's restrictions for construction hours.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
techniques to reduce exterior noise to acceptable levels that are compatible with adjacent land uses.	
Goal 5-13: Minimize the impacts of transportation-related noise.	**Consistent.** As discussed in Section 4.10, *Noise*, the Project would result in additional traffic on adjacent roadways from daily activities, resulting in an increase in vehicular noise in the Project area. However, Project operation would not result in a noise increase greater than the 3.0 dBA increase significance threshold.
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.** As discussed in Section 4.10, *Noise,* loading dock doors would 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. Heavy truck and loading dock noise levels would be 45.6 dBA for the residential land use to the south, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA).
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.	**Consistent.** As discussed in Section 4.4*, Cultural Resources*, no previously identified cultural resources are located within the project site. The Project would implement **MM CUL-1**, to reduce potential impacts to historical resources. Requirements of these mitigation measures include retaining a qualified archaeologist to evaluate the significance of the find.
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*, no previously identified cultural resources are located within the project site. The Project would have a less than significant impact with mitigation. The Project would implement **MM CUL-1** and **MM CUL-2**, which would require a qualified archaeologist to be retained to evaluate the significance of finds in the unanticipated event that unknown resources are encountered and comply with applicable legal requirements related to the unanticipated discovery of human remains. The Project would include the rezone of Planning Area, 126, Public Park, to accommodate the proposed warehouse development. The Project would be consistent with the applicable development standards of the 2016 RPSA, and architectural design of the proposed warehouses would be similar to that of existing industrial uses within the City. Additional potential environmental impacts associated with Project implementation are analyzed throughout this SEIR.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.	**Consistent.** As discussed in Section 4.4*, Cultural Resources*, no previously identified cultural resources are located within the project site. To reduce potential impacts to unknown archaeological resources, the Project would implement **MM CUL-1** through **MM CUL-2**.
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*, a Project-specific Cultural Resources Letter Report has been prepared for the Project (**Appendix E**). No prehistoric or historic archaeological resources were found during the pedestrian survey of the project site conducted by ASM. Therefore, there is a low archaeological sensitivity for project site. The Cultural Resources Letter Report did not identify any known cultural resources on-site.
Policy 7-3.2: 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**. As discussed in Section 4.15, *Tribal Cultural Resources*, the Project would not result in significant impacts to Tribal Cultural Resources. The Project would implement **MM CUL-2**, which would require compliance with California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98.
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** and **Policy 7-3.2**.
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** and **Policy 7-3.2**.
Chapter 9: Environmental Justice	

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
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 Disadvantaged Communities (DACs) with limited walking and biking infrastructure.	**Consistent.** The Project would include sidewalks throughout the project site to provide pedestrian access. The Project would be subject to City design review and subject to the requirements of the 2016 RSPA including bicycle parking provided at nonresidential uses.
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 **Goal 9-3**.
Goal 9–4: Increase Safe and Comfortable Walking and Wheelchair Mobility	**Consistent.** The Project would include sidewalks throughout the project site to provide safe pedestrian access to and around the warehouse development.
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.
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 project site would comply with ADA requirements.
Goal 9–5: Reduce air pollution impacts in DACs.	**Consistent.** Air quality impacts associated with Project implementation are discussed in Section 4.2, *Air Quality*. The Project would result in less than significant air quality impacts with the implementation of applicable mitigation measures. Additionally, a Health Risk Assessment was prepared for the Project to evaluate health risks to the surrounding community, and it determined that impacts related to health risk from the Project would be less than significant with implementation of Mitigation Measure AIR-7, which requires all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified.
Policy 9–5.2: Locate new development and their access points in such a way that traffic is not encouraged to utilize	**Consistent.** Access to the project site would be provided from Ayala Drive and Miro Way. Truck traffic associated with the Project would not use local residential roadways.

Table 4.9-1: General Plan Consistency Analysis

General Plan Policy	Project Consistency
local residential streets for access to the development and its parking (Circulation Element Policy 4-2.1).	
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.** See consistency with **Goal 9-5**. The nearest sensitive receptor is Jerry Eaves Park located approximately 800 feet to the east of the project site and single-family residences located approximately 520 feet to the south. Trucks travelling to the project site would enter the project site from the SR 210 freeway by using the Alder Avenue/ SR 210 interchange, head south on Alder Avenue, then head east on Baseline Road, and then north on Ayala Drive to Miro Way to access the project site. Trucks exiting the project site to access the SR 210 freeway would head east on Miro Way, then south on Ayala Drive, west on Baseline Road, and then north on Alder Avenue to access the SR 210 freeway. Trucks would not travel along residential roads.
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.	**Consistent.** As discussed in Sections 4.7, *Hazards and Hazardous Materials,* and Section 4.8, *Hydrology and Water Quality,* the Project would not result in significant impacts associated with either hazards and hazardous materials or hydrology and water quality. The Project would comply with applicable federal, State, and local regulations regarding hazards and water quality.
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 discussed in Section 4.8, *Hydrology and Water Quality,* the Project would result in less than significant hydrology and water quality impacts, and no mitigation is required. The Project would comply with regulations to protect water quality such as preparation of a SWPPP and WQMP, which would include measures to protect water quality during Project construction and operation.

Source: City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/653/General-Plan. Accessed March 2023.

The Project would comply with the 2016 RSPA development standards, as discussed in **Table 4.9- 2: 2016 RSPA Consistency**.

Table 4.9- 2: 2016 RSPA Consistency

Development Standard	Required per Business Center Zone[1]	Proposed Project
Automobile Parking[2]	277	283
Maximum Height	75 feet	75 feet
Floor Area Ratio	0.5	0.5
Front Setbacks	15 feet minimum	**Building 1:** 98.5 feet **Building 2**: 185 feet
Side Setbacks	15 feet minimum	**Building 1**: 49 feet **Building 2**: 40 feet
Max. Stories	6	**Building 1:** 1 **Building 2:** 1
Landscape Coverage	10% minimum of site	17.1% of warehouse development site

Notes:
1. Standards are derived from the 2016 Renaissance Specific Plan Amendment unless otherwise noted.
2. Per Municipal Code Section 18.58.050.

As discussed in Section 4.1, *Aesthetics*, the proposed warehouse development would be consistent with the Development Guidelines included in Section 3 of the 2016 RSPA. The proposed Project would not result in a change in, or conflict with the 2016 RSPA in such a way that would result in potentially significant impacts. Upon completion of the proposed rezone, the Project would be consistent with the zoning proposed for the project site and would comply with the applicable development standards. Additionally, it should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts associated with existing 2016 RSPA zoning policies would be less than significant.

2016 Renaissance Specific Plan Amendment Consistency Analysis

The proposed Project would develop a warehouse use on Planning Areas 126 and 133, which is consistent with the allowed uses identified within the Specific Plan for the Business Center zone. The Business Center zone accommodates distribution, manufacturing, and large industrial uses. The Business Center zone is identified as a Business Land Use in Table 3-1 of the 2016 RSPA. As shown in **Table 4.9-2**, the Project would comply with the development standards for Business uses; refer to **Table 3-5: Development Standards - Business and Commercial Uses**, of the 2016 RSPA. As previously mentioned, development of Planning Area 123 is not proposed as a part of the Project.

Mitigation Program

Mitigation Measures

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.9.7 Cumulative Impacts

The Project would be 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 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 are anticipated to be consistent with applicable plans, policies, and regulations. The Project would not contribute to any cumulative impacts associated with plan or policy inconsistency.

4.9.8 Level of Significance After Mitigation

the Project would result in less than significant impacts associated with land use and planning. No mitigation is required.

4.10 NOISE

4.10.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) describes the existing noise setting and potential noise related effects from implementation of the proposed Miro Way and Ayala Drive Project (Project or proposed Project) on the project site and surrounding area. The analysis in this section is based on the Acoustical Assessment prepared by Kimley-Horn and Associates (October 2024), which is included as **Appendix J**.

4.10.2 Environmental Setting

Existing Noise Levels

The City of Rialto (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 Ayala Drive and Linden Avenue. The primary sources of stationary noise in the Project vicinity are those associated with the industrial uses to the north, east, and south. 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 Traffic Noise

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Traffic Study for the Proposed Miro Way and Ayala Drive Warehouse Project in the City of Rialto (Traffic Study), prepared by Kimley-Horn (October 2024). 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. The average daily noise levels along roadway segments in proximity to the project site are included in **Table 4.10-1: Existing Traffic Noise Levels**.

Table 4.10-1: Existing Traffic Noise Levels

Roadway Segment	Existing Conditions	
	ADT	dBA CNEL at 100 feet from Roadway Centerline
Alder Avenue		
SR 210 WB Ramps to SR 210 EB Ramps	16,020	67.5
SR 210 EB Ramps to Renaissance Parkway	23,147	68.4
Renaissance Parkway to Baseline Road	18,946	67.9
Linden Avenue		
Miro Way to Baseline Road	9,062	60.6
Ayala Drive		
Renaissance Parkway to Fitzgerald Avenue	25,610	66.3
Miro Way to Baseline Road	21,446	65.8
Baseline Road		
Alder Avenue to Linden Avenue	12,697	64.2
Linden Avenue to Ayala Drive	13,739	65.4

Notes:
ADT = average daily traffic; dBA = A-weighted decibels; CNEL = day-night noise level;
Source: **Appendix J**

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the project site are the single-family residences located approximately 520 feet to the south and the Jerry Eaves Park located approximately 800 feet to the northeast of the project site. Future residential uses would be located approximately 1,400 feet to the north of the project site.

Noise Measurements

To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted two short-term noise measurements on April 12, 2023. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute measurements were taken between 10:39 a.m. and 12:06 p.m. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise levels and measurement location are listed in **Table 4.10-2: Existing Noise Measurements**.

Table 4.10-2: Existing Noise Measurements

Site #	Location	L_{eq} (dBA)	Time
1	Corner of Brentwood Avenue and Mesa Drive, south of project Site	51.7	10:39 a.m.
2	Cul-de-sac on W Mesa Drive, southwest of project Site	51.2	11:04 a.m.
3	Along N Linden Avenue, west of project Site	65.5	11:21 a.m.
4	End of Fitzgerald Avenue, north of project Site	57.5	11:40 a.m.
5	Jerry Eaves Park, east of project Site	55.4	11:56 a.m.

Source: **Appendix J**

4.10.3 Regulatory Setting

Federal Regulations

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment Manual 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 State Department of Health Services. 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, 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, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Regional and Local Regulations

City of Rialto General Plan

The Rialto General Plan (General Plan) Safety and Noise Element specifies exterior noise guidelines for land uses. The City requires that new developments be designed to meet these guidelines.[1] 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 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.

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 Rialto Municipal Code and noise standards contained in Exhibit 5-5 (**Table 4.10-1** of this SEIR).

Policy 5-12.4 Limit the hours of operation at all noise generation sources that are adjacent to noise-sensitive areas.

Policy 5-12.5 Require all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and techniques to reduce exterior noise to acceptable levels that are compatible with adjacent land uses.

Goal 5-13 Minimize the impacts of transportation-related noise.

[1] City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/653/General-Plan. Accessed October 2024.

Policy 5-13.3 Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.

The General Plan Safety and Noise Element establishes policies guarding against new noise or land use conflicts to minimize the impact of existing noise sources on the community. **Table 4.10-3: 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 Element 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 4.10-3: 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
R2 – Residential 2, R6 – Residential 6	50 – 60	60 – 65	65 – 75	70 – 85
R12 – Residential 12	50 – 60	60 – 65	65 – 75	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
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

Notes:
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: **Appendix J**

Compliance with the requirements of 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. The Rialto Municipal Code prohibits

the production of excessive noise and is applied to future development within the City to determine potential noise impacts.

Municipal Code Section 9.50.070 provides exemptions for construction noise. This Code section 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 4.10-4: Permitted Hours of Construction Work***;* exclusions are noted in the Municipal Code.

Table 4.10-4: 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: **Appendix J**

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The 2010 RSP is located between various major noise sources: State Route 210 (SR 210), Baseline Road, Ayala Drive, and Alder Avenue. To mitigate additional noise impacts to sensitive receptors, the development standards include requirements for future developments in proximity to sensitive land uses.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The 2016 Renaissance Specific Plan Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Similar to the 2010 RSP, the 2016 RSPA includes noise control developments standards to reduce noise impacts to sensitive land uses.

City of Rialto Municipal Code

Compliance with the requirements of 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. The Rialto Municipal Code prohibits the production of excessive noise and is applied to future development within the City to determine potential noise impacts.

Chapter 9.50 – Noise Control

This Chapter includes requirements and standards for noise control within the City. Section 9.50.070 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 4.10-4**. Exclusions are noted in the Municipal Code.

Municipal Code Section 9.50.050, Controlled Hours of Operation, is relevant for operational noise. The section states:

> "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.

4.10.4 Methodology

Construction Noise

Construction noise levels used in the analysis are based on typical noise levels generated by construction equipment published by the FTA and FHWA. Construction noise is assessed in dBA L_{eq}. This unit is appropriate because L_{eq} can be used to describe noise level 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 RCNM. Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable estimate of actual temporary construction noise. 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

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 conservative noise environment as noise level from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the Municipal Code and General Plan.

An analysis was conducted of the Project's effect on traffic noise conditions at offsite 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 Project vicinity 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 conservative 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 construction activities for the Project were evaluated utilizing 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 structural damage and human annoyance.

4.10.5 Impact Thresholds and Significance Criteria

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally will have a significant effect on the environment 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.
- For a project 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?

4.10.6 Project Impacts and Mitigation Measures

Impact 4.10-1 ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Construction

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 earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the project site. The nearest sensitive receptors to the project site include the single-family residences located approximately 520 feet to the south. As construction would occur up to the Project boundary line, construction activities would occur as close as 520 feet from the nearest sensitive receptors. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include site preparation, grading/infrastructure improvements, building construction, paving, and architectural coating applications. Such activities would require dozers and tractors during site preparation; excavators, graders, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating applications. Typical operating cycle for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Construction noise was calculated accounting for each piece of equipment's usage factor, or fraction of time that the equipment would be in use at full power over a specific period of time.[2] 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). Typical noise levels associated with individual construction equipment when operating at full power are listed below in **Table 4.10-5: Typical Construction Noise Levels.**

Table 4.10-5: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA L_{max}) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80

[2] Federal Transit Administration (FTA). (2018). Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed October 2024.

Table 4.10-5: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA L_{max}) at 50 feet from Source
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84

Source: **Appendix J**

The FHWA RCNM was used to calculate conservative construction noise levels at nearby sensitive receptors surrounding the project site during construction. Pursuant to FTA guidance, the distance of sensitive receptors to construction activity has been measured at the center of the project site.[3] The modeled receptor locations represent the closest existing receiving land uses to Project construction activities. Noise levels at other sensitive receptors surrounding the project site would be located further away and would experience lower construction noise levels than the closest receptors modeled.

The City's Municipal Code does not establish quantitative exterior construction noise standards. While the Municipal Codes does not establish quantitative construction noise standards, 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.[4]

The noise levels calculated in **Table 4.10-6: Project Construction Noise Levels** show estimated exterior noise levels for the conservative construction noise scenario without accounting for attenuation from intervening barriers, structures, or topography. The nearest noise sensitive receptors to the project site are the residences located approximately 520 feet to the south and the nearest non-residential receptors are the commercial/industrial uses located adjacent to the south of the project site. Noise levels at other receptors in the Project vicinity would be located further away and would experience lower construction noise levels than the closest receptors modeled. Because infrastructure improvements/building construction and building construction/paving/architectural coating activities are anticipated to overlap, the equipment from these phases have been combined. All construction equipment for each individual phase was assumed to operate simultaneously to represent a conservative noise scenario; actual noise levels would be anticipated to be lower, as construction activities would routinely be spread throughout the construction site and would operate at different intervals.

[3] Federal Transit Administration. (2018). Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed October 2024.

[4] Ibid.

Table 4.10-6: Project Construction Noise Levels

Construction Phase	Land Use	Receptor Location			Noise Threshold (dBA L_{eq})[2]	Exceeded
		Direction	Distance to Center of Site (feet)[1]	Modeled Exterior Noise Level (dBA L_{eq})		
Site Preparation	Residential	South	975	56.2	80	**No**
	Park	Northeast	1,400	53.1	90	**No**
	Commercial/Industrial	South	400	64.0	90	**No**
Grading	Residential	South	975	60.5	80	**No**
	Park	Northeast	1,400	57.3	90	**No**
	Commercial/Industrial	South	400	68.2	90	**No**
Infrastructure Improvements	Residential	South	975	56.2	80	**No**
	Park	Northeast	1,400	53.1	90	**No**
	Commercial/Industrial	South	400	64.0	90	**No**
Building Construction	Residential	South	975	57.1	80	**No**
	Park	Northeast	1,400	54.0	90	**No**
	Commercial/Industrial	South	400	64.9	90	**No**
Paving	Residential	South	975	52.8	80	**No**
	Park	Northeast	1,400	49.7	90	**No**
	Commercial/Industrial	South	400	60.5	90	**No**
Architectural Coating	Residential	South	975	47.9	80	**No**
	Park	Northeast	1,400	44.8	90	**No**
	Commercial/Industrial	South	400	55.7	90	**No**
Infrastructure Improvements/Building Construction	Residential	South	975	59.7	80	**No**
	Park	Northeast	1,400	56.6	90	**No**
	Commercial/Industrial	South	400	67.5	90	**No**
Building Construction/ Paving/Architectural Coating	Residential	South	975	58.9	80	**No**
	Park	Northeast	1,400	55.7	90	**No**
	Commercial/Industrial	South	400	66.6	90	**No**

Notes:
1. Per the methodology described in the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018), distances are measured from the nearby buildings to the center of the Project construction site pursuant to FTA guidance.
2. The City does not have a quantitative noise threshold for construction and only limits the hours of the construction activities. Therefore, FTA's construction noise threshold are conservatively used for this analysis (FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018).

Source: **Appendix J**

As shown in **Table 4.10-6**, the conservative construction noise levels would not exceed the applicable FTA construction thresholds. The highest exterior noise level at residential receptors would occur during the grading phase and would be 60.5 dBA which is below the FTA's 80 dBA threshold. Additionally, the highest exterior noise level at non-residential (industrial/commercial park) receptors would also occur during the grading phase and would be 68.2 dBA which is below the FTA's 90 dBA threshold. 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 sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. Therefore, per the methodology described in the FTA Transit Noise and Vibration Impact Assessment Manual, distances are measured from the nearby buildings to the center of the project site.

The City has set restrictions on construction hours to control noise impacts from construction activities. Section 9.50.070 of the City's Municipal Code 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. Although the Municipal Code limits the hours of construction, it does not provide specific noise level performance standards for construction. Should construction be anticipated outside of allowable hours, the appropriate permits and clearances will be obtained from the City. By following the City's standards, construction noise impacts would be less than significant.

Operations

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment;
- Slow moving trucks on the project site, approaching and leaving loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site traffic.

Mechanical Equipment

Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. HVAC units would be installed on the roof of the proposed structures. Sound levels decrease by 6 dBA for each doubling of distance from the source. The nearest residential sensitive receptors (residential uses to the south) would be located as close as 690 feet from the HVAC equipment installed on the roof of Building 2. At this distance, mechanical equipment noise levels would be approximately 29.2 dBA, which is well below the City's normally acceptable residential exterior noise standard (60 dBA). Additionally, the Jerry Eaves Park would be located as close as 1,052 feet from the HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 25.5 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for parks. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to mechanical equipment noise levels.

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/unloading activities would occur throughout the project site.

Typically, heavy truck and loading dock operations generate a noise level of 68 dBA at a distance of 30 feet.[5] The closest residential sensitive receptors would be the single-family residences located approximately 660 feet south of the closest loading dock areas on the south side of Building 2. At this distance, heavy truck and loading dock noise levels would be 45.6 dBA, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA). Additionally, the Jerry Eaves Park would be located approximately 1,225 feet northeast of the closest loading dock areas on the north side of Building 2. At this distance, heavy truck and loading dock noise levels would be approximately 40.2 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for parks. Further, loading dock doors would 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. As described above, noise levels associated with trucks and loading/unloading activities would not exceed the City's standards and 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 beepers produce a typical volume of 97 dBA at one meter (3.28 feet) from the source. The property line of the nearest residential sensitive receptor would be located approximately 660 feet south of the loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up beepers would be approximately 50.9 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Additionally, the Jerry Eaves Park would be located approximately 1,225 feet northeast of the closest loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up beepers would be approximately 45.6 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for parks. Therefore, back-up alarm noise impacts would be less than significant.

Parking Noise

The proposed Project would provide 283 surface parking spaces. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 60 to 63 dBA and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise

[5] Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018. The measurements used are comparable to the proposed Project, project site, and surrounding area.

levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site. It is also noted that parking lot noise occurs at the project site and surrounding commercial/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 nearest surface parking lot would be located approximately 550 feet from the residential sensitive receptors to the south. Noise attenuation based strictly on distance and not taking into account intervening barriers or structures would reduce parking lot noise to 42.2 dBA. Additionally, Jerry Eaves Park would located approximately 860 feet northeast of the closest parking lot. At this distance, parking lot exterior noise levels would be approximately 38.3 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for parks. 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 be less than significant.

Off-Site Traffic Noise

The proposed Project would result in additional traffic on adjacent roadways from daily activities, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the Traffic Study for the Proposed Miro Way and Ayala Drive Warehouse Project in the City of Rialto (Traffic Study), prepared by Kimley-Horn (October 2024), typical daily activities are forecast to generate 733 daily 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. Generally, traffic volumes on Project 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.

Traffic noise levels for roadways primarily affected by the Project were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the Project, based on traffic volumes obtained from the Traffic Study. The calculated traffic noise levels for the "Opening Year Without Project" and "Opening Year With Project" scenarios are compared in **Table 4.10-7: Opening Year Traffic Noise Levels**. The traffic noise models accounts for a reasonably accurate number of trucks verses passenger vehicles. As depicted in **Table 4.10-7**, under the "Opening Year Without Project" scenario, noise levels would range from approximately 60.6 dBA to 68.4 dBA, with the highest noise levels occurring along Alder Avenue from SR 210 eastbound ramps to Renaissance Parkway. The "Opening Year With Project" scenario noise levels would range from approximately 60.9 dBA to 68.5 dBA, with the highest noise levels also occurring along Alder Avenue from SR 210 eastbound ramps to Renaissance Parkway.

Table 4.10-7: Opening Year Traffic Noise Levels

Roadway Segment	Opening Year Without Project		Opening Year With Project		Change	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline		
Alder Avenue						
SR 210 WB Ramps to SR 210 EB Ramps	16,340	67.5	16,486	67.6	0.1	No
SR 210 EB Ramps to Renaissance Parkway	23,610	68.4	23,903	68.5	0.1	No
Renaissance Parkway to Baseline Road	19,325	68.0	19,618	68.1	0.1	No
Linden Avenue						
Miro Way to Baseline Road	9,243	60.6	9,500	60.9	0.3	No
Ayala Drive						
Renaissance Parkway to Fitzgerald Avenue	26,122	66.4	26,386	66.5	0.1	No
Miro Way to Baseline Road	21,875	65.9	22,065	66.0	0.1	No
Baseline Road						
Alder Avenue to Linden Avenue	12,951	64.2	13,288	64.4	0.2	No
Linden Avenue to Ayala Drive	14,014	65.5	14,226	65.6	0.1	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: **Appendix J**

As depicted in **Table 4.10-7**, the "Opening Year With Project" scenario traffic noise levels would not exceed the 3.0 dBA increase significance threshold along any of the surrounding roadways. As a result, the Project would not result in a perceptible increase in traffic noise levels and impacts would be less than significant.

Conclusion

As discussed above, construction and operational noise impacts would be less than significant. However, the Project would be subject to 2016 RSPA EIR Mitigation Measures N-01 and N-02 to reduce construction noise impacts. With the implementation of 2016 RSPA EIR Mitigation Measures N-01 (allowable hours still accurate) and N-02, impacts would remain less than significant.

Additionally, it should be noted that development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

N-1 Construction activities shall be limited to the City's allowable hours of construction activities in accordance with the City's Noise Ordinance.

N-2 All Construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

Project Mitigation Measures

No mitigation is required.

Impact 4.10-2 Generation of excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Once operational, the proposed 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 threshold 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. Therefore, this impact discussion uses the FTA and Caltrans standard of 0.20 in/sec PPV with respect to the prevention of structural damage for normal buildings and human annoyance.

The FTA has published standard vibration velocities for construction equipment operations. **Table 4.10-8: Typical Construction Equipment Vibration Levels**, lists vibration levels for typical construction equipment. It should be noted that the Project would not require the use of pile drivers. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Table 4.10-8: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 5 Feet (in/sec)	Peak Particle Velocity at 10 Feet (in/sec)	Peak Particle Velocity at 15 Feet (in/sec)	Peak Particle Velocity at 30 Feet (in/sec)[1]
Vibratory Roller	2.348	0.830	0.452	0.375
Large Bulldozer	0.995	0.352	0.191	0.159
Loaded Trucks	0.850	0.300	0.164	0.136
Jackhammer	0.391	0.138	0.075	0.062
Small Bulldozer/Tractors	0.034	0.012	0.006	0.005

Notes:
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
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, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
D = the distance from the equipment to the receiver

Source: **Appendix J**

Construction activities are anticipated to occur up the Project boundary line. Therefore, the nearest structure (i.e. commercial building) would be located approximately 5 feet to the south of the project site boundary. As indicated in **Table 4.10-8**, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.034 to 2.348 in sec/PPV at 5 feet from the source of activity. Therefore, construction groundborne vibration would exceed the structural damage criterion (0.5 in/sec PPV) and human annoyance criterion (0.4 in/sec PPV). Mitigation Measure **NOI-1** would be required to reduce vibration impacts to a less than significant level by requiring a buffer distance for heavy equipment operation adjacent to the existing commercial building to ensure groundborne vibration generated by Project construction would not exceed the structural damage criterion (0.5 in/sec PPV) and human annoyance criterion 0.4 in/sec PPV). Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. With implementation of **MM NOI-1**, impacts would less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

MM NOI-1 The following measures shall be incorporated on all grading and building plans and specifications subject to approval of the City's building and safety division prior to issuance of a grading permit**:**

The developer shall ensure construction equipment will not approach the construction buffer zone adjacent to the commercial building (i.e., 1348 West Baseline Road) along portions of the Project southern and southwestern Project Boundary. The buffer zone shall be tiered based on distances established in **Table 4.10-8**. As shown in **Table 4.10-8**, vibratory rollers shall not operate within 17 feet of the commercial building; large bulldozers and loaded trucks shall not operate within 10 feet of the commercial building; and jack hammers and small bulldozers/ tractors shall not operate within 5 feet of the commercial building.

Impact 4.10-3 ***For or 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?***

Level of Significance: No Impact

The public airport nearest to the project site is the San Bernadino International Airport, located approximately 8.23 miles to the southeast. As such, the Project would not be located within two miles of a public airport or within an airport land use plan. There are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working within the Project area to excessive airport – or airstrip-related noise levels. Additionally, development of Planning Area 123 is not

proposed as part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable**.** No impact would occur.

Mitigation Program

2016 Renaissance Specific Plan SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.10.7 Cumulative Impacts

Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increase. 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's 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 implementation 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, and impacts in this regard are not cumulatively considerable.

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 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 surrounding area. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the Project. As such, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

Cumulative 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. 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 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 Project area would contribute to cumulative noise impacts. **Table 4.10-9: 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 4.10-9: Cumulative Plus Project Buildout Conditions Traffic Noise Levels

Roadway Segment	CNEL @ 100 feet from 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	
Alder Avenue						
SR 210 WB Ramps to SR 210 EB Ramps	67.5	68.7	68.8	1.3	0.1	No
SR 210 EB Ramps to Renaissance Parkway	68.4	69.7	69.8	1.4	0.1	No
Renaissance Parkway to Baseline Road	67.9	68.9	69.0	1.1	0.1	No
Linden Avenue						
Miro Way to Baseline Road	60.6	60.8	61.1	0.5	0.3	No
Ayala Drive						
Renaissance Parkway to Fitzgerald Avenue	66.3	66.9	67.0	0.7	0.1	No
Miro Way to Baseline Road	65.8	66.3	66.4	0.6	0.1	No
Baseline Road						
Alder Avenue to Linden Avenue	64.2	64.7	65.0	0.8	0.2	No
Linden Avenue to Ayala Drive	65.4	66.1	66.3	0.9	0.2	No

Notes:
ADT = average daily trips; dBA = A-weighted decibels; CNEL = day-night noise level
1. Traffic noise levels are at 100 feet from the roadway centerline.

Source: **Appendix J**

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 4.10-9**, the Incremental Effects criterion (1.0 dB) and Combined Effects criterion (3.0 dB) are not exceeded along any of the roadway segments analyzed. Therefore, the Project would not exceed both the combined and incremental effects criteria along any of the surrounding roadways. Thus, 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.

4.10.8 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential impacts associated with temporary vibration impacts occurring during construction would be reduced to less than significant. Additionally, potentially significant noise impacts would be reduced to a less than significant level with implementation of the Mitigation Program set forth in this section.

This Page Intentionally Left Blank

4.11 POPULATION AND HOUSING

4.11.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) provides contextual background information on potential impacts on population growth and housing (either directly or indirectly) resulting from implementation of the Miro Way and Ayala Drive Project (Project or proposed Project) within the City of Rialto (City). The analysis is based on data in the Rialto General Plan (General Plan) and available from the California Department of Finance (DOF) and Southern California Association of Governments (SCAG).

4.11.2 Environmental Setting

The approximately 35-acre project site is comprised of Planning Areas 123, 126, and 133. The Project would include the rezone of Planning Area 123 (north of Miro Way) from School to General Commercial with a Residential overlay. The Project would also include the rezone of Planning Areas 126 and 133 (south of Miro Way) from Park and Employment (with a designated Park overlay) to Business Center, to allow for the development of two industrial warehouses. The project site consists of undeveloped vacant land within the western/central portion of the City, in San Bernadino County. The project site does not feature existing habitable structures.

Existing Regional and Local Population

Table 4.11-1: Population Projections for San Bernardino County and City of Rialto*,* identifies the increase of population growth within the County of San Bernadino and the City of Rialto, between 2018 and 2024. According to the DOF's Cities, Counties, and State Population Estimates with Annual Percent Change (2024) data, San Bernardino County currently has a population of approximately 2,144,499 residents. As of 2024, the City has a population of approximately 103,097 residents.

Table 4.11-1: Population Projections for San Bernardino County and City of Rialto

Location	2018 Population[1]	2024 Population[2]	2035 Population[3]	2040 Population[3]	2045 Population[4]	Projected population increase (2023-2045)	% Change
San Bernardino County	2,150,017	2,144,499	2,637,400	2,731,300	2,815,000	632,944	29%
City of Rialto	102,373	103,097	111,400	112,000	139,100	36115	35%

Notes:
1. California Department of Finance (DOF). (2021). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020. https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2020/. Accessed October 2024.
2. DOF. (2024). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2020-2024. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed October 2024.
3. SCAG. (2020a). 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. https://scag.ca.gov/sites/main/files/file attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071.Accessed October 2024.

4. SCAG. (2020b). Connect SoCal: Demographics and Growth Forecast Technical Report. Accessed October 2024.

Existing Regional and Local Housing

According to the DOF's City/County Population and Housing Estimates data, San Bernardino County and the City of Rialto have seen an increase in total and occupied housing units and a decrease in housing vacancy and population household numbers. **Table 4.11-2: Housing for San Bernardino County and the City of Rialto** identifies the total housing units (Total/Occupied) plus vacancy rate and person per household.

Table 4.11-2: Housing for San Bernardino County and the City of Rialto

Location	Total Units		Occupied Units		Vacancy Rate		Persons/ Household	
	2018	2024	2018	2024	2018	2024	2018	2024
San Bernardino County	719,911	753,826	638,633	699,088	11.3%	8.7%	3.31	3.12
City of Rialto	27,460	28,523	25,662	27,863	6.5%	2.3%	3.97	3.68

Sources:
DOF. (2024). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2024, with 2020 Benchmark. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/j. Accessed October 2024.
DOF. (2011). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, with 2010 Benchmark. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed October 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 3.97 persons per household. The vacancy rate was 2.3 percent. There is no existing residential development on the project site.

Existing Regional and Local Employment

Table 4.11-3: Labor Force Data for San Bernardino County and the City of Rialto identifies the total labor force and employment and unemployment rates for the County and the City for 2021 and 2024. Because Covid-19 resulted in decreased employment for both the County and the City, statistical information for 2020 was not used. According to the State of California Employment Development Department (EDD), between 2021 and 2024, the labor force and the number of employed persons increased in both the County and the City.

Table 4.11-3: Labor Force Data for San Bernardino County and the City of Rialto

Location	Labor Force		Employment		Unemployment		Employment Change
	2021	2023	2021	2023	2021	2023	
San Bernardino County	992,200	1,016,900	918,600	958,800	73,600	58,000	4.3%
City of Rialto	46,300	47,100	42,300	44,100	4,000	2,900	4.3%

Source:
California Employment Development Department (2024). Labor Force and Unemployment Rate For Cities and Counties. https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed October 2024.

Jobs to Housing Balance

SCAG growth forecasts in the RTP/SCS estimate the City's employment to reach 39,900 jobs by 2050, representing a total increase of 7,900 jobs between 2019 and 2050. In terms of the jobs housing balance, the SCAG Rialto 2019 Local Profiles Report identified that 7.6 percent of Rialto residents work within the City, while 92.4 percent commute to places of employment outside the City. The RTP/SCS aims to balance the region's future mobility and housing needs with economic, environmental and public health goals. Consistent with the strategies identified in the RTP/SCS, the increased job opportunities in the City resulting from implementation of the Project would minimize commutes for employees living within the City.

4.11.3 Regulatory Setting

State Regulations

California Housing Element Law

The Housing Element is one of the seven General Plan elements that are mandated by the State of California (California Government Code Sections 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 Section 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 18 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 which also includes the City of Fontana.

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 September 2020, SCAG adopted Connect SoCal, its 2020 - 2045 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). Major themes in the 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 RTP/SCS for San Bernardino County and the City are used as the basis of analysis for housing, population and employment forecasts in this section.

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 Council of Governments (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 current 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 percent of area median income), low (50 to 80 percent of area median income), moderate (80 to 120 percent of area median income), and above moderate (more than 120 percent 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.[2] For the 2021-2029 planning period, the City of Rialto is required to meet the RHNA number of

[1] Southern California Association of Governments (SCAG). 5th Cycle Regional Housing Needs Assessment Allocation Methodology. https://scag.ca.gov/sites/main/files/file-attachments/rhnafinalallocationmethodology110311.pdf?1602185834. Accessed October 2024.

[2] Ibid.

8,272 housing units. The City has identified sites to accommodate a capacity of 15,253 units.[3] As a result, the City has included an 84% surplus (6,981 units) of sites above the RHNA obligation for the 2021-2029 planning period.

City of Rialto General Plan

Project relevant Rialto General Plan (General Plan) policies for population and housing are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis.

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 identifiable 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.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. Implementation of the 2010 RSP would include an increase in residential and employment opportunities. The 2010 RSP included a variety of residential land uses to accommodate the anticipated growth in the 2010 RSP area.

2016 Renaissance Specific Plan Amendment

The 2016 RSPA SEIR analyzes the impacts of growth-inducing impacts associated with implementation of the 2016 RSPA. Implementation of the 2016 RSPA would result in and increase in employment as a result of an increase in business and commercial uses. It was anticipated that new employment opportunities would be occupied by future employees residing within the 2016 RSPA area and surrounding areas. Similar to the 2010 RSP, the 2016 RSPA is anticipated to accommodate the anticipated growth in the 2016 RSPA area. Additionally, the 2016 RSPA includes various goals to ensure future development accommodates the existing and future population of the 2016 RSPA area.

4.11.4 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

[3] SCAG. (2023). 6th Cycle Housing Element. https://www.yourrialto.com/DocumentCenter/View/4018/City-of-Rialto-2021-2029-Sixth-Cycle-Housing-Element-Update. Accessed October 2024.

framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

4.11.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as significance criteria in this section. An impact of a project could be considered significant and may require mitigation if it meets one of the following criteria:

- 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; or
- Would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.11.6 Project Impacts and Mitigation Measures

Impact 4.11-1 ***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 project site is zoned School, Public Park, and Employment and consists of vacant, undeveloped land. Upon approval of the proposed zone change, Planning Area 123 would be zoned General Commercial with a Residential overlay and Planning Areas 126 and 133 would be zoned Business Center. The proposed warehouse development on Planning Areas 126 and 133 would be consistent with the Business Center zoning designation of the Specific Plan. The proposed Project would include the construction of two warehouse buildings and associated on- and off-site improvements. Based on the employment information presented in **Table 3-2**, operation of the proposed warehouse development is anticipated to generate the demand for up to approximately 147 employees. It is anticipated that a majority of future employees would reside within the City or local region and commute to work. As discussed in the City's Housing Element, the City's population is anticipated to increase by 45 percent, or 9,400 job opportunities by the year 2040. The City is anticipated to increase in population by 36,115 persons by 2045 (**Table 4.11-1**).[4] As such, the City is anticipated to grow in population and labor force, and Project implementation would not result in an unplanned population growth.

The Project would include off-site improvements to Miro Way and Ayala Drive to provide driveways for vehicle ingress/egress, and signalization of the Miro Way and Ayala Drive intersection. However, these improvements would allow for access to the project site and would not provide an extension of roadway or infrastructure that would directly or indirectly induce unplanned population growth on or near the project site. The Project would not include development of any housing. Therefore, the Project would not induce substantial unplanned population growth. Additionally, the project site is located within the 2016 RSPA area, which was amended to accommodate to an increase in residential uses to adequately serve

[4] City of Rialto. (2021). 6th Cycle Housing Element. https://www.yourrialto.com/DocumentCenter/View/1805/Section-2-City-of-Rialto-Community-Profile. Accessed October 2024.

the anticipated increase in population within the City as well as commercial land uses, industrial land uses, and public facilities. Impacts would be less than significant.

Development of Planning Area 123 is not proposed as part of the Project. Future development project related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.11-2 Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Level of Significance: No Impact

The Project would include the rezone of land zoned for Employment, Public Park, and School. Planning Area 123 would be rezoned from School to General Commercial with a Residential overlay and would have the option to become Medium High Density Residential (MHDR) with the ability to accept the transfer of residential units from other areas of the Specific Plan, as described in Section 6 of the 2016 RSPA, Implementation of the Specific Plan. Development of Planning Area 123 is not proposed as part of the Project. Future development project related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. The project site is currently vacant and does not feature existing people or housing. Therefore, construction and operation of the proposed Project would not displace existing people or housing, necessitating the construction of replacement housing. No impact would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.11.7 Cumulative Impacts

Potential cumulative population and housing impacts are assessed relative to the Renaissance Specific Plan, General Plan, and regional plans, including SCAG's Connect SoCal 2020-2045 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. The proposed Project would not result in significant direct or indirect permanent or temporary impacts related to population or housing because the project site is not zoned for residential use, there is an existing housing surplus in the City, 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. Other projects under development (**Appendix K**) 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 incremental 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. As discussed above, 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 to be cumulatively considerable and no mitigation is required.

The City of Rialto is anticipated to have an approximate population of 139,100 by 2045. As discussed, the proposed Project is not anticipated to result in population growth as future employees are expected to commute to the project site from within the City and surrounding areas. Within this planning context in terms of both local and regional population growth, and considering the Project is not proposing new housing or the expansion of existing facilities that would promote population growth, Project implementation would not be cumulatively considerable. Accordingly, the proposed Project would not induce population growth that has not been planned and would not extend infrastructure to areas resulting in unplanned induced or cumulatively considerable development. Therefore, the proposed Project would not cause a cumulatively considerable impact on population and housing and no mitigation is required.

4.11.8 Level of Significance After Mitigation

The Project would result in less than significant impacts regarding population and housing. No mitigation is required.

4.12 PUBLIC SERVICES

4.12.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) describes existing public services for the Project area and identifies and addresses potential impacts of the Miro Way and Ayala Drive Project (Project or proposed Project), related to public services provided by the City of Rialto (City).

4.12.2 Environmental Setting

Public Services

Fire Protection

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (Cal Fire) as set forth in PRC 4201-4204 and Government Code 51175-89. 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, 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).[1]

The Rialto Fire Department provides fire protection services for the City of Rialto. The Fire Department provides services for over 100,000 residents in a 22-square-mile area and is led by a Fire Chief, Division Fire Chief, four Battalion Chiefs, an Emergency Medical Services Coordinator, and an Assistant Fire Marshall.[2] The Rialto Fire Department deploys from five fire stations staffed 24 hours per day by career firefighters, non-safety ambulance operators and one administrative office. Daily emergency medical service and fire/rescue staffing consists of one Battalion Chief, four engine companies, one truck company, and four paramedic ambulances. Of the five fire stations, Fire Station 203 (1550 North Ayala Drive) is the closest fire station to the project site, located approximately 0.4 miles to the north.

Administration. 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

[1] Cal Fire. (2024). Fire Hazard Severity Zone Viewer. https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed October 2024.
[2] City of Rialto (2024). Rialto Fire Department. https://www.yourrialto.com/233/Fire-Department. Accessed October 2024.

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 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 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.

Police Protection

The Rialto Police Department provides law enforcement and police protection services throughout the City. The Rialto Police Department headquarters at 128 North Willow Avenue, is located approximately 2 miles southeast of the project site. With 176 employees, the Rialto 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.[3]

The Rialto Police Department participates in the California Law Enforcement Mutual Aid Plan administrated by the Governor's Office of Emergency Services (OES). 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. The City is located in

[3] Rialto Police Department. (2024). Our Department. https://rialtopolice.com/our-department/. Accessed October 2024.

mutual aid Region VI, which includes the counties of San Bernardino, Mono, Inyo, Riverside, Imperial, and San Diego.

Schools

The City of Rialto is served by the Rialto Union School District (RUSD) (elementary schools serving grades K-5, middle schools serving grades 6-8, and high schools serving grades 9-12). The RUSD operates 14 K-5 elementary schools, four middle schools, and three high schools. Schools located within the vicinity of the Project include Helen L. Dollahan Elementary School (1060 West Etiwanda Avenue), approximately 0.58 miles to the southeast; Virginia Primrose Elementary (751 North Maple Avenue, Fontana), approximately 0.65 miles to the southwest; Locust Elementary (7420 Locust Avenue) located approximately 0.66 miles to the southwest; Eisenhower High School (1321 Lilac Avenue), located approximately 1.05 miles to the east; Dunn Elementary School (830 Lilac Avenue), located approximately 1.04 miles to the southeast; and Wilmer Amina Carter High School (2630 Linden Avenue) located approximately 1.26 miles to the north.

Parks and Recreation

Nine City-owned parcels are available for public use. The closest park to the project site is Jerry Eaves Park located at 1485 N Ayala Drive, located approximately 800 feet to the northeast.

Other Public Facilities

Other public facilities present in the City include a Racquet and Fitness Center (1243 South Riverside Avenue), located approximately 3.38 miles southeast; a Community Center (214 North Palm Avenue), located approximately 1.93 miles north; Tom Sawyer Pool (152 East San Bernardino Avenue), located approximately 3.34 miles southeast; a Senior Center (1411 South Riverside Avenue), located approximately 1.4 miles north; and the Rialto Branch Library (1 West 1st Street), located approximately 2.0 miles southeast.[4,5]

4.12.3 Regulatory Setting

Federal Regulations

Federal Emergency Management Act (FEMA)

In March 2003, the Federal Emergency Management Agency (FEMA) became part of the United States 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 United States Fire Administration.

[4] Rialto Police Department. (2024). Our Department. https://rialtopolice.com/our-department/. Accessed October 2024.
[5] City of Rialto Facilities. (2024). https://www.yourrialto.com/Facilities/Facility/Details/Rialto-Branch-Library-22. Accessed October 2024.

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, that has at least 25 federal employees during the course of their employment.

Occupational Safety and Health Administration (OSHA)

OSHA's mission is to "assure safe and healthy working conditions for working men and women by setting and enforcing standards and by providing training, outreach, education and assistance." 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 (EAP) 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 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 with a SRA (approved after January 1, 1991), and within lands classified and designated as very high FHSZ (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 shall 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 (CFC) is updated every three years by the California Building Standards Commission and was last updated in 2022 (effective January 1, 2023). The CFC 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 (OES) 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.

California Vehicle Code

The California Vehicle Code is the section of the California Codes which contains almost all statutes relating to the operation, ownership, and registration of vehicles. The Vehicle Code also contains statutes concerning the California Department of Motor Vehicles and the California Highway Patrol.

California Senate Bill 50 and California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill (SB) 50 places limitations on the power of local governments to require mitigation of school facilities by developers. Under the provisions of SB 50, school districts can collect fees to offset the cost of expanding school capacity, which becomes necessary as development occurs. These fees are determined based on the square footage of proposed uses. As a part of SB 50, school districts must base their long-term facilities needs and costs on long-term population growth in order to qualify for this source of funding. Payment of statutory school fees is deemed to be adequate mitigation of school impacts under the California Environmental Quality Act (CEQA).

SB 50 amended California Government Code (CGC) Section 65995, which contains limitations on Education Code Section 17620, the statute that authorizes school districts to assess development fees within school district boundaries. CGC Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. Currently, the maximum impact fees allowed by SB 50 are as follows:

- In the case of residential construction, one dollar and ninety-three cents ($1.93) per square foot of assessable space.

- In the case of any commercial or industrial construction, thirty-one cents ($0.31) per square foot of chargeable covered and enclosed space. (Gov. Code Section 65995, subd. (b)).

According to CGC Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.

California State Assembly Bill 2926: Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. to the CGC. Under this statute, payment of school impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Government Code, Section 65995(b), and Education Code Section 17620

SB 50 amended California Government Code Section 65995, which contains limitations on Education Code Section 17620, the statute that authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. On January 24, 2018, the State Allocation Board (SAB) approved increasing the allowable amount of statutory school facilities fees (Level I School Fees) to $3.79 per square foot of assessable space for residential development of 500 square feet of more, and to $0.61 per square foot of chargeable covered and enclosed space for commercial/industrial development (State Allocation Board, 2018). School districts may levy high fees if they apply to the SAB and meet certain conditions.

California State Assembly Bill 97

Approved in July 2013, AB 97 revises existing regulations related to financing for public schools, by requiring State funding for county superintendents and charter schools that previously received a general-purpose entitlement. AB 97 authorizes local educational agencies to spend, for any local educational purpose, the funds previously required to be spent for specified categorical education programs, including, among others, programs for teacher training and class size reduction.

Emergency Mutual Aid Agreements

The Emergency Mutual Aid Agreements (EMMA) system is a collaborative effort between city and county emergency managers in the OES in the coastal, southern, and inland regions of the state. EMMA 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 EMMA 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 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 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. This 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.

Senate Bill 50

Senate Bill (SB) 50 (funded by Proposition 1A, approved in 1998) limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and provides instead for a standardized developer fee. SB 50 generally provides for a 50/50 State and local school facilities funding match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available, whether the school district is eligible for State funding, and whether the school district meets certain additional criteria involving bonding capacity, year-round school, and the percentage of moveable classrooms in use.

Quimby Act

The Quimby Act (California Government Code Section 66477) states that "the legislative body of a City or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative or parcel map." Requirements of the Quimby Act apply only to the acquisition of new parkland and do not apply to the physical development of new park facilities or associated operations and maintenance costs. The Quimby Act seeks to preserve open space needed to develop parkland and recreational facilities; however, the actual development of parks and other recreational facilities is subject to discretionary approval and is evaluated on a case-by-case basis with new residential development.

Regional and Local Regulations

Rialto General Plan

The City developed and adopted the Rialto General Plan (General Plan) to include goals, policies, and actions that, when implemented, provide the vision and framework for the physical development of the City. The following goals and policies are applicable to the Project regarding public services.

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.

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 and comprehensive policing services that meet the safety needs of Rialto.

Policy 5-10.1 Provide timely responses to emergency and non-emergency call for service 24 hours a day, per the City standards.

Policy 5-10.3 Continue to encourage design concepts that inhibit and discourage criminal behavior such as Crime Prevention Through Environmental Design (CPTED) techniques.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. Public services offered to the residents of the City include police protection, fire protection, library services and recreational facilities.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a designated Park overlay, respectively. The 2016 Renaissance Specific Plan Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Potential increase in demand for public services resulting from the expansion or construction of additional public services related to implementation of the 2016 RSPA area are funded by development impact fees collected from development projects.

City of Rialto Municipal Code

Title 3 Revenue and Finance

The California Mitigation Fee Act (California Government Code, Section 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 outlined in the City's Municipal Code. Title 3 of City's Municipal Code 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 17 Zoning Code

The purpose and intent of the Title 17 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.

Chapter 15.28 Fire Code

The City of Rialto Fire Code is described in Section 15.28 of the City's Municipal Code. As discussed in Section 15.28 and identified in Ordinance 1491, the City has adopted and amended the California Fire Code as permitted by Health and Safety Code Section 17958 and Government Code 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 RFD reviews Plot Plans for proposed development projects to ensure compliance with the City's Fire Code.

Emergency Response

Procedures for mitigating emergency events, such as such 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.

4.12.4 Methodology

The City of Rialto Fire Department and Police Department were contacted to determine if the proposed Project would significantly impact the departments' ability to provide fire protection and law enforcement services. No response has been received at the time of this SEIR.

4.12.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Result in substantial adverse physical impacts associated with the provision of or 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 time, or other performance objectives for any of the following public services:
  - Fire protection;
  - Police protection;
  - Schools;
  - Parks and Recreation facilities; and
  - Other public facilities;
- 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; or
- If the project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.6 Project Impacts and Mitigation Measures

Impact 4.12-1 ***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 any of the public services:***

I) Fire protection?

Level of Significance: Less than Significant Impact

The nearest Rialto Fire Department fire station to the project site is Station 203 (1550 North Ayala Drive) located approximately 0.4 miles to the north. In the event of an emergency, emergency vehicles of Station 203 would access the project site via the driveways located on Miro Way and Ayala Drive.

The project site is currently vacant and undeveloped, and thus it is anticipated that the Rialto Fire Department would receive an increase in calls for fire services to the project site as a result of the proposed Project. As a standard condition of project approval, the Project Applicant will be required to pay the City's fire protection services development impact fee pursuant to Section 3.33.220 of the City's Municipal Code. The development impact fees are intended to finance public facilities necessary to reduce impacts generated by new development in the City and to ensure that new development pays its fair share associated with the costs of funding public services. This fee includes a fire protection services development fee to fund fire facilities and apparatus necessary for the safety of new development. Additionally, buildout of the Project would be designed and constructed in accordance with all applicable regulatory requirements for fire protection, which would reduce the potential need for fire protection services serving the project site during construction and operation. Applicable regulations include, but are not limited to, requirements for adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, and fire alarms.

Because an increase in demand on public facilities, services, and utilities that will result from a project is not considered an environmental impact under CEQA, the potential for the Project to result in increased medical or emergency service response times does not, standing alone, create a significant environmental impact. Given the above, although the Project would require fire protection services in the event of an emergency, the Project is not expected to result in the need for new or physically altered fire facilities, or to result in a station's inability to maintain acceptable service ratios, response times, or other performance objectives. No new facilities would be required to serve the Project, and as such, no significant impacts resulting from the Project implementation would occur.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as possible. Impacts related to fire protection services would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

II) Police protection?

Level of Significance: Less Than Significant Impact

The proposed Project would result in the construction of two warehouse buildings and associated on- and off-site improvements on vacant, undeveloped land. As such, it is anticipated that the Rialto Police Department can expect an increase in calls for police services as a result of the Project. Officers patrolling the City are dispatched from police department located at 128 North Willow Avenue, approximately 2 miles southwest of the project site.

During construction, the Project may attract vandals or other security risks that would increase demand on police protection/law enforcement services. The Project Applicant would implement best management practices (BMPs) and standard construction site security by controlling site access to the project areas under construction. Project construction personnel commuting to the project site via nearby highways (State Route 210) could increase services required by the Rialto Police Department in the event of accident or traffic violations. Project construction personnel would be required to adhere to all federal, State and local traffic laws. The additional volume of traffic associated with construction personnel commuting to the project site during construction is not expected to exceed the Rialto Police Department's ability to patrol the highways. This increase due to construction would be temporary in nature and impacts would be less than significant.

The Project could potentially affect response times and coverage ability by creating the need for additional police staff within the existing service area. However, it is not anticipated that the increased demand generated by the proposed Project would require the construction of a new police station and police services would continue to be dispatched from the existing police department. Moreover, as discussed above, an increase in demand for emergency services does not constitute a significant impact under CEQA because meeting adequate response times is the City's responsibility. In accordance with Section 3.33.210 of the City's Municipal Code, the Project Applicant would be required to pay the City's law enforcement services development impact fee, which would fund future police service facilities. Payment of the development impact fee by the Project Applicant would be used to offset the costs of capital improvements that could be required to maintain acceptable service ratios, response times, and other performance objectives. The payment of development fees would further reduce impacts.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as possible. The Project's impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

III) Schools?

Level of Significance: No Significant Impact

The project site currently consists of vacant, undeveloped land and does not feature existing school facilities. Future employees are likely to reside within the City or surrounding area and commute to work. As discussed in Section 4.11, *Population and Housing*, the Project does not include the construction of habitable structures and is not expected to result in substantial unplanned population growth within the City. Additionally, per Senate Bill 50 (1998) and the California Education Code (as described in Section 4.12.2, above), the governing board of any school district may collect impact fees from developers of new residential, commercial, and industrial developments within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. Furthermore, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. Therefore, with the payment of the applicable school fees, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for schools. As such, the Project would not result in an increase in school students requiring the need for new or physically altered RUSD facilities. Impacts to schools would be less than significant, and no mitigation is required.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as possible. No impacts to school facilities would occur.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

IV) Parks?

Level of Significance: Less Than Significant Impact

The Project would include the rezone of Planning Areas 126 and 133 from Park and Employment with a designated Park overlay, to Business Center, along with the rezone of Planning Area 123 from School to General Commercial with a Residential overlay (See **Figure 4: RSPA Plan Area** and **Figure 5: Amended RSPA Plan Area**). The Project would also include the construction of two warehouses located within Planning Areas 126 and 133 and associated on-site and off-site improvements. The project site consists of vacant, undeveloped land and does not feature existing parks. The City has adopted a standard of three acres of parkland per 1,000 residents.[6] According to the General Plan, the current ratio is 2.78 acres per resident, including RUSD open space. Thus, the City currently has a moderate shortage of parkland to serve residents. As discussed in Section 4.11, *Population and Housing*, the Project would not result in substantial unplanned population growth. Implementation of the proposed Project would not result in an increase in demand of City parks requiring new or physically altered parks.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as possible. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

V) Other public facilities?

Level of Significance: No Impact

Library services within the City are provided by the Rialto Library and the Carter Library. These libraries are a part of the San Bernadino County Library System and therefore, can access any other library within the San Bernadino County Library System for materials needed. The City's libraries provide public access to movies, books, computers, and Internet access.[7]

The proposed Project would include the rezone of Planning Areas 123, 126, and 133 and the construction of a warehouse development on Planning Areas 126 and 133 and associated on-and off-site improvements. As discussed in Section 4.11, *Population and Housing*, the proposed Project would not include habitable structures or result in substantial unplanned population growth. As such, Project

[6] City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan. Accessed October 2024.
[7] City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan. Accessed October 2024.

implementation would not result in an increase in demand for library facilities. In accordance with Section 3.33.200 of the City's Municipal Code, the Project Applicant would be required to pay library facilities development impact fees, which would fund improvements of the City's library facilities. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as possible. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.12.7 Cumulative Impacts

The proposed 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 development fees. 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.

The Rialto Police Department's operating budget is primarily generated through tax revenues and fees collected from penalties and requested services, and development fees. 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. Consequently, although the cumulative demand for police services would incrementally increase over time, the addition of new officers and equipment to serve the demand is not likely to result in any significant adverse cumulative impacts associated with the construction of new facilities or the alteration of existing facilities. Moreover, should any new or altered facilities be required in the future, these facilities would be subject to separate CEQA review. The proposed Project would not cumulatively contribute to an impact to police protection services.

As further discussed in Section 4.11, *Population and Housing*, Project implementation would not result in an increase in population growth. As such, the proposed Project is not anticipated to substantially increase the need for public service such as schools, parks, or library services. The Project would pay the applicable development impact fees, which would be appropriately allocated for police, fire, schools, parks, and other library services. Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

4.12.8 Level of Significance After Mitigation

Project implementation would result in less than significant impacts associated with public services. No mitigation is required.

4.13 RECREATION

4.13.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) addresses potential impacts of the Miro Way and Ayala Drive Project (proposed Project or Project) on parks and recreational amenities within the Project vicinity. This section also describes the environmental and regulatory settings and discusses potential mitigation measures to reduce Project impacts, where applicable.

4.13.2 Environmental Setting

The City of Rialto (City) maintains and provides almost 2.78 acres of park and open space for every 1,000 residents in the City.[1] The City has ten parks comprising 106 acres. The City also has a joint-use partnership with the Rialto Unified School District (RUSD) which provides 171.9 acres of open space. Additionally, to mitigate deficiencies for parkland acreage, the City has various recreational centers including a community center, indoor swimming pool, racquet and fitness center, a senior center, and a playhouse.

As discussed in the 2010 Renaissance Specific Plan EIR, the City owns and operates nine parks, six recreational facilities, and 26 schools featuring recreational facilities.[2] The City standard is to provide three acres of parkland per 1,000 residents, which the City currently does not meet.

There are four designated parks located near the project area; Jerry Eaves Park (1485 Ayala Drive) located approximately 0.2 miles to the east; Flores Park (1020 Etiwanda Avenue) located approximately 0.6 miles to the southeast; Birdsall Park (2611 Linden Avenue) located approximately 1.7 miles to the north; and Bud Bender Park (300 Lilac Avenue) located approximately 1.8 miles to the southeast. The nearest community center to the project site is the Rialto Community Center (214 Palm Avenue) located approximately 1.9 miles to the southeast.

The approximately 35-acre project site is comprised of Planning Areas 123, 126, and 133. The Project would include the rezone of Planning Area 123 (north of Miro Way) from School to General Commercial with a Residential overlay. The Project would also include the rezone of Planning Areas 126 and 133 (south of Miro Way) from Park and Employment (with a designated Park overlay) to Business Center, to allow for the development of two industrial warehouses. However, Planning Area 126 Public Park, is currently vacant, privately owned land, and does not feature existing recreational facilities.

[1] City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan. Accessed October 2024.
[2] City of Rialto. (2010). Renaissance Specific Plan Environmental Impact Report. Accessed October 2024.

4.13.3 Regulatory Setting

State Regulations

Quimby Act

The Quimby Act of 1975 (California Government Code Section 66477, adopted 1975 and amended 1982), part of the Subdivision Map Act, was intended to require developers seeking subdivision approvals to assist in mitigating the potential impacts resulting from improvements that may directly or indirectly increase the need for recreational facilities or park lands within a given city or county. The Act authorized cities to pass ordinances that require developers to set aside a portion of their land, donate conservation easements, or pay fees for park improvements. Such fees are required to be paid and land conveyed directly to the local public agencies that are responsible for the provision of park and recreational services and amenities within the affected community.

In 1982, the Quimby Act was amended to allow local governments to be held accountable for imposing park development fees. The 1982 amendment to Assembly Bill 1600 requires that agencies demonstrate a reasonable relationship between the public need for a recreation facility or park land and the development upon which the fee is being imposed. Cities and counties were required to show a strong direct relationship (or nexus) between park fees imposed and a proposed development. As a result, local ordinances are required to include specific standards for identifying the percentage of a subdivision to be dedicated and/or the relative fee that is required.

Within the State of California, the Quimby Act establishes standards for park lands for local jurisdictions. The Act establishes a maximum of three acres of park land dedication/fee per 1,000 residents unless the amount of existing neighborhood and community park land exceeds that limit (at the time of adoption). If the standard of three acres per 1,000 residents is exceeded, a greater standard of five acres per 1,000 residents may be adopted by the jurisdiction in order to meet anticipated park land needs. The Quimby Act only applies to development of residential subdivisions, and thus the Project would not be subject to the Quimby Act.

Regional and Local Regulations

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The 2010 RSP also offers a variety of recreational opportunities for its residents.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The 2016 Renaissance Specific Plan Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of

the 2016 RSPA area. The 2016 RSPA contains goals related to recreation to guide the City in meeting its recreational needs.

City of Rialto Municipal Code

Chapter 3.33 Development Impact Fees

This chapter of the municipal establishes park development fees which are used to provide funds for the City's costs associated with meeting the increased demand on open space areas, parks, playgrounds, and recreational facilities resulting from residential development. This fee is applicable to every new single-family residence, residential dwelling unit, manufactured or mobile home constructed within the city. The City Council may accept the donation of land or the development of parks in lieu of fees. The fees are due and payable at the time of the issuance of the building permits.

Chapter 17.23 Park and Recreational Facilities Dedication

This chapter of the municipal code requires a developer to either dedicate land for a park or pay a development fee in the event a proposed development project is located on land designated by Rialto General Plan (General Plan) for park or recreational facilities.

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 recreation. 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, to avoid or reduce the Project's potentially significant environmental impacts.

4.13.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- 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; or
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

4.13.6 Project Impacts and Mitigation Measures

Impact 4.16-1 ***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?***

Level of Significance: Less than Significant Impact

With the addition of approximately 399,715 sf of warehouse space, 21,000 sf of office space, and 8,000 sf of mezzanine space an increase in number of employees at the project site could incrementally increase demand on recreational facilities in the immediate project vicinity, as some employees may exercise before or after work, or during lunch. However, as discussed in Section 4.11, *Population and Housing*, implementation of the proposed Project is not anticipated to result in substantial unplanned population growth. It is anticipated that future employees of the Project would commute to the project site from within the City and surrounding areas. It is not anticipated that the potential increased demand for recreational facilities from the proposed Project would result in substantial physical deterioration of existing recreational facilities. Additionally, the proposed Project would rezone Planning Areas 126 and 133 from Public Park and Employment with a Park overlay to Business Center, and Planning Area 123 from School to General Commercial with a Residential overlay. Under existing conditions, Planning Areas 123, 126, and 133 consist of vacant, previously disturbed land and do not feature existing recreational facilities. Further, Planning Area 126, Public Park, is currently privately owned, and no recreational facilities are planned for the parcel. Upon approval of the proposed rezone, the warehouse development would be consistent with the Business Center zone.

Development of Planning Area 123 is not a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. As such, the proposed Project would not cause or accelerate the substantial physical deterioration of existing recreational facilities. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan SEIR Mitigation Measures

No mitigation measures are applicable**.**

Project Mitigation Measures

No mitigation is required.

Impact 4.16-2 ***Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Level of Significance: Less than Significant Impact

The proposed Project would include the rezone of Planning Areas 123, 126, and 133 and the construction of two warehouse buildings on Planning Areas 126 and 133 and associated on-and off-site improvements. The Project does not include construction or expansion of recreational facilities. As previously discussed, Planning Areas 126 and 133 are zoned Public Park and Employment with a Park overlay, respectively. However, the project site consists of vacant, undeveloped land and does not feature existing recreational facilities. The Project is not anticipated to result in substantial population growth, thus requiring the construction or expansion of recreational facilities.

Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.13.7 Cumulative Impacts

The proposed Project includes the construction of two warehouse buildings on land zoned Employment and Public Park. As a component of the Project, the Project would rezone Planning Areas 126 and 133 to Business Center, which would change the existing recreational land use designation to accommodate the proposed industrial land use development. Planning Area 126, Public Park, is currently privately owned vacant land, and no recreational facilities are planned for the parcel. The 2016 RSPA anticipated an increase in population within the 2016 RSPA area, and ultimately an increase in demand for recreational facilities. Future employees of the Project are anticipated to commute to the project site from within the City and surrounding areas. As such, the Project is not anticipated to result in an increase in demand for recreational facilities, requiring the expansion or relocation of existing facilities. Additionally, future projects would be required to provide either park dedication or development impact fees to reduce impacts to recreational facilities.

4.13.8 Level of Significance After Mitigation

The Project would result in less than significant impacts regarding Recreation. No mitigation is required.

This Page Intentionally Left Blank

4.14 TRANSPORTATION

4.14.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) describes the potential effects of the proposed Miro Way and Ayala Drive Project (proposed Project or Project) on the project site and surrounding area relative to transportation. The analysis in this section is based on the Traffic Study prepared by Kimley-Horn and Associates (February 2025) included as **Appendix K**.

4.14.2 Environmental Setting

Existing Transportation System

Roadway Characteristics

Regional access to the project site is provided primarily by State Route 210 (SR 210), approximately 0.64 miles to the north. In addition, Interstate 215 (I 215) is approximately 5.5 miles to the east of the project site. Direct access to the project site is provided by Ayala Drive to the east, and Miro Way and Linden Avenue to the west. Trucks would enter the project site from the SR 210 freeway by using the Alder Avenue/SR 210 interchange, head south on Alder Avenue, then head east on Baseline Road, and then north on Ayala Drive to Miro Way to access the project site. Trucks exiting the project site to access the SR 210 freeway would head east on Miro Way, then south on Ayala Drive, west on Baseline Road, and then north on Alder Avenue to access the SR 210 freeway. It should be noted that a Truck Route Moratorium was adopted by the City of Rialto on December 13, 2022, which has designated Alder Avenue and Baseline Road as truck routes.

Ayala Drive is a four-lane north-south roadway located east of the project site. Ayala Drive is designated as a Major Arterial and truck route in the General Plan Circulation Element. The posted speed limit along Ayala Drive is 45 miles per hour (MPH). Ayala Drive has an existing raised median between Baseline Road and Renaissance Parkway.

Alder Avenue is a four-lane roadway approximately 1 mile west of the project site. Alder Avenue is designated as a Major Arterial with four travel lanes, a bike lane in each direction, and a raised center median. Alder Avenue is a designated truck route from Baseline Road to Casa Grande. The posted speed limit along Alder Avenue is 50 MPH.

Baseline Road is a four-lane east-west roadway located approximately 400 feet south of the project site. Baseline Road is designated as a Major Arterial and a truck route, in the General Plan Circulation Element. It has four travel lanes and a two-way left-turn median lane between Cactus Avenue and Linden Avenue; the median lane is planned to be converted to a raised median. The posted speed limit along Baseline Road is 50 MPH.

Renaissance Parkway is a Major Arterial west of Ayala Drive and a Secondary Arterial between Ayala Drive and the Renaissance Specific Plan eastern boundaries. Within the project area, Renaissance Parkway would provide four travel lanes with bike lanes and a raised median within 108 feet of right-of-way. Renaissance Parkway extends in an east-west orientation through and beyond the boundaries of the City

of Rialto, changing to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway connects with north-south streets that have interchanges with the SR 210 Freeway to the north, and the Interstate (I 10) Freeway to the south. Renaissance Parkway is a truck route between Alder Avenue and Locust Avenue, and east of Ayala Drive; with truck access restricted to local deliveries between Locust Avenue and Ayala Drive, and west of Alder Avenue. The posted speed limit along Renaissance Parkway is 45 MPH.

Fitzgerald Avenue is a two-lane local roadway to the east of the project site. The roadway terminates at Baseline Road and forms a two-way stop-controlled intersection with Ayala Drive. There is on-street parking available on both sides of Fitzgerald Avenue.

Cactus Avenue is a four-lane roadway with a two-way left turn median lane located approximately 0.64 miles east of the project site. The roadway is designated as a Major Arterial. The posted speed limit is 40 MPH north of Baseline Road and 45 MPH south of Baseline Road.

Transit Services

Transit service near the project site is provided by OmniTrans, which serves various cities in San Bernardino County. Bus stops in the Project vicinity are located along Renaissance Parkway, Baseline Road, and Linden Avenue. A description of the bus routes serving the project area is provided below.

OmniTrans Route 10 operates between the City of Fontana and the City of San Bernardino, traveling through the City along Baseline Road in the Project vicinity. Route 10 operates on weekdays from 6:30 AM to 7:30 PM with approximately 1-hour headways (the time between bus arrivals), on Saturdays from 6:20 AM to 7:00 PM with approximately 1-hour headways.

OmniTrans Route 22 operates through the City between the City and the City of Colton along Renaissance Parkway in the project vicinity. Route 22 operates on weekdays from 5:00 AM to 9:40 PM with approximately 1-hour headways, on Saturdays from 7:15 AM to 6:30 PM with approximately 1-hour headways, and on Sundays from 7:30 AM to 6:40 PM with approximately1-hour headways. Route 22 has a transfer point with Route 10 at the intersection of Riverside Avenue and Baseline Road.

OmniTrans Route 32 operates between the City of San Bernardino and the City of Fontana through Cal State San Bernardino and Rialto, along Renaissance Parkway and Linden Avenue in the project vicinity. Route 312 operates on weekdays from 5:20 AM to 10:30 PM with approximately 1-hour headways, on Saturdays and Sundays from 7:15 AM to 6:50 Pm with approximately 1-hour headways.

Bicycle And Pedestrian Facilities

The Rialto Active Transportation Plan recommends actions meant to support and increase bicycling and walking in Rialto and to enhance non-motorized travel infrastructure and create options to support the existing population.[1] The Active Transportation Plan includes an inventory of existing bike and pedestrian

[1] City of Rialto. (2020). Rialto Active Transportation Plan. https://issuu.com/ktua/docs/rialto_atp_final_2020_march_low_res. Accessed October 2024.

infrastructure, identifies deficiencies, develops and prioritizes improvements, and produces materials for future grant applications for implementation of improvements.

The Rialto Active Transportation Plan shows Ayala Drive and Cactus Avenue as existing Class II Bike lanes and Baseline Road as a proposed Class II/III bike lane/route. Baseline Road does not contain any current bicycle facilities. Pedestrian sidewalks are located on the south side of Baseline Road. The Rialto Active Transportation Plan also identifies the Cactus Avenue Trail as a priority project. As shown in Figure 5-15 of the Active Transportation Plan, the Cactus Avenue Trail is proposed within the boundaries of Jerry Eaves Park, to the northeast of the project site.

4.14.3 Regulatory Setting

Federal Regulations

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 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 provides for a planning process to coordinate land use planning and Regional Transportation Plans (RTP)s 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 (MPO) (e.g., Southern California Association of Governments [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), now the Land Use and Climate Innovation (LCI) 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. SB 743 requires changes to CEQA that specifically direct to the LCI to develop alternative metrics to the use of vehicular Level of Service (LOS) for evaluating transportation projects. VMT refers to the amount and distance of automobile travel attributable to a project. Under CEQA Guidelines section 15064.3, automobile delay is no longer considered an environmental impact and is only analyzed for compliance with the City's General Plan.

Measurements of 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.

Regional and Local Regulations

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the SCAG Regional Council adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. This RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of San Bernardino, Imperial, Los Angeles, Orange, Riverside, and Ventura. 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.

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 transportations 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.

City of Rialto General Plan

The General Plan Circulation Element governs the long-term mobility system in the City. The Circulation Element was updated under the General Plan Focused Update, which was approved in November 2024, and includes goals and policies that are closely correlated with the Land Use Element and are intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels, and community character. The Project would be consistent with the following policies related to traffic and circulation.

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.

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.

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.

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.

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 Disadvantaged Communities (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).

Goal 9–4 Increase Safe and Comfortable Walking and Wheelchair Mobility.

Policy 9–4.6 Require ADA compliance on all new or modified handicap ramps (Circulation Element Policy 4-9.7).

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).

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types.

2016 Renaissance Specific Plan Amendment

The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The 2016 Renaissance Specific Plan Amendment (RSPA) establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. The 2016 RSPA includes a mobility plan which discusses mobility options for vehicular, pedestrian, bicycle, and transit mobility within the City.

Rialto Active Transportation Plan

The Rialto Active Transportation Plan recommends actions meant to support and increase bicycling and walking in Rialto and to enhance non-motorized travel infrastructure and create options to support the existing population. The Active Transportation Plan includes an inventory of existing bike and pedestrian infrastructure, identifies deficiencies, develops and prioritizes improvements, and produces materials for future grant applications for implementation. The Rialto Active Transportation Plan shows Ayala Drive and Cactus Avenue as existing Class II Bike lanes, Baseline Road as a proposed Class II/III bike lane/route, and identifies the Cactus Avenue Trail, portions of which are proposed to the north and east of the project site, as a priority project. With respect to the Safe Routes to School program, there are no proposed improvements proximate to the project site.

4.14.4 Methodology

Intersection Analysis

Peak hour intersection operations at signalized and unsignalized intersections were evaluated using methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Rialto and the San Bernadino County CMP.

The City guidelines require analysis of traffic operations to be based on the vehicular delay methodologies of the HCM. The intersection analysis for the proposed Project has been accomplished using the VISTRO software program and using the specified input parameters outlined in the City's *Traffic Impact Analysis Guidelines for Vehicle Miles Travelled (VMT) and Level of Service Assessment (LOS).*

Per the HCM Methodology, LOS for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed.

Level of Service Standards and Measure of Significance

Under CEQA Guidelines section 15064.3, automobile delay is no longer considered an environmental impact and is only analyzed for compliance with the City's General Plan. The City established minimum LOS standards, as shown in **Table 4.14-1: City of Rialto LOS Standards**. According to Policy 4-1.20 of the General Plan, the City requires that signalized intersections operate at LOS D or better during the morning and evening peak hours. The City's Traffic Study Guidelines require new development to mitigate Project-related effects that cause the LOS to fall below LOS D, or cause the peak hour delay to increase as follows:

Table 4.14-1: City of Rialto LOS Standards

Level of Service	Delay Time
A/B	10.0 second
C	8 seconds
D	5 seconds
E	2 seconds
F	1 second

Source: **Appendix K**

The City's traffic study guidelines require unsignalized intersections to operate with no vehicular movement having an average delay exceeding 120 seconds during the morning and evening peak hours.

4.14.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- 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 15604.3(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.

4.14.6 Project Impacts and Mitigation Measures

Impact 4.14-1: 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

The proposed Project would include the construction of two warehouse buildings and associated on-site improvements, include the extension of Miro Way. Project implementation would require the partial and temporary closure of Ayala Drive during construction for off-site improvements. However, operation of Ayala Drive would resume existing conditions upon completion of construction.

The proposed Project's consistency with SCAG's Connect SoCal: 2020-2045 RTP/SCS is discussed in Section 4.6, *Greenhouse Gas Emissions* and Section 4.9, *Land Use and Planning.* As shown in **Table 4.6-4** of Section 4.6*, Greenhouse Gas Emissions,* the Project would be consistent with applicable goals of the RTP/SCS. The Project would not result in any significant impacts or interfere with SCAG's goals. The project site is within the Southern California Association of Governments (SCAG) MPO region. The Connect SoCal 2020-2045 RTP/SCS addresses regional challenges in several ways. A key, formative step is to develop a Regional Growth Forecast in collaboration with local jurisdictions, which helps SCAG identify opportunities and

barriers to development. The plan forecasts the number of people, households and jobs (at the jurisdictional level) expected throughout SCAG's 191 cities and in unincorporated areas by 2045. 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 General Plan and its corresponding traffic modeling would be the information supplied to SCAG. The proposed Project is consistent with the General Plan. The project site consists of Planning Areas 123, 126, and 133. To accommodate for the proposed warehouse development, the Project would rezone Planning Areas 126 and 133 from Public Park and Employment with a designated Park overlay to Business Center. Additionally, the Project would rezone Planning Area 123 from School to General Commercial with a Residential overlay for future development. The 2016 RSPA accounted for future development within the 2016 RSPA area, including the project site. The project site currently consists of vacant and underutilized land. As further discussed in Section 4.11, *Population and Housing,* the Project is anticipated to employ approximately 147 employees. Future employees are anticipated to commute to the project site from within the City and surrounding areas. Therefore, because the proposed Project is consistent with the General Plan and was therefore accounted for in the City's growth forecast, the Project would be consistent with the RTP/SCS. In addition, the Project is consistent with the applicable goals and policies of the 2020-2045 RTP/SCS and the General Plan.

As discussed above, under CEQA Guidelines section 15064.3, automobile delay is no longer considered an environmental impact and is only analyzed for compliance with the City's General Plan. The City's Traffic Study Guidelines require new development to mitigate project-related effects that cause the LOS to fall below LOS D. As discussed in the Traffic Study (**Appendix K**) prepared for the Project, under Project implementation, Project roadways and intersections would operate at LOS D or better. As such, the Project would be consistent with the City's Traffic Study Guidelines.

The project site consists of vacant, previously disturbed land and does not have any authorized roadway, pedestrian, bicycle, or public transit improvements or vehicular access. Vehicular access to the project site would be provided via two drives ways on Ayala Drive, and two driveways on Miro Way.

The Rialto Active Transportation Plan shows Ayala Drive and Cactus Avenue as existing Class II Bike lanes and Baseline Road as a proposed Class II/III bike lane/route. Baseline Road does not contain any current bicycle facilities. Pedestrian sidewalks are located on the south side of Baseline Road. The Rialto Active Transportation Plan also identifies the Cactus Avenue Trail as a priority project. As shown in Figure 5-15 of the Active Transportation Plan, the Cactus Avenue Trail is proposed within the boundaries of Jerry Eaves Park, to the east of the project site. Project implementation would not interfere with implementation of the Rialto Active Transportation Plan. Additionally, the extension of Miro Way connecting Miro Way to Ayala Drive would not interfere with the circulation plan included in the 2016 RSPA. The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system. Thus, impacts would be less than significant.

Further, it should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.14-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Level of Significance: Less Than Significant Impact

Screening Criteria

SB 743 requires the OPR, now the LCI, to establish recommendations for identifying and mitigating transportation impacts within CEQA. Generally, SB 743 moves away from using delay-based LOS as the primary metric for identifying a project's transportation impact to instead use VMT. The final Technical Advisory released by LCI in December 2018 and the City's Traffic Impact Analysis (TIA) Guidelines provide guidance on evaluating transportation impacts and VMT and are the guidance on which this VMT analysis is based.

Prior to undertaking a full VMT analysis, LCI's Technical Advisory advises that lead agencies conduct a screening process "to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study." Both the City's TIA Guidelines and LCI 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. Screening thresholds are broken into the following three steps:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Land Use Type Screening

A land use project needs only meet one of the above screening thresholds to be presumed to result in no significant impact under CEQA pursuant to SB 743.

Transit Priority Area (TPA) Screening

As described in the LCI Guidelines, projects located within one-half mile from an existing major transit stop or within one-half of a mile from an existing stop along a high-quality transit corridor can be screened out. Based on San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the project site is not located in a Transit Priority Area (TPA). The TPA screening criteria is not met.

Low VMT Generating Area Screening

A project located within a low VMT generating area as determined by the SBCTA VMT Screening Tool and the City's TIA Guidelines would be considered to have a less than significant transportation impact. A Transportation Analysis Zone (TAZ) with a VMT below the County baseline of 16.9 is considered to be a low VMT area. Based on the SBCTA VMT Screening Tool, the project site is located within TAZ 53745301, which has a VMT per worker of 15.7. Therefore, the proposed Project is located within a low VMT generating area. Results of the SBCTA VMT Screening Tool are provided in the Approved Scoping Agreement in **Appendix K.** The Low VMT Generating Area Threshold is met.

Land Use Type Screening

The LCI and SBCTA VMT guidelines identify that project types falling under the screening criteria includes the following:

- Local-serving K-12 Schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet (sf), including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (e.g., places of worship, community organizations)
- Community institutions (e.g., public libraries, fire stations, local government)
- Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS Affordable or supportive housing
- Assisted living facilities
- Senior housing as defined by the U.S. Department of Housing and Urban Development (HUD)
- Projects generating less than 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials
        - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 sf of office space
        - 15,000 sf of light industrial
        - 63,000 sf of warehousing
        - 79,000 sf of high cube transload and short-term storage warehouse

The proposed Project would involve the construction of two warehouse buildings totaling 428,715 sf that generate more than 110 daily trips; therefore, the Project would not be screened out based on the development type.

Based on the City of Rialto Traffic Impact Analysis Guidelines VMT and LOS and the SBCTA VMT Screening Tool, the proposed Project is located within a low VMT generating area. Therefore, the Project would result in a less than significant VMT impact, and no further VMT analysis is required.

Further, it should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.14-3: 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 proposed Project would not introduce incompatible uses to surrounding roadways. Upon approval of the proposed rezone, the warehouse development would be consistent with Planning Areas 126 and 133. The project site driveways and Project improvements would be designed so that adequate sight distance for drivers entering and exiting the project site is maintained. 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 Project signs, 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. The Project would provide adequate site access and driveway width for the proposed uses, and the final site plan would be subject to review and approval of the City prior to Project approval.

A peak hour signal warrant analysis was conducted for the unsignalized intersection of Ayala Drive at Miro Way. For the intersection of Ayala Drive at Miro Way, the signal warrant analysis shows that the Peak Hour Signal Warrant is satisfied in the PM peak hour under both Opening Year 2024 Cumulative Plus Project conditions and Opening Year 2024 Existing Plus Growth Plus Project conditions. As such, this intersection would operate at optimum level of service. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Project impacts related to hazards due to a geometric design feature or incompatible uses would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.14-4: Would the Project result in inadequate emergency access?

Level of Significance: No Impact

Vehicular access to the project site would be provided via two driveways along Ayala Drive, and two driveways along Miro Way. Emergency vehicles could access the project site through any of the four driveways. Project traffic would not result in substantial delays or congestion that would affect the circulation of emergency vehicles within the Project area. Further, the proposed driveways would meet requirements for fire access roads in the California Fire Code 9 CCR Title 24 Part 9. Adequate emergency access would be provided on-site. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. The Project would have no impact with respect to adequate emergency access.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.14.7 Cumulative Impacts

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 and local 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. As discussed above, based on the VMT analysis for the proposed Project, the Project would result in less than significant impacts with respect to VMT. As such, the Project would have a less than significant VMT impact under cumulative conditions and no mitigation is required.

4.14.8 Level of Significance After Mitigation

The Project would result in less than significant impacts associated with transportation. No mitigation is required.

This Page Intentionally Left Blank

4.15 TRIBAL CULTURAL RESOURCES

4.15.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) provides contextual background information on tribal cultural resources on or near the project site. The extent to which implementation of the Miro Way and Ayala Drive Project (proposed Project or Project) could impact existing tribal cultural resources is evaluated. This section also provides the results of Assembly Bill (AB) 52 tribal consultation.

As defined in Public Resources Code Section 21074(a), a tribal cultural resource is 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, and supported by substantial evidence, determines to treat the resource as a tribal cultural resource.

The analysis in this section was conducted in compliance with the California Public Resources Code (PRC) 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 the Cultural Resources Assessment Letter Report prepared by ASM Affiliates, which is included in **Appendix D** of this SEIR. Findings of the Cultural Resources Assessment Letter Report are further discussed in Section 4.4, *Cultural Resources*.

4.15.2 Environmental Setting

Natural Setting

The project site lies in the northern portion of the City of Rialto (City). Elevations range from approximately 1,385 to 1,420 feet above mean sea level (amsl). The City is largely urbanized and surrounded by other developed cities.

Prehistoric Setting

Refer to Section 4.4, *Cultural Resources*, regarding the ethnography of Native American tribes in the vicinity of the project site. For further information regarding the cultural setting and archaeological and historical context, see **Appendix D**.

4.15.3 Regulatory Setting

State Regulations

Senate Bill 18

Senate Bill (SB) 18 (California Government Code Section 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 applicable to the proposed 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" (PRC Section 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." (PRC Section 21080.3.1). 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 the 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, disinterring, 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

Relevant Rialto General Plan (General Plan) policies for tribal cultural resources are identified below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

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.

Policy 7-1.2 Identify, through appropriate research and surveys, the historical resources in Rialto through documentation and photography.

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 7-3.2 Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (2010 RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. The 2010 RSP includes goals to preserve cultural and historical resources within 2010 RSP area.

2016 Renaissance Specific Plan Amendment

As stated in the 2016 Renaissance Specific Plan Amendment (RSPA), the 2016 RSPA area is partially developed with industrial uses, scattered residential areas, roadways, utilities, and vacant and undeveloped areas. No known historical or archaeological resources exist within the 2016 RSPA area. Future development within the 2019 RSPA area would require ground-disturbing monitoring and earth work shall be surveyed and recorded, prior to and during ground-disturbing activities.

4.15.4 Methodology

NAHC Sacred Lands File Search

The NAHC was contacted on September 19, 2022 requesting a search of its Sacred Lands File (SLF) to determine if there was any information relating to the potential presence of Native American cultural resources on the site. A response was received on November 7, 2022 indicating a tribal resource may be located on the project site suggesting that the Gabrieleño Band of Mission Indians – Kizh Nation be contacted for additional information. The Morongo Band of Mission Indians and San Manuel Band of Mission Indians have requested additional Project materials from the City. This request is to be fulfilled by the City. Further, a list of 29 tribal contacts who may have also had an interest in the Project was provided with the NAHC response (refer to **Appendix D**).

Senate Bill 18 and Assembly Bill 52 Consultation

As previously discussed, SB 18 and AB52 require local governments to consult with Native American tribes and provide notice to tribes during the planning process. SB 18 applies to general plans and specific plans, while AB 52 establishes a formal consultation process for projects that may have a substantial adverse change in the significance of tribal cultural resources. Both laws emphasize the need for consultation with

tribes, the exchange of information, and the consideration of mitigation measures to avoid significant effects on tribal cultural resources.

The following tribes have been contacted by the City in compliance with SB 18 and AB 52 on September 3, 2024: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno Tongva Indians of California Tribal Council, Gabrieleno Tongva Indians of California Tribal Council, Gabrieleno-Tongva Nation, Gabrieleno-Tongva San Gabriel Band of Mission Indians, Gabrieleno-Tongva Tribe, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Indians, Queechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, and Torres-Martinez Desert Cahuilla.

At this time, one response was received from the from the Gabrieleno Tongva Indians of California Tribal Council, which notified the City that the Project would have a high potential to cause significant adverse effects to tribal cultural resources. The Gabrieleno Tongva Indians of California Tribal Council also expressed their interest in continuing with the AB 52 consultation process. The Morongo Band of Mission Indians and San Manuel Band of Mission Indians have requested additional Project materials from the City. This request is to be fulfilled by the City.

4.15.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §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 PRC §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 PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC §5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

4.15.6 Project Impacts and Mitigation Measures

Impact 4.15-1: ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §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 PRC §5020.1(k)
and

(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 PRC §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.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

In compliance with SB 18 and AB 52, on September 3, 2024, the City provided formal notification to California Native American tribal representatives that may have interest in the proposed Project. The following tribes were contacted: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño Tongva Indians of California Tribal Council, Gabrieleño Tongva Indians of California Tribal Council, Gabrieleño-Tongva Nation, Gabrieleño-Tongva San Gabriel Band of Mission Indians, Gabrieleño-Tongva Tribe, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Indians, Queechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, and Torres-Martinez Desert Cahuilla. At this time, one request for consultation was received from the Gabrieleño Tongva Indians of California Tribal Council, which notified the City that the Project would have a high potential to cause significant adverse effects to tribal cultural resources. The Gabrieleño Tongva Indians of California Tribal Council also expressed their interest in continuing with the AB 52 consultation process. The Morongo Band of Mission Indians and San Manuel Band of Mission Indians have requested additional Project materials from the City. This request is to be fulfilled by the City.

Additionally, on November 14, 2022, a Query Letter was sent to tribal representatives who may have interest in the Project. The City received correspondence from the Gabrieleño Band of Mission Indians – Kizh Nation in response to the query letter requesting information on the lead agency.

The consultation period ended on December 2, 2024. The City attempted to engage with tribes that requested consultation and additional Project details, however, response was only received by San Manuel Band of Mission Indians.

No known or potential tribal cultural resources were identified by the NAHC SLF search or in response to the query letters. As discussed in Section 4.4, *Cultural Resources*, no cultural resources are located within the project site. Further, due to previous uses of the project site, it is unlikely tribal cultural resources would occur on-site. The Project would implement Mitigation Measures (**MM**) **TCR-1** and **MM TCR-2** to reduce potential impacts to tribal cultural resources.

In the event an undiscovered tribal cultural resource is encountered during project development, all activities would cease, and a qualified archaeologist would be notified of the find. The Project would not cause a substantial change in the significance of a tribal cultural resource. Development of Planning Area 123 is not proposed as part of the Project. Future development projects related to Planning Area 123

would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

MM TCR-1 The Yuhaaviatam of San Manual Nation (YSMN) Cultural Management Department shall be contacted, as detailed in **MM CUL-2**, 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. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan (Plan) shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project, should YSMN elect to place a monitor on-site.

MM TCR-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 applicant and Lead Agency for dissemination to YSMN. The Lead Agency, and/or applicant shall, in good faith, consult with YSMN throughout the life of the Project.

4.15.7 Cumulative Impacts

Although the Project, in conjunction with the effects of cumulative projects, may result in the disturbance of tribal cultural resources throughout the study area, standard conditions of approval and mitigation measures required for each project would reduce the impacts to less than significant levels. On a cumulative level, data recovered from a site, combined with data from other sites in the region, would allow for the examination and evaluation of the diversity of human activities in the region. As a result, development of the proposed Project would not contribute to a significant cumulative impact on tribal cultural resources. Future projects would be required to comply with the requirements of SB 18 and AB 52 and implement mitigation measures to reduce potential impacts to tribal cultural resources, when applicable. Potential impacts to tribal cultural resources would be evaluated on a site-specific basis.

4.15.8 Level of Significance After Mitigation

With implementation of Mitigation Program set forth in this section, potential impacts would be reduced to a less than significant level.

This Page Intentionally Left Blank

4.16 UTILITIES AND SERVICE SYSTEMS

4.16.1 Introduction

This section of the Subsequent Environmental Impact Report (SEIR) discusses impacts associated with the potential for the Miro Way and Ayala Drive Project (proposed Project or Project) to impact existing utilities or utility service providers on or in the vicinity of the project site. Specifically, this section addresses the following utilities: water, sewer, wastewater, electrical, telecommunications, and solid waste. Other utilities such as electricity and natural gas are discussed in Section 4.5, *Energy.* Stormwater is discussed in Section 4.8, *Hydrology and Water Quality.* The following utility and services are addressed in this section (the service provider is noted parenthetically):

- Domestic water supply and distribution (Rialto Water Services)
- Wastewater facilities (Rialto Water Services)
- Electricity (Southern California Edison)
- Natural gas (SoCalGas Company)
- Telecommunications (AT&T)
- Solid waste (Burrtec)

4.16.2 Environmental Setting

Water Supply

Water service within the City of Rialto (City) is provided by three separate water agencies: Rialto Water Services, West Valley Water District (WVWD), and Fontana Union Water Company (FUWC). The project site is located within the jurisdiction of Rialto Water Services.

As described in the 2020 IRUWMP, Rialto Water Services provides water service to a portion of the City, including the project site. Rialto Water Services is a retail public water supplier with over 12,000 water connections.[1] Recycled water is also available from the City's Wastewater Treatment Plant.

The City distributes its water to its year 2020 12,265 service connections through a 162-mile network of distribution mains with pipelines sizes ranging from two to 48 inches. The water system consists of three pressure zones and three subzones that provide sufficient water pressure to customers. **Table 4.16-1: Projected Water Supplies***,* identifies the anticipated water supplies for Rialto Water Services.

As described in the 2020 Integrated Regional Urban Water Management Plan (IRUWMP), the City's municipal water system provides potable water to customers primarily within the City of Rialto and serves

[1] San Bernardino Valley Municipal Water District (SBVMWD). (2021). 2020 Integrated Regional Urban Water Management Plan. https://www.sbvmwd.com/home/showpublisheddocument/9242/637614374631830000. Accessed October 2024.

one-half of the City's population, or approximately 51,696 customers as of July 2023.[2] The City's water supply sources consist of water from canyon surface flows on the east side of the San Gabriel Mountains, including the North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek, which is treated at the Oliver P. Roemer Water Filtration Plant. Groundwater sources to the City come from four different adjudicated groundwater basins: the Rialto Basin, Lytle Creek Basin, North Riverside Basin and the Bunker Hill Basin. The City also receives additional Bunker Hill groundwater delivered through a shared delivery system called the Baseline Feeder. Recycled water is also available from the City's Wastewater Treatment Plant.

Table 4.16-1: Projected Water Supplies

Water Supply	Additional Detail on Water Supply	2025 Water Supply (AF)	2030 Water Supply (AF)	2035 Water Supply (AF)	2040 Water Supply (AF)	2045 Water Supply (AF)
Groundwater (not desalinated)	Bunker Hill (part of SBB)	2,580	3,227	3,875	4,270	4,665
Groundwater (not desalinated)	Bunker Hill (part of SBB), via Baseline Feeder)	2,500	2,500	2,500	2,500	2,500
Groundwater (not desalinated)	Lytle (past of SBB)	1,600	1,600	1,600	1,600	1,600
Groundwater (not desalinated)	Rialto-Colton	1,528	1,557	1,586	1,614	1,642
Purchased or Imported Water	State Water Project – Rialto Colton Groundwater Supplement Supply	384	412	440	469	498
Groundwater (not desalinated)	Riverside-Arlington	1,200	1,200	1,200	1,200	1,200
Surface water (not desalinated)	Lytle Creek	1,241	1,241	1,241	1,241	1,241
Recycled Water	Rialto WWTP	10	10	10	10	10
Total		11,043	11,747	12,451	12,903	13,355

Source:
2020 San Bernardino Valley Regional Urban Water Management Plan (2021); https://www.sbvmwd.com/home/showpublisheddocument/9242/637614374631830000. Accessed November 2023. Accessed November 2023.

Water for the Project would be supplied by the City of Rialto Water Services and would connect to the existing 12-inch water pipeline located in Miro Way and the existing 14-inch water pipeline located in Ayala Drive. The 2020 IRUWMP has strategically anticipated future industrial uses within the City by assessing projected water demands and identifying sustainable supply sources. This proactive approach

[2] United States Census Bureau. (2024). Quick Facts: Rialto city, California. https://www.census.gov/quickfacts/rialtocitycalifornia. Accessed October 2024.

ensures that Rialto has the necessary water resources to support future development. The 2020 IRUWMP anticipates adequate regional supplies for years 2025 to 2045 under multiple-dry year conditions, as summarized in **Table 4.16-2: Multiple Dry Year Water Supply and Demand**.[3] The multiple-dry year period is reflected as the lowest annual runoff for a three year or more consecutive period. As shown in **Table 4.16-2**, the supply is sufficient to account for the demand during the same period. The City also determined that water demands would not increase during single or multiple dry years.[4]

Table 4.16-2: Multiple Dry Year Water Supply and Demand

Year	Totals	2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
First Year	Supply Totals	12,147	12,922	13,696	14,194	14,691
	Demand Totals	10,563	11,236	11,910	12,342	12,775
	Difference	1,584	1,685	1,786	1,851	1,916
Second Year	Supply Totals	12,417	12,922	13,696	14,194	14,691
	Demand Totals	10,563	11,236	11,910	12,342	12,775
	Difference	1,584	1,685	1,786	1,851	1,916
Third Year	Supply Totals	12,417	12,922	13,696	14,194	14,691
	Demand Totals	10,563	11,236	11,910	12,342	12,775
	Difference	1,584	1,685	1,786	1,851	1,916
Fourth Year	Supply Totals	12,417	12,922	13,696	14,194	14,691
	Demand Totals	10,563	11,236	11,910	12,342	12,775
	Difference	1,584	1,685	1,786	1,851	1,916
Fifth Year	Supply Totals	12,417	12,922	13,696	14,194	14,691
	Demand Totals	10,563	11,236	11,910	12,342	12,775
	Difference	1,584	1,685	1,786	1,851	1,916

Source:
SBVMWD. (2021). 2020 Integrated Regional Urban Water Management Plan.
https://www.sbvmwd.com/home/showpublisheddocument/9242/637614374631830000. Accessed October 2024.

Wastewater

Wastewater within the City is treated at the City of Rialto Wastewater Treatment Plant (WWTP). The approximately 14-acre plant provides secondary and tertiary treatment processes with a maximum

[3] SBVMWD. (2021a). 2020 Integrated Regional Urban Water Management Plan.
https://www.sbvmwd.com/home/showpublisheddocument/9232/637614632546570000. Accessed October 2024.

[4] Ibid.

treatment capacity of 11.7 million gallons per day (mgd). It consists of five separate treatment facilities built between 1956 and 1998. The City processes over 2 billion gallons of wastewater per year at the WWTP. 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, phosphorous, pathogens, and other microorganisms.[5]

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 City's WWTP. 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 northwest to southeast. The Project would connect to an existing 8-inch sewer pipeline located within Ayala Drive to the east of the project site.

Dry Utilities

The Project would be served by Southern California Gas Company (SoCalGas) and Southern California Edison (SCE). SoCalGas serves 21.1 million consumers through 5.9 million meters in more than 500 communities with its 24,000-square mile service territory through central and southern California.[6] The Project would connect to existing natural gas utilities within the Project vicinity.

Telecommunications

Telecommunication services within the City are provided by AT&T.

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 6.8 miles southeast of the project site. The Mid-Valley Sanitary Landfill has a total site capacity of 408 acres and is expected to reach capacity and closure in 2045.[7] The maximum permitted throughput is 7,500 tons per day and the remaining capacity is 54,219,377 cubic yards. In the event that that the Mid-Valley Sanitary Landfill is closed due to high winds, wastes are transferred to the San Timoteo Landfill in Redlands. The El Sobrante Landfill, in the City of Corona also serves as a backup. The San Timoteo Landfill has a total site

[5] City of Rialto. (2010). Rialto General Plan Update EIR. Accessed October 2024.

[6] SoCalGas. (2024). Company Profile. https://www.socalgas.com/about-us/mission#:~:text=As%20the%20nation%27s%20largest%20natural,in%20more%20than%20500%20communities.Accessed October 2024.

[7] California Department of Resources Recycling and Recovery (CalRecycle), (2024). SWIS Facility/Site Activity Details for Mid-Valley Sanitary Landfill (36-AA-0055). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed October 2024.

capacity of 366 acres and is expected to reach capacity and closure in 2039.[8] The maximum permitted throughput is 2,000 tons per day and the remaining capacity is 12,360,396 cubic yards. The El Sobrante Landfill has a total site capacity of 1,322 acres and is expected to reach capacity and closure in 2051. The maximum permitted throughput is 16,054 tons per day and the remaining capacity is 143,910,000 cubic yards.[9]

4.16.3 Regulatory Setting

Federal Regulations

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA, Health and Safety Code, Sections 116350 through 116405) is intended to protect public health by regulating the nation's public drinking water supply. The Federal SDWA authorizes the United States Environmental Protection Agency (EPA) to set national standards for drinking water to protect against both naturally occurring and man-made contaminants.

Clean Water Act

The Clean Water Act (33 United States Code Section 1251 et seq.) is the cornerstone of water quality protection in the United States. 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."

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established pursuant to the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant. In California, the federal requirements are administered by the State Water Resources Control Board (SWRCB) and individual NPDES permits are issued by the California Regional Water Quality Control Boards.

[8] CalRecycle. (2024). SWIS Facility/Site Activity Details for San Timoteo Sanitary Landfill (36-AA-0087). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1906?siteID=2688. Accessed October 2024.

[9] CalRecycle. (2024c). SWIS Facility/Site Activity Details for El Sobrante Landfill (33-AA-0217). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Accessed October 2024.

The NPDES permit applicable to the project site is issued by the Santa Ana Regional Water Quality Control Board.

State Regulations

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.

California Recycled Water Regulations

The regulation of recycled water is vested by State law in the State Water Resources Control Board (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, Sections 13500 through 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.

Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, Section 10610 et. seq.) was enacted in 1983. The UWMP Act applies to municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet (AF) per year of water. The UWMP Act requires these suppliers to update their Urban Water Management Plan (UWMP) every five years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple dry years.

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 state residents. The SWRCB works alongside other federal programs like the Clean Water Act (CWA) to regulate water sources and uses. The agency regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, stormwater, and other sources.

Assembly Bill 1668 and Senate Bill 606 – May 31, 2018

SB 606 and AB 1668 establish guidelines for efficient water use and a framework for the implementation and oversight of the new standards, which must 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; comprised of indoor residential water use, outdoor residential water use, commercial, industrial and institutional (CII) 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.[10]

Senate Bill 610

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to the CEQA.[11]

Senate Bill 221

Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before Project construction begins.[12]

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 the year 2020. This law requires California commercial businesses and public entities, that generate four or more cubic yards of commercial solid waste per week or is a multi-family residential dwelling with five or more units, to arrange for recycling services.

[10] State Water Resources Control Board (SWRCB). (2023). California Statutes Making Conservation a California Way of Life. https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html. Accessed October 2024.

[11] California Department of Water Resources (CDWR). (2002). Draft Guidebook for Implementation of Senate Bill 1610 and Senate Bill 221 of 2001. Page iii. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Files/DT-SB-610-SB-221-PDF.pdf. Accessed October 2024.

[12] Ibid.

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.

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.

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 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.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act require 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, providing for adequate areas in development projects for the collection and loading of recyclable materials.

Regional and Local Regulations

City of Rialto Urban Water Management Plan

Pursuant to the UWMP Act, the City of Rialto 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 IRUWMP.

City of Rialto Municipal Code 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.

City of Rialto General Plan

The City's General Plan provides guidance to promote the City's goals for current and future development related to solid waste, recycling, and infrastructure, including water and wastewater systems. Relevant General Plan policies for infrastructure and waste handling are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

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 3-8.4 Advocate regular evaluation of the entire water supply and distribution system to ensure its continued adequacy, reliability, and safety.

Policy 3-8.6 Work with water agencies to aggressively recharge groundwater basins and prevent excessive water pumping when there are inadequate supplies.

Policy 3-8.7 Develop new sources of water supply, including drilling additional water wells that are free from perchlorate, and expanding recycling water opportunities.

Policy 3-8.8 Work with municipal water districts to explore new water conservation opportunities within Rialto.

Policy 3-8.9 Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.

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 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.

Policy 3.9-2 Evaluate the wastewater disposal system routinely to ensure its adequacy to meet changes in demand and changes in types of waste.

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.

2010 Renaissance Specific Plan

The 2010 Renaissance Specific Plan (RSP) covers an area of approximately 1,445.3 gross acres within the City and establishes a framework for future development and land use decisions. Buildout of the 2010 RSP would result in a mixed-use community, with a variety of land use types. Section 3 of the 2010 RSP includes development standards for new development projects regarding utilities. Additionally, the 2010 RSP includes a Dry Utilities Plan, Conceptual Water Plan, and Conceptual Sewer Plan, which outline the existing and proposed utilities facilities within the 2010 RSP area.

2016 Renaissance Specific Plan Amendment

The project site is zoned Public Park and Employment in the 2016 Renaissance Specific Plan Amendment (RSPA). The 2016 RSPA establishes the City's planning concept, design, and development guidelines, administrative procedures, and implementation measures required to achieve cohesive development of the 2016 RSPA area. Similar to the 2010 RSP, future and existing utility facilities are outlined in the 2016 RSPA and future development is required to comply with the development standards regarding new utility connections.

4.16.4 Methodology

The Project is evaluated against the significance criteria/thresholds detailed below and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the Project.

Water Supply. The analysis of water supply is based on the change of water levels due to the Project's projected water demand. This information used for this analysis includes results from the 2020 IRUWMP.

Wastewater Capacity and Treatment Regulations. The wastewater analysis identifies the types of wastewater anticipated to be generated by Project implementation and wastewater treatment requirements related to wastewater. Impacts would be considered significant if the Project would not comply or would conflict with existing applicable wastewater regulations resulting in a significant

environmental impact. Refer to Section 4.8, *Hydrology and Water Quality*, for information regarding the Project's impacts on drainage.

Dry Utilities. This analysis addresses the Project's potential impacts on dry utility infrastructure, including electrical, natural gas, and telecommunications facilities. Energy consumption that would occur during both construction and operation of the Project and specific analysis methodologies are assessed in Section 4.5, *Energy*. Energy calculations are provided in **Appendix F** of this SEIR and are based on the same assumptions used in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions* of this SEIR.

Storm Drain Capacity. Impacts on stormwater drainage facilities include the general increase or decrease in stormwater and impact on existing drainage infrastructure that is anticipated to occur from buildout of the Project. As discussed above, issues related to stormwater drainage facilities are further addressed in Section 4.9, *Hydrology and Water Quality*.

Landfill Capacity. The analysis of the 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 Project impact's 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 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 Project would not comply with all applicable federal, state, or local statutes or regulations related to solid waste.

4.16.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as the significance criteria in this section. An impact could be considered significant and may require mitigation if it meets one of the following criteria:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, of telecommunication 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;
- Result in a determination by the waste water 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;
- Generate solid waste is excess of State of local standards, or in excess of the capacity of local infrastructure, or otherwise impair attainment of solid waste reduction goals; or

- Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

4.16.6 Project Impacts and Mitigation Measures

Impact 4.16-1 ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Water

The Project would require the construction of new water service connection laterals that would connect to the existing 12-inch water pipeline located in Miro Way and the existing 14-inch water pipeline located in Ayala Drive. Impacts of required water facilities are addressed throughout this SEIR in the respective SEIR section(s). The majority of Project water facilities would be installed below ground and installed within existing road rights-of-way, and as such the only physical impacts would be associated with temporary impacts during construction. All Project water facilities would be constructed and operated in accordance with applicable guidelines and regulations of the Rialto Water Services and the City and would also follow applicable SEIR mitigation measures in each topical area addressed in the SEIR. As discussed in Section 4.8, *Hydrology and Water Quality*, stormwater would be captured and conveyed via roof drains, inlets, trench drains, and underground storm drain networks, and will ultimately be infiltrated and treated in the respective subsurface infiltration basin. The proposed basins would serve as both a water quality BMP as well as an underground storage facility. In consideration of existing requirements and SEIR mitigation measures, no significant impacts are anticipated with respect to Project water facilities. Further, prior to the issuance of the final building permit, the City would determine the fees associated with connecting to the existing facilities. Payment of fees as required by the City are intended to offset incremental impacts to water facilities by helping fund capital improvements and expenditures. With the proposed lateral connections, the Project would not require the relocation or construction of water facilities. As such, impacts would be less than significant.

Wastewater

Construction on the warehouse development site would result in an additional 399,715 square feet (sf) of warehouse use and 29,000 sf of office use in the City. Prior to construction or operations of the Project, the City permitting process would ensure adequate capacity to treat the anticipated wastewater occurs before the Project is implemented through review of the Utility Plans. The Project would generate approximately 99.1 million gallons of water per year for indoor use, or 0.27 mgd (**Appendix F**).

As discussed above, wastewater during construction and operations from the project site would be treated at the WWTP. An existing 8-inch sewer main is located within Ayala Drive. The Project would include a connection to the existing sewer utilities, ultimately conveying Project effluent to the Rialto WWTP. Connections to the existing 8-inch sewer main is located within Ayala Drive would require off-site construction work, which is included in the Project footprint.

The 2016 RSPA anticipated the development of Planning Areas 126 and 133 would include recreational uses and commercial uses and business uses. As such, although the project site currently consists of vacant, undeveloped land, the 2016 RSPA anticipated the project site would feature future development that would generate wastewater. While the Project would result in an incremental increase in demand for wastewater treatment services, the Project wastewater treatment demand, which is further discussed under the response to Impact 4.16-3, would not result in or require new or expanded wastewater treatment facilities. Improvements to facilitate service to the project site would occur in previously disturbed or areas already proposed to be disturbed. Impacts would be less than significant.

Dry Utilities

SCE currently operates electric power in the City through electricity distribution lines both aboveground and buried lines. The Project would connect to existing SCE lines which would enable services to the project site. Although some new utility infrastructure may be required on-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. At most, it is anticipated that SCE would provide more electricity to the Project compared to what is currently consumed, due to the current vacant status of the project site. New infrastructure would be confined to the project site and not to any off-site facilities. This would represent a less than significant impact and mitigation is not required.

The SoCalGas Company provides gas services to most of southern California. It is anticipated that the project site may require some amount of natural gas to support future operations. Similar to electrical services, natural gas lines already exist in the Project area to enable service to surrounding uses. These areas are anticipated to be heavily disturbed and would not contain any pristine resources. Additionally, it is not anticipated that new or expanded gas supply facilities would be required to serve the Project. As such, all required improvements would be made as part of the proposed improvements in areas that would be disturbed as part of Project implementation or in the aforementioned previously disturbed areas. Therefore, these impacts would be less than significant.

The Project site would require telecommunication services to be provided by AT&T. Existing telecommunication lines would be located within existing adjacent right-of-ways needed to 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. The construction of substantial new telecommunication infrastructures would not be required. These impacts would be less than significant.

It should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development project related to Planning Area would be evaluated on a project-specific level in compliance with CEQA.

Impact 4.16-2 ***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

Construction

Project construction would result in water demand of approximately 3,020 gallons/acre each day based on the Project water demand calculations for the Project's Energy Assessment (**Appendix F**). During construction, the Project would require water usage for dust control measures.

Operation

As shown in **Table 4.16-3: Renaissance Specific Plan Water Demand Comparison**, implementation of the proposed Project would result in a decrease in water demand. **Table 4.16-3** is from the 2016 RSPA, which based their water supply analysis on the 2008 Water Supply Assessment prepared for the 2010 RSP. Under the existing zoning, the total water demand for Planning Areas 123, 126, and 133, would be 140 AFY, as analyzed in the City's General Plan EIR. Under the proposed rezone, the total water demand for Planning Areas 123, 126, and 133 would be 131 AFY.

A Project-specific water supply assessment was not required for the Project as the methodology for analyzing Project water usage is consistent with the methodology for implementation of the 2016 RSPA.

The City's General Plan EIR evaluated water usage for the City based on existing zoning designations of the 2016 RSPA (including the project site) and assuming full build out of the project site under its current zoning designations. Based on this, it is anticipated that the City has an adequate water supply to serve the Project. The proposed rezone would result in a decrease in water demand of Planning Areas 123, 126, and 133, it is anticipated that the City would have adequate water supplies available to serve the Project during normal, dry, and multiple dry years. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Table 4.16-3: Renaissance Specific Plan Water Demand Comparison

Existing Land Uses					
Land Use	**Planning Area**	**Unit Water Demand (gpd/ac)**	**Unit Water Demand (AF/ac)**	**Acreage (ac)**	**Water Demand (AFY)**
Commercial	123	3,500	3.92	13	51
Public Park	126	4,000	4.48	16.6	75
Commercial	133	3,500	3.92	3.4	14
				Total Approved Demand	**140**
Proposed Land Uses					
Land Use	**Planning Area**	**Unit Water Demand (gpd/ac)**	**Unit Water Demand (AF/ac)**	**Acreage (ac)**	**Water Demand (AFY)**
Commercial	123	3,500	3.92	13	51
Commercial	126	3,500	3.92	16.6	66
Commercial	133	3,500	3.92	3.4	14
				Total Proposed Demand	**131**
				Difference in Demand	**-9**

Source: City of Rialto. (2016). Renaissance Specific Plan Amendment EIR.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.16-3 Would the Project result in a determination by the waste water 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

Wastewater services are provided by Rialto Water Services and is treated at the Rialto Wastewater Treatment Plant (WWTP). The Project would include connections to the existing 8-inch sewer pipeline located within Ayala Drive, to the east. The Project would include the construction of two warehouse buildings on vacant land, and thus would result in an increase in wastewater treatment demand at the project site. Based on the Project water demand for the Energy Assessment (**Appendix F**), the Project would result in a demand for approximately 99.1 million gallons of water per year for indoor use, or 0.27 mgd. The General Plan noted that the design capacity of the Rialto WWTP exceeds 12 mgd and that, as of 2020, the City produces approximately 7 to 8 mgd of sewage. There is approximately 4 to 5 mgd capacity remaining. Accordingly, Project operations would generate a minimal increase and it is anticipated that the City's existing wastewater facilities would have adequate capacity to serve the Project. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.16-4 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?

Level of Significance: Less Than Significant Impact

The proposed Project would be served by the Mid-Valley Sanitary Landfill (2390 North Alder Avenue), located approximately 1.8 miles north of the project site. The landfill has a daily throughput of 7,500 tons per day and a remaining capacity of 54,219,377 cubic yards.[13]

Construction

Site preparation 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.

According to the EPA's (2003) "Construction and Demolition Amounts," the overall waste generation rate of nonresidential construction is expected to be 4.34 pounds of waste per square foot constructed. Using the EPA waste generation rates and the overall warehouse development's square footage of approximately 428,715 sf, the Project is estimated to generate approximately 930 tons of solid waste during Project construction.[14] Application of the CBC requirements would divert a minimum of 50 percent of the construction waste from the landfill, which results in a total estimated construction solid waste generation of approximately 465 tons.

As discussed above, the Mid-Valley Sanitary Landfill has approximately 7,500 tons per day of intake capacity; therefore, the landfill would support a temporary increase in solid waste during construction of the Project over time, in multiple phases. 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 statues and regulations related to solid waste. As a result, impacts associated with short-term solid waste would be less than significant.

Operation

As discussed in Section 3.0, *Project Description*, and shown in **Table 3-2** the proposed rezone for Planning Areas 123, 126, and 133 would result in approximately 156 new employees and the warehouse development would result in approximately 147 new employees. It is estimated that the warehouse development would generate approximately 346 tons of solid waste (2.35 tons per employee a year x 147 employees) using the generation rate identified in the 2010 RSP EIR. Pursuant to AB 939, a minimum of 50 percent of solid waste would be required to be recycled. Accordingly, the Project would generate approximately 0.9 tons per day of solid waste that would be directed to a landfill, which represents 0.01

[13] CalRecycle. (2024). SWIS Facility/Site Activity Details. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed October 2024.

[14] Environmental Protection Agency (EPA). (2003). Construction and Demolition Materials Amounts. https://www.epa.gov/sites/default/files/2017-09/documents/estimating2003buildingrelatedcanddmaterialsamounts.pdf. Accessed October 2024.

percent of the Mid-Valley Landfill maximum permitted daily capacity of 7,500 tons per day. Although the Project would increase solid waste generation and decrease available capacity of the Mid-Valley Sanitary Landfill, Project operations are anticipated to result in a minimal increase in remaining capacity of the landfill. The Project would be served by a landfill with sufficient remaining permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project's solid waste disposal needs could be accommodated at one or a combination of the disposal facilities discussed above. Operational activities would be subject to compliance with all applicable federal, State, and local statutes and regulations for solid waste, including those identified under CALGreen and AB 939. Further, the Project would not exceed the permitted capacity of the landfill and solid waste infrastructure and would generate a minimal amount of solid waste compared to the permitted daily capacity at the Mid-Valley Landfill, The Project would result in less than significant impacts concerning solid waste, and no mitigation is required.

Further, it should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Program

2016 Renaissance Specific Plan Amendment EIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

Impact 4.16-5 Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less Than Significant Impact

As previously discussed, the Mid-Valley Sanitary Landfill has a daily maximum intake load of 7,500 tons per day. The remaining disposal capacity is 54,219,377 cubic yards according to the most current published data. Based on the remaining capacity of the transfer station and landfill, and the long-term planning programs required to meet CalRecycle requirements, there would be adequate waste disposal capacity within the permitted County's landfill system to meet the needs of the Project. Although the project site is currently vacant, future development was anticipated at the project site by the City within the 2016 RSPA, which would result in solid waste generation. The Project would comply with applicable local, State, and federal regulations regarding solid waste, such as AB 939, the Solid Waste Disposal Management Act, and the California Solid Waste Reuse and Recycling Access Act. Solid waste services would be provided to the Project without significantly impacting existing and planned development within the City and County. Additionally, development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts associated with compliance with federal, State, and local management and reduction statutes and regulations related to solid waste would be less than significant.

Mitigation Program

2016 Renaissance Specific Plan Amendment SEIR Mitigation Measures

No mitigation measures are applicable.

Project Mitigation Measures

No mitigation is required.

4.16.7 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 described above, all impacts from the project site to public services and utilities systems would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards. In addition, the project site would recycle and implement measures on-site to reduce the waste stream to landfill(s) and the Project applicant would pay the applicable development impact and service fees. The Mid-Valley Sanitary Landfill is using approximately 54 percent of its capacity and is projected to have sufficient capacity to serve current and future needs until its scheduled closure in 2045. Impacts related to storm water drainage facilities are addressed in Section 4.8, *Hydrology and Water Quality*. The proposed stormwater management systems would adequately serve the project site and would not require the expansion or relocation of existing facilities. Additionally, the Project's water demand would be adequately met by the Rialto Water Services, and the Project would include lateral connections to the existing 12-inch water pipeline located in Miro Way and the existing 14-inch water pipeline located in Ayala Drive. Although temporary significant impacts during construction of future projects could occur, these impacts would only occur during development of the future sites, would be typical of construction, would be localized, would occur at different times, and would be required to implement site-specific erosion control BMPs. Therefore, impacts are not anticipated to be cumulatively considerable. Other past, present, and reasonably foreseeable projects would be anticipated to implement similar measures or implement mitigation to fully mitigate their contribution to cumulative impacts. Therefore, there are no significant cumulative impacts anticipated relative to public utility and service systems, and the proposed Project's contribution toward potential future utility and service system impacts in the City is not cumulatively considerable. Cumulative impacts for dry utilities such as electricity and natural gas are discussed in Section 4.5, *Energy.*

4.16.8 Level of Significance After Mitigation

The Project would result in less than significant impacts associated with utilities and service systems. No mitigation is required.

5.0 OTHER CEQA CONSIDERATIONS

5.1 Significant and Unavoidable Impacts

Section 15126.2(c) of the California Environmental Quality Act (CEQA) Guidelines requires that the Environmental Impact Report (EIR) describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The environmental effects of the Miro Way and Ayala Drive Project (proposed Project or Project) are addressed in Sections 4.1 through 4.16 of this Subsequent Environmental Impact Report (SEIR). Implementation of the Project would result in potentially significant impacts for the following topical issues: air quality, biological resources, cultural resources, energy, noise, and tribal cultural resources. Implementation of mitigation measures (**MMs**) provided in Sections 4.1 through 4.16 would reduce these impacts to levels considered less than significant with the exception of greenhouse gas emissions (GHG) impacts. Significant and unavoidable impacts are discussed below and in the respective section.

- **Generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment.** Mitigated GHG emissions would exceed the 3,000 million metric tons of CO_2e ($MTCO_2e$) per year threshold despite implementation of all feasible mitigation. Therefore, Project-related GHG emissions would be significant and unavoidable.

5.2 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a project. Examples include: primary or secondary impacts of a project that would generally commit future generations to similar uses (e.g., highway improvements that would provide access to a previously inaccessible area); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or irreversible damage that could result from any potential environmental accidents associated with the project.

Implementation of the proposed Project would require the long-term commitment of natural resources and land. Development of the Project would result in the commitment of land resources with warehouse uses. The Project includes infrastructure to support the proposed land use and is located within the 2016 RSPA area, which was planned for future development to accommodate future needs of the City. Construction and long-term operation of the Project would require the commitment and reduction of 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. Potential impacts associated with air quality, GHG emissions, and water supply are further discussed in Section 4.2, *Air Quality*, Section 4.5, *Energy*, Section 4.6, *Greenhouse Gas Emissions*, and Section 4.8, *Hydrology and Water Quality*.

5.3 Growth Inducing Impacts

State CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a proposed project could induce growth. The State 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.

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 most recent estimated population of the City of Rialto (City) is 103,097 persons as of January 2024.[1] The California Employment Development Department (EDD) calculated the City's workforce to be 47,100, with 44,100 of those persons employed and 2,900 unemployed.[2] As discussed in Section 4.11, *Population and Housing*, and shown in **Table 3-2**, the proposed warehouse development would generate 147 jobs. Because this is less than the 2,900 unemployed persons within the City as estimated by the EDD, the proposed Project would not necessarily spur a boost in population since the employees could be found within the City's existing residents. The

[1] California Department of Finance. (2024). Table 2:E-5 City/County Population and Housing Estimates, 1/1/2024. Sacramento, CA: Department of Finance. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed October 2024.

[2] California Employment Development Department. (2024). *Local Area Unemployment Statistics (LAUS).* https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data. Accessed October 2024.

proposed Project, at the time of its implementation, 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 include the development of residential units. Further, upon approval of the proposed rezone, the Project would be consistent with the 2016 RSPA zoning for the project site. Therefore, the Project would not directly affect housing availability within the City.

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 2016 Renaissance Specific Plan Amendment.

Existing utilities and service systems (i.e., water, wastewater, solid waste, and electricity) are available to provide services to the Project. While upgrades to the existing utilities may be necessary, major infrastructure is already present in the area. The utility improvements that are being implemented are distribution lines that would serve the land uses on-site. 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 not considered growth inducing with respect to removal of obstacles to growth or through the provision of infrastructure.

Encourage and Facilitate Other Activities That Could Significantly Affect the Environment, Either Individually or Cumulatively

Refer to Sections 4.1 through 4.16 of this SEIR. As discussed, the Project would result in significant and unavoidable GHG impacts. GHG impacts associated with Project implementation are primarily a result of mobile source emissions, which are regulated by federal and State regulations. The Project would implement mitigation measures to reduce the significance of these impacts to the greatest extent feasible. While these impacts would remain significant and unavoidable, they would not encourage other activities that could significantly affect the environment. Implementation of the Project is anticipated to have a beneficial economic effect. During construction, design, engineering, and construction-related jobs would be created. These jobs would span from planning to construction of the Project, lasting until the Project is completed and in use. This would be a direct but temporary growth-inducing impact of the Project. The Project would create employment positions.

5.4 Effects Found Not To Be Significant

The CEQA provides that an EIR shall 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 (City), the lead agency for the Miro Way and Ayala Drive Project (proposed Project or 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 a Subsequent Environmental Impact Report (SEIR) 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) Section 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 EIR. The Draft SEIR further evaluates all of the Project's possible significant effects in accordance with the State 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 SEIR, except to be listed in this section as they were adequately addressed in the 2010 RSP EIR and are not relevant to the implementation of the proposed Project. The following identifies the threshold and a discussion of why the "less than significant" or "no impact" determination was reached.

Agriculture and Forestry Services

Impact 5.4-1: ***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?***

Level of Significance: No Impact

According to the California Department of Conservation's California Important Farmland Finder the project site is comprised of Other Land.[3] As such, the Project would not result in the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. In addition, the project site is zoned Renaissance Specific Plan within the Rialto General Plan (General Plan) and has a land use designation of School, Public Park and Employment with a Designated Park overlay. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Because implementation of the Project would not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impact would occur.

Impact 5.4-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Level of Significance: No Impact

As previously discussed, the project site is not zoned for agricultural use and consists of Other Land.[4] The project site is currently zoned School, Public Park, Employment with a Designated Park overlay, none of which permit agricultural use. Additionally, the project site is not under an active Williamson Act contract.[5] Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as

[3] California Department of Conservation (DOC). (2024a). California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2024.

[5] DOC. (2017). State of California Williamson Act Contract Land. https://planning.lacity.gov/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf. Accessed September 2024.

applicable. Therefore, no impacts associated with an active Williamson Act or agricultural zoning would occur.

Impact 5.4-3: ***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))?***

Level of Significance: No Impact

Impact 5.4-4: ***Result in the loss of forest land or conversion of forest land to non-forest use?***

Level of Significance: No Impact

The project site would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) given that the project site and surrounding properties feature urban land uses and are not zoned for forest land uses. The project site is currently undeveloped. As such, development of the project site would not result in rezoning of forest land as it proposes two warehouse buildings and associated site improvements. Additionally, Project implementation would include the rezoning of Planning Areas 126 and 133 to Business Center to accommodate the proposed warehouse development as well as the rezone of Planning Area 123 from School to General Commercial with a Residential overlay. Operational activities for the Project would not involve logging, forestry, or agricultural uses. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impacts associated with conflicts with existing zoning for forest land or timberland would occur.

Impact 5.4-5: ***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?***

Level of Significance: No Impact

Due to the lack of existing farmland, forest lands, or areas zoned for agriculture, or timberlands on the project site or immediately surrounding areas, development of the project site would not involve 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 nearest designated farmland and active agricultural operations are located approximately 4.9 miles west of the project site. Construction of the Project would be limited to the boundaries of the project site and would not impact existing off-site agricultural operations. Further, operations for the Project would not involve logging, forestry, or agricultural uses. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impact would occur.

Geology and Soils

Impact 5.4-6i: ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?***

Level of Significance: Less than Significant Impact

The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active fault traverses the project site. The nearest fault zone is the San Jacinto Fault Zone, located approximately 2.6 miles east of the project site .[6] In addition, the Project would be subject to the current California Building Code (CBC) guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce potential seismic impacts. Therefore, the Project would not directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Impact 5.4-6ii: ***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

The City, as well as most of Southern California, is located in a region of historic seismic activity. As previously discussed, the nearest fault zone to the project site is the San Jacinto Fault zone, located approximately 2.6 miles to the northeast.[7] During seismic events, the project site could experience moderate ground shaking associated with the fault described above. Strong levels of seismic ground shaking can cause damage to buildings. The intensity of ground shaking on the project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the project site and the epicenter. The City would impose regulatory controls to address potential seismic hazards through the permitting process. The Project would be subject to the current CBC guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce the effects of seismic ground shaking. The project site is not located within an active fault zone. As such, the potential for damage to occur as a result of ground shaking is considered low. Following compliance with standard engineering practices and the CBC guidelines, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant. Additionally, it should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

[6] DOC. (2024b). *Earthquake Zones of Required Investigation Map*. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed October 2024.

[7] DOC. (2024b). Earthquake Zones of Required Investigation Map. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed October 2024.

Impact 5.4-6iii: 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: No Impact

Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, a project site must be subject to three factors: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes. Soils on-site consist of Tujunga gravelly loamy sand and Tujunga loamy sand (**Appendix D**). According to the Preliminary Geotechnical Investigation prepared for the residential and commercial development at the Rialto Municipal Airport, groundwater depths on-site are approximately 450 feet below ground surface (bgs). Additionally, the project site is not located within a liquefaction zone.[8] The project site consists of previously disturbed vacant land. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impacts associated with liquefaction would occur.

Impact 5.4-6iv: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Level of Significance: No Impact

Landslides can occur if ground shaking and/or heavy rainfall disturb areas of steep slopes consisting of unstable soils. The project site is previously disturbed land and is relatively flat with elevations ranging from 1,385 feet above mean sea level (amsl) to 1,420 feet amsl and is not located within a landslide zone.[9] Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impacts related to landslides would occur.

Impact 5.4-7: Would the project result in substantial soil erosion or the loss of topsoil?

Level of Significance: Less Than Significant Impact

Erosion is the movement of rock and soil by natural processes. Soil present within the project site generally consists of Tujunga gravelly loamy sand and Tujunga loamy sand (**Appendix D**). The project site consists of previously disturbed land and is relatively flat. Given the project site's topography and geology, the potential for loss of topsoil is considered low.

Ground disturbing activities associated with Project construction have the potential to expose soil to short-term erosion. The Project would be required to implement a Storm Water Pollution Prevention Program (SWPPP), which would include general Best Management Practices (BMPs) to ensure erosion and

[8] DOC. (2024b). Earthquake Zones of Required Investigation Map. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed October 2024.

[9] Ibid.

sedimentation is prevented from leaving the project site. Erosion BMPs may include sandbag barriers, storm drain inlet protection, or hydroseeding. With compliance implementation of the SWPPP the Project's potential to result in substantial soil erosion or loss of topsoil would be less than significant. Additionally, it should be noted that development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Impact 5.4-8: 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

As discussed above, the project site is not located in a liquefaction zone, and the potential for liquefaction to occur is considered very low. As such, the potential for lateral spreading is also considered very low, as lateral spreading is a type of liquefaction. The project site consists of previously disturbed and relatively flat land with elevation ranging from 1,385 feet amsl to 1,420 feet amsl. The project site is not located within a landslide zone.[10] Subsidence occurs when the withdrawal of groundwater, oil, or natural gas vertically displaces a large portion of land. Soils that are particularly subject to subsidence include those with high silt or clay content. Tujunga gravelly loamy sand and Tujunga loamy sand underlie the project site. The Rialto Building Division would review construction plans to verify compliance with standard engineering practices and the CBC. Further, the Project would not be located on a geologic unit of soil that would become unstable and potentially result in subsidence. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Impact 5.4-9: Would the project 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?

Level of Significance: Less Than Significant Impact

The project site is underlain by Tujunga gravelly loamy sand and Tujunga loamy sand, which are not considered expansive soils. As previously discussed, the Rialto Building Division would review construction plans to verify compliance with standard engineering practices and the CBC guidelines. The Project would not create substantial direct or indirect risks to life or property concerning expansive soils. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

[10] DOC. (2024b). Earthquake Zones of Required Investigation Map. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed October 2024.

Impact 5.4-10: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Level of Significance: No Impact

The Project would not include the use of septic tanks of alternative waste water disposal systems. No impact would occur.

Impact 5.4-11: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Level of Significance: Less Than Significant Impact

The Project would include the construction and operation of two warehouse buildings on previously disturbed land. The project site is located within an urbanized portion of the City and includes portions of the previous Rialto Municipal Airport, which ceased operations in 2014. As such, it is unlikely that existing paleontological resources are still present on-site due to previous extensive development and demolition. Further, the Project would comply with applicable Laws, Ordinances, and Regulations (**LORs**). Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Mineral Resources

Impact 5.4-12: Would the Project 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?

Level of Significance: No Impact

According to Exhibit 4.10-1 of the 2010 RSP EIR, the project site is located within Mineral Resource Zone (MRZ) 2. Areas identified as MRZ-2 includes areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.[11] Although the area is classified MRZ-2, no mineral extraction activities occur on the project site and such uses are not allowed. The project site consists of Planning Areas 123, 126, and 133, which are zoned School, Public Park, and Employment with a Designated Park overlay, respectively. The School, Public Park, and Employment zones do not allow for mineral extraction. The Project would rezone Planning Areas 126 and 133 to Business Center, which would allow for the development of the proposed warehouse development. The Business Center zoning does not allow for mineral extraction.

Additionally, the Project would rezone Planning Area 123 from School to General Commercial with a Residential overlay. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Project implementation would not result in the loss of availability of a known mineral resource. No impact would occur.

[11] City of Rialto. (2010). Renaissance Specific Plan EIR. Accessed October 2024.

Impact 5.4-13: ***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: No Impact

The project site consists of vacant, previously disturbed land. The project site is currently zoned School, Public Park, and Employment with a Designated Park overlay. Neither the School, Public Park, nor Employment zoning designations allow for mineral extraction. Additionally, the project site is not identified by the City as a locally important mineral resource recovery site. As such, implementation of the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. Additionally, it should be noted that Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. No impact would occur.

Wildfire

Impact 5.4-14: ***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less Than Significant Impact

The City has adopted an Emergency Operations Plan (EOP), which provides comprehensive policy and guidance for emergency and response operations to natural and manmade hazards. Ayala Drive, Linden Avenue, and Miro Way are not designated evacuation routes for the City. Project construction would not require the full closure of existing roadways. Emergency access to the project site would be provided via the four proposed driveways to provide site access to emergency personnel and vehicles during Project operation. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Impact 5.4-15: ***Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Level of Significance: Less Than Significant Impact

According to CAL FIRE's Fire Hazard Severity Zone (FHSZ) Viewer, the project site is located within a non-Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area.[12] The project site consists of vacant, previously disturbed land within an urbanized portion of the City. The project site would not include features which would exacerbate wildfire risks or expose Project occupants to pollutant concentrations of the uncontrolled spread of a wildfire. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be

[12] CAL FIRE. (2024). Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/. Accessed October 2024.

evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Impact 5.4-16: Would the Project 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?

Level of Significance: Less Than Significant Impact

The Project would include construction of two warehouse buildings, with parking and landscaping included. Project implementation would comply with the requirements of the California Fire Code. The Project does not include components that would exacerbate wildfire risk. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

Impact 5.4-17: Would the Project 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?

Level of Significance: Less Than Significant Impact

The project site consists of vacant, previously disturbed land. Because the project site is located within an urbanized portion of the City, it would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. As discussed above, the project site is not located within a landslide zone. Additionally, as discussed in Section 4.8, *Hydrology and Water Quality,* the project site is classified as Zone X, which identifies areas of minimal flooding. Development of Planning Area 123 is not proposed as a part of the Project. Future development projects related to Planning Area 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable. Impacts would be less than significant.

5.5 Mandatory Findings of Significance

State 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 is required if there is substantial evidence that a project has the potential to have a significant effect on the environment as defined in State CEQA Guidelines Section 15065(a)(1)-(4) and discussed below.

5.5.1 The 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 SEIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance. This SEIR 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
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

A summary of all potential environmental impacts, level of significance 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 fully discussed in Section 4.3*, Biological Resources,* of this SEIR. This section found that although the project site features habitat for the Crotch's bumble bee, burrowing owl, California horned lark and loggerhead shrike, mitigation would reduce potential impacts to these species to less than significant, as further discussed in Section 4.3, *Biological Resources*.

Section 4.4*, Cultural Resources,* of the SEIR 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 the City's historical and cultural resources. The mitigation presented in the section further lowered the significance of the potential impacts to less than significant levels.

5.5.2 The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The Project would occupy an area previously used by the former Rialto Municipal Airport, which ceased operations in 2014. The Project would be consistent with the 2016 RSPA upon the approval of the proposed rezone. Section 5.2, *Significant and Irreversible Environmental Changes*, of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 1.0, *Executive Summary*, identifies all significant and unavoidable impacts that could occur that would result in a long-term impact on the

environment. Lastly, Section 5.3, *Growth Inducing Impacts*, identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project.

5.5.3 The project has possible environmental effects that are individually limited but cumulatively considerable.

State CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" as times when "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative impacts are addressed for each of the environmental topics provided in Sections 4.1 through 4.16 of this SEIR.

5.5.4 The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

A change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems, all of which are addressed in their respective sections of this SEIR. Applicable mitigation is addressed within each section.

This Page Intentionally Left Blank

6.0 ALTERNATIVES

6.1 Introduction

California Environmental quality Act (CEQA) Guidelines Section 15126.6(a) states that an Environmental Impact Report (EIR) must "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 significant effects of the project and evaluate the comparative merits of the alternatives." In selecting alternatives to the Miro Way and Ayala Drive Project (proposed Project or Project), the City of Rialto (City), as Lead Agency, is to consider alternatives that could feasibly attain most of the basic objectives of the Project and avoid or substantially lessen one or more of the significant effects.

Alternatives to the proposed Project are to be evaluated based on their feasibility within the rule of reason as set by State CEQA Guidelines Section 15126.6(f). The rule states that "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 selection of alternatives would also take into consideration based on "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)."

6.2 Project Summary

The proposed Project would allow for the development of two warehouse buildings and associated on-site improvements on Planning Areas 126 and 133. The Project proposes 399,715 square feet (sf) of warehouse space and 29,000 sf of office space. The warehouse development is comprised of 2016 Renaissance Specific Plan Amendment (RSPA) Planning Areas 126 and 133. Additionally, the Project would include the rezone of Planning Area 123 from School to General Commercial with a Residential overlay, for future development. The Project is described in further detail in Chapter 3.0, *Project Description*.

Access to the project site would be provided via two driveways along Ayala Drive and two driveways along the proposed alignment of Miro Way. The proposed Project would provide a total of 283 automobile parking spaces. Parking spaces would be located along the perimeter of each building.

The project site has a City of Rialto General Plan (General Plan) land use designation of Specific Plan. According to the 2016 RSPA, the warehouse development is zoned Public Park and Employment with a Park overlay. The Project proposes a rezone to change the existing zoning of Planning Areas 126 and 133 to Business Center. The Business Center zone would allow for the development of the proposed warehouses.

6.3 Criteria for Selecting Alternatives

Several criteria were used to select alternatives to the proposed Project, as described below.

Ability To Achieve Project Objectives

Section 15126.6(f) of the State CEQA Guidelines (14 CCR) 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.*

For purposes of the alternative analysis, each alternative assessed in this Subsequent Environmental Impact Report (SEIR) was evaluated to determine the extent to which it could attain the following objectives identified for the proposed Project as set forth in Section 3, *Project Description*:

- To implement the approved Renaissance Specific Plan as amended;
- To facilitate the redevelopment of the former Rialto Municipal Airport;
- To implement and facilitate the rezone of Planning Area 123;
- To implement and facilitate the development of the Planning Area 126 and 133 industrial/warehouse development;
- To facilitate development through efficient land use planning and phased infrastructure design;
- To create a range of job and economic development opportunities for local individuals and businesses; and
- To continue to develop a master planned community that has a unique character and quality with a commitment to sustainability, flexible planning, high quality architecture and site design, and the provision of attractive on-site open space, public spaces, recreational facilities, and landscape design.

Elimination/Reduction of Significant Impacts

Section 15126.6(b) of the State CEQA Guidelines (14 CCR) 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 Section 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."

Potentially significant environmental impacts that would result from the Project are evaluated in Sections 4.1 through 4.16 of this SEIR. With implementation of the respective 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 emission (GHG) impacts. The Project would result in significant and unavoidable GHG impacts.

Considered but Rejected

Section 15126.6(c) notes that the EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Reasons underlying the lead agency's determination may include factors such as failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. The City of Rialto, as the Lead Agency, did not identify additional alternatives for consideration.

Feasibility

Section 15126.6(f)(1) of the State CEQA Guidelines (14 CCR) 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 for Analysis

In accordance with Section 15126.6(a) of the State CEQA Guidelines, the discussion in this section of the EIR focuses on a reasonable range of alternatives. 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.

Three alternatives to the proposed Project have been identified.

- Alternative 1: No Development
- Alternative 2: Reduced Development Intensity
- Alternative 3: Industrial Park

The evaluation of each alternative uses the same thresholds of significance identified in Sections 4.1 through 4.16. **Table 6-1. Summary of Proposed Project and Alternative Impacts**, compares the alternative's anticipated environmental impacts with the implementation of mitigation, as required. **Table 6-2: Project Objectives Consistency Analysis,** summarizes each alternative's ability to achieve the Project objectives.

Table 6-1. Summary of Proposed Project and Alternative Impacts

Topic	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Aesthetics	LS	–	=	=
Air Quality	LS/M	–	–	+
Biological Resources	LS/M	–	=	=
Cultural Resources	LS/M	–	=	=
Energy	LS/M	–	–	–
Greenhouse Gas Emissions	**SU**	–	–	–
Hazards and Hazardous Materials	LS	–	=	=
Hydrology and Water Quality	LS	–	=	=
Land Use and Planning	LS	–	=	=
Noise	LS/M	–	–	–
Population and Housing	LS	–	=	=
Public Services	LS	–	=	=
Recreation	LS	–	=	=
Transportation	LS	–	=	–
Tribal Cultural Resources	LS/M	–	=	=
Utilities and Services Systems	LS	–	=	=

Notes:
LS = Less than Significant
LS/M = Less than Significant with Mitigation/Standard Conditions
S/U = Significant Unavoidable Impact
(–) The alternative would result in less of an impact than the proposed Project or no impact.
(+) The alternative would result in greater impacts 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 6-2: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Development	Alternative 2: Reduced Density	Alternative 3: Industrial Park
	Consistent?		
1. To implement the approved Renaissance Specific Plan as amended;	No	Yes	Yes
2. To facilitate the redevelopment of the former Rialto Municipal Airport.	No	Yes	Yes
3. To implement and facilitate the rezone of Planning Area 123.	No	Yes	Yes
4. To implement and facilitate the development of the Planning Area 126 and 133 industrial/warehouse project.	No	Yes	Yes
5. To facilitate development through efficient land use planning and phased infrastructure design.	No	Yes	Yes
6. To create a range of job and economic development opportunities for local individuals and businesses.	No	Yes	Yes
7. To continue to develop a master planned community that has a unique character and quality with a commitment to sustainability, flexible planning, high quality architecture and site design , and the provision of attractive on-site open space, public spaces, recreational facilities, and landscape design.	No	Yes	Yes

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

State 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, landscape improvements, or surface lot improvements developed on the project site. In its existing condition, the project site would remain vacant.

Section 15126.6(e)(3)(B) of the State 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.

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 improvements, including landscaping, would be provided. Because Alternative 1 would not involve development of the project site, there would be no new sources of lighting.

This alternative would have no impact on aesthetics, whereas impacts associated with the proposed Project would be less than significant.

Air Quality. With Alternative 1, because there would be no development, no air quality emissions would be generated. The Project would result in less than significant air quality impacts and would include mitigation measures to further reduce the significance of air quality impacts. Although this Alternative would not have any air quality impacts, air quality impacts associated with the Project would be less than significant.

Biological Resources. This alternative would have no impacts to biological resources. 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 proposed 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. Therefore, the potential to discover and impact previously undisturbed cultural resources, including archaeological resources, would not occur. Although this alternative would have no impact on cultural resources, impacts associated with the proposed Project would be mitigated to a less than significant level.

Energy. 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 not occur because no construction or development would occur. However, it is noted that the proposed Project implementation would not result in significant impacts concerning energy usage. Therefore, Alternative 1 would have no impact on energy, whereas the proposed Project would result in a less than significant impact.

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 greenhouse gas (GHG) emissions from construction activities or long-term GHG emissions from vehicles or the consumption of electricity, natural gas, and water associated with operations of the land uses assumed as a part of the proposed Project. This alternative would not generate additional GHG emissions, in comparison to the Project's impact, which would be significant and unavoidable based on the significance criteria set forth in this SEIR. Alternative 1 would result in no impacts to GHG emissions.

Hazards and Hazardous Materials. The project site is currently vacant and therefore does not generate, use, or transport any hazardous materials. The current uses on the project site do not generate any hazardous materials that could be accidentally released into the environment, and they do not 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. This alternative would have no impacts regarding hazards and hazardous materials, whereas impacts associated with the Project would be less than significant.

Hydrology and Water Quality. Alternative 1 assumes no development would occur on the project site. The existing on-site drainage pattern and runoff quantities would remain the same, and this alternative would not deplete groundwater supplies or interfere with groundwater recharge.

Site development under the proposed Project would alter the project site's existing drainage pattern because the project site would change from a currently undeveloped to a developed project site. However, the proposed drainage facilities would be sized to adequately treat runoff water from the project site, and the project site does not include discharge to any streams or rivers. The proposed Project would be required to prepare an erosion control plan 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 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 proposed 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 proposed Project would comply with the design guidelines contained in the Renaissance Specific Plan Amendment. This alternative would have no impact on land use and planning because no development would occur, whereas the Project's impacts would be less than significant.

Noise. With 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, this alternative would avoid construction and operational noise impacts associated with the proposed Project, whereas the proposed 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 project site in its existing condition. The proposed Project would not induce substantial unplanned population or displace any existing housing. Therefore, this alternative would have no impact, whereas the proposed Project would have a less than significant impact.

Public Services. The public services evaluated in this SEIR are fire protection, police protection, school services, recreational facilities, and other public services. Because Alternative 1 would not involve new development, no impacts to public 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 of 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, this alternative would have no impact on public services. The proposed Project would have a less than significant level on police and fire service.

Transportation. Because Alternative 1 would not involve new development, this alternative would not generate VMT or increase traffic within the Project area. Development of the proposed Project would result in an increase in traffic within the Project area. Therefore, this alternative would have no impact associated with transportation, whereas potential impacts associated with the proposed Project would be less than significant.

Tribal Cultural Resources. Tribal cultural resource impacts are primarily dependent upon the construction and operations footprint of each development, as well as depth of excavation. Alternative 1 would not involve any construction and excavation activities. 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. The SEIR evaluated potential impacts on the following: water supply and facilities, wastewater infrastructure and facilities, electricity, natural gas, telecommunications, and solid waste. Because Alternative 1 would not involve the development of industrial land uses or the generation of any new employees, no impacts would occur. Since this alternative 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, demand for water, wastewater facilities, and solid waste disposal would not be generated. Although the proposed Project would increase demand, a less than significant impact would occur.

Alternative 1: Conclusion

Alternative 1 would have no significant impacts when compared to the proposed Project because no development would occur. Significant and unavoidable greenhouse gas emissions 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 6-1**.

However, this alternative fails to meet any of the Project's basic objectives. The No Project Alternative would fail to provide expanded economic activity to the City and would 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.

Alternative 2: Reduced Development Intensity Plan

The Reduced Development Intensity Plan Alternative would involve the development of one warehouse building. The building would be one level with approximately 200,000 sf of development. Alternative 2 would include approximately 96 automobile parking spaces and landscaping along the boundaries of the warehouse development and within parking areas. Similar to the proposed Project, Alternative 2 would require a rezone to the Business Center zone and a CDP, and would comply with the development standards of the 2016 RSPA. **Table 6-3: Alternative 2 and Proposed Project Comparison**, identifies a decrease of 228,715 sf compared to the Project.

Table 6-3: Alternative 2 and Proposed Project Comparison

Development Standard	Alternative 2	Proposed Project		
		Building 1	Building 2	Total
Building Area	200,000	53,640	375,075	428,715

Alternative 2: Impact Comparison to the Proposed Project

Aesthetics. Similar to the Project, Alternative 2 would comply with development requirements of the 2016 RSPA. Both the Project and Alternative 2 would comply with applicable light and glare regulations, such as compliance with General Plan Policy 2-15.3, which requires the use of building materials that do not produce glare. As a result, neither Alternative 2 nor the Project would result in significant visual impacts. Further, similar to the Project, Alternative 2 would include surface parking and landscaping. Both Alternative 2 and the Project would have a less than significant impact on aesthetics.

Air Quality. The Project would result in less than significant air quality impacts with mitigation incorporated. Under Alternative 2, construction maximum daily emissions would be the same or similar to the Project. Operational emissions associated with Alternative 2 would decrease as Alternative 2 would result in a decrease in 228,715 sf. Additionally, this Alternative would likely result in less daily trips during operation. Similar to the proposed Project, Alternative 2 would include mitigation to reduce intensity of air quality impacts. Compared to the Project, Alternative 2 would result in less significant air quality impacts with mitigation.

Biological Resources. Biological 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 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 with mitigation incorporated impact on biological resources.

Cultural Resources. 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 project site disturbance would be the same for the 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 with mitigation incorporated impact on cultural resources.

Energy. 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 reduced compared to the Project due to a reduced project footprint. Both Alternative 2 and the Project's implementation would result in less than significant impacts concerning energy usage as both the Alternative 2 and the Project would require limited energy use during operation. Both the Project and Alternative 2 would include mitigation to further reduce potential impacts during operation. Under Alternative 2, energy impacts would be less than significant and reduced as compared to the less than significant impacts associated with the Project.

Greenhouse Gas Emissions. The Project would result in significant and unavoidable impacts associated with GHGs. Both Alternative 2 and the Project would result in direct emissions of GHGs from construction activities. The approximate quantity of daily GHG emissions generated by construction equipment under Alternative 2 would be the same or similar to the Project; however, it would occur over a reduced time period due to the smaller development size. Once construction is complete, the generation of these 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. Due to the reduction in development size, it is estimated that Alternative 2 would result in fewer total project trips with fewer mobile source emissions compared to the Project. As such, Alternative 2 would result in reduced GHG emissions compared to the Project, during operation; however, Alternative 2 GHG emissions would still exceed the threshold, and, as with the Project, impacts associated with GHG emissions would remain significant and unavoidable.

Hazards and Hazardous Materials. Impacts related to hazards and hazardous materials under Alternative 2 would be similar to the Project. The project site is not on the Cortese list of hazardous materials sites and is not located in a designated fire hazard zone. Operation of Alternative 2 would include operation of an industrial warehouse. Similar to the Project, Alternative 2 is not anticipated to be exposed to airport hazards, affect aircraft operations, or create an airport safety hazard for Project employees. Neither the Project nor Alternative 2 would result in the accidental release of hazardous materials into the environment due to the proposed uses of the projects. Overall, impacts would be similar and less than significant.

Hydrology and Water Quality. Similar to the Project, Alternative 2 would be required to include a Water Quality Management Plan (WQMP) and Storm Water Pollution Prevention Plan (SWPPP), which would include construction and operational BMPs. Similar to the Project, Alternative 2 would have a less than significant impact regarding hydrology and water quality.

Land Use and Planning. As with the 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. Similar to the Project, Alternative 2 would require rezone of Planning Areas 123, 126, and 133 to accommodate for the proposed land uses of the project site. Any proposed warehouse uses associated with Alternative 2 would require a CDP. 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.

Noise. During construction, noise levels would be similar or the same as those associated with the Project. The types of equipment and the daily use of the equipment is anticipated to be the same. Construction noise impacts for Alternative 2 and the Project would both be less than significant.

Operational noise sources from vehicle trips or stationary sources (e.g., HVAC units and landscaping equipment) would be slightly reduced under Alternative 2 because of the reduction in proposed truck trips. Operational noise impacts would be less than significant.

Population and Housing. Both the Project and Alternative 2 would generate new permanent employment opportunities. The Project proposes the development of two warehouse buildings which would employ approximately 147 employees. Alternative 2 would involve the development of one warehouse building, which would have employment opportunities but employ fewer employees in comparison to the Project due to the reduced size of the development. Similar to the Project, future employees are anticipated to travel to and from the project 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, both Alternative 2 and the Project would have a less than significant impact associated with population and housing.

Public Services. Development of both Alternative 2 and the Project would incrementally increase the demand for police and fire protection services; however, 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. Neither the Project or Alternative 2 would increase demand for school services, recreational facilities, or other public facilities. 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. Public service impacts would be the same or similar to Project. Impacts would be less than significant.

Recreation. Both the Project and Alternative 2 would require the rezone of land zoned for recreational facilities. Both the Project and this alternative would be required to pay development impact fees to fund future and existing recreational facilities within the City. Upon approval of the proposed rezone, both the Project and this alternative would result in less than significant impacts associated with recreation.

Transportation. The Project would result in less than significant transportation impacts. The Project is located within a low VMT generating area and further VMT analysis is not required for the Project. As Alternative 2 would include development within the same project site, this alternative would also result in less than significant transportation impacts similar to the Project. Additionally, Alternative 2 would result in reduced development and therefore fewer daily trips. As such, Alternative 2's less than significant impacts would be reduced in comparison to the Project's less than significant impacts.

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 Project, this alternative would result in a less than significant with mitigation incorporated impact on tribal cultural resources.

Utilities and Service Systems. When compared to the Project, Alternative 2 would result in a decrease in demand on utilities, as the Alternative would result in a decrease of 228,715 sf of development as compared to the Project. Alternative 2 would be consistent with the 2016 RSPA and the uses anticipated within the 2016 RSPA and General Plan. Similar to the Project, Alternative 2 would result in less than significant impacts associated with utilities and service systems.

Alternative 2: Conclusion

Alternative 2 would have a building area of approximately 200,000 sf. This is a decrease in development when compared to the Project. Proposed uses of Alternative 2 would be consistent with the Specific Plan and impacts would be similar to that of the Project, as identified in **Table 6-1**.

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 potential impacts. This would be the case for the topics of biological resources, cultural resources, and tribal cultural resources. As with the Project, impacts would be mitigated to a less than significant level.

Neither Alternative 2 nor the proposed Project would result in significant aesthetic impacts. The building heights would be similar and although the building square footage associated with Alternative 2 would be less, the remaining project site area would be developed with parking lots and landscaping.

With respect to traffic, both the Project and Alternative 2 would result in less than significant impacts as the project site is located within a low VMT generating area. Transportation impacts would be less than significant and reduced as compared to the Project given the reduced amount of development.

Although this alternative would result in reduced air quality, GHG emissions, and noise, as well as an incremental reduction in the use of energy as compared to the Project, it may not provide the production potential and revenue for the City that the Project would provide, and GHG emissions would not be reduced to a level below the threshold. As such, Alternative 2 would not eliminate the Project's significant and unavoidable impact with regard to GHG emissions. In addition, Alternative 2 would likely result in reduced economic activity for the City as compared to the Project, and therefore Alternative 2 would not contribute as much to the City's goal of expanding its economic base and providing revenue-generating uses. Thus, while Alternative 2 would meet Project objectives, it would meet them to a lesser extent than the Project.

Alternative 3: Industrial Park

Under the Industrial Park Alternative, the project site would be developed as an over 400,000 sf Industrial Park. This alternative represents a reduction in development square footage as compared to the proposed Project Alternative 3 development would include the construction of three buildings in comparison to two buildings proposed under the proposed Project. This distribution of buildings in Alternative 3 would allow for a more expansive layout across the project site, potentially reducing the overall building massing and visual bulk when compared to the proposed Project's more concentrated

two-building design. Alternative 3 would include approximately 211 automobile parking spaces and landscaping along the boundaries of the warehouse development and within parking areas. Similar to the proposed Project, Alternative 3 would be rezoned to Business Center and would comply with the development standards of the 2016 RSPA once rezoned to the Business Center zone. Both the proposed Project and Alternative 3 would require a CDP to allow for the proposed warehouse use. **Table 6-4: Alternative 3 and Proposed Project Comparison**, identifies a decrease of 16,862 sf compared to the Project.

The analysis for this alternative is based on the information provided in the Alternative Site Plan Analysis prepared by Kimley-Horn and Associates (June 2024) and is included as **Appendix L**.

Table 6-4: Alternative 3 and Proposed Project Comparison

Development Standard	Alternative 3	Proposed Project		
		Building 1	Building 2	Total
Building Area	411,853	53,640	375,075	428,715

Alternative 3: Impact Comparison to the Proposed Project

Aesthetics. Similar to the Project, Alternative 3 would comply with development requirements of the 2016 RSPA. Both the Project and Alternative 3 would comply with applicable light and glare regulations, such as compliance with General Plan Policy 2-15.3, which requires the use of building materials that do not produce glare. Alternative 3 would include the construction of three buildings, which would allow for a more expansive layout across the project site, potentially reducing the overall building massing and visual bulk when compared to the proposed Project's more concentrated two-building design. Neither Alternative 3 nor the Project would result in significant visual impacts. Further, similar to the Project, Alternative 3 would include surface parking and landscaping. Both Alternative 2 and the Project would have a less than significant impact on aesthetics.

Air Quality. The proposed Project would result in less than significant air quality impacts with mitigation incorporated. Although Alternative 3 would result in a decrease in development size, it is anticipated that Alternative 3 would require a greater amount of hauling trips, resulting in greater construction-related emissions for NO_x, CO, and SO_2 (**Appendix L**). However, on-site construction emissions would be the same as the Project emissions because on-site activities are assumed to be the same. Due to the reduced square footage under Alternative 3, trip generation during operation would be reduced, resulting in lower mobile source emissions. Alternative 3 would include three buildings, which would result in an increase in potential emergency generator and truck emissions and overall greater emissions for ROG and CO. Similar to the Project, Alternative 3 would include mitigation and mitigated emissions would not exceed SCAQMD daily thresholds. Although Alternative 3 would include mitigation, Alternative 3 would result in more significant air quality impacts than the Project.

Biological Resources. Biological resources are primarily dependent upon the construction and operations footprint of each development. Like the Project, Alternative 3 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 3, there would be no change in the significance of potential impacts to biological

resources. Thus, as with the Project, Alternative 3 would result in a less than significant with mitigation incorporated impact on biological resources.

Cultural Resources. Cultural resources are primarily dependent upon the construction and operations footprint of each development. Like the Project, Alternative 3 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 3, there would be no change in the significance of potential impacts for cultural resources. Thus, as with the Project, this alternative would result in a less than significant with mitigation incorporated impact on cultural resources.

Energy. Under Alternative 3, the building square footage would be reduced and the associated energy demand would also be reduced. Electricity consumption for water conveyance would be the same as the Project and gasoline consumption from construction worker trips would be less than the Project due to the reduction in building square footage (**Appendix L**). Operational activities associated with Alternative 3 would have reduced electricity and natural gas demand compared to the proposed Project. As such, Alternative 3 would also result in less significant energy impacts but such impacts would be reduced as compared to the Project.

Greenhouse Gas Emissions. The proposed Project would result in significant and unavoidable impacts associated with GHGs. Under Alternative 3, the approximate quantity of daily GHG emissions generated by construction equipment would be similar to the Project. This Alternative would result in reduced operational emissions compared to the Project due to the reduced building square footage. However, Alternative 3 would still result in significant and unavoidable GHG impacts (**Appendix L**). As such, Alternative 3 would have a significant and unavoidable impact associated with GHG, but it would be reduced compared to the Project.

Hazards and Hazardous Materials. Impacts related to hazards and hazardous materials would be similar to the Project. The project site is not on the Cortese list of hazardous materials sites and is not located in a designated fire hazard zone. Operation of Alternative 3 would include operation of three industrial warehouses. Similar to the Project, Alternative 3 is not anticipated to be exposed to airport hazards, affect aircraft operations, or create an airport safety hazard for Project employees. Neither the Project nor Alternative 3 would result in the accidental release of hazardous materials into the environment due to the proposed uses. Similar to the Project, Alternative 3 would be less than significant.

Hydrology and Water Quality. Similar to the Project**,** Alternative 3 would be required to provide a Water Quality Management Plan (WQMP) and Storm Water Pollution Prevention Plan (SWPPP), which would include construction and operational BMPs. Accordingly, Alternative 3 would have a less than significant impact regarding hydrology and water quality, similar to the Project.

Land Use and Planning. As with the Project, the Alternative 3 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. Similar to the Project, Alternative 3 would require a rezone of Planning Areas 126 and 133 to the Business Center zone to accommodate the proposed land uses. Any proposed warehouse uses associated with Alternative 3 would require a CDP. Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect

surrounding land uses. Therefore, both Alternative 3 and the Project would have a less than significant impact associated with land use and planning.

Noise. During construction, noise levels would be similar or the same as those associated with the Project. The types of equipment and the daily use of the equipment is anticipated to be the same. Alternative 3 would still generate the same peak noise volumes and similar type and volume of construction noise as the Project (**Appendix L**). Construction noise impacts for Alternative 3 and the Project would both be less than significant. Operational noise sources from vehicle trips or stationary sources (e.g., HVAC units and landscaping equipment) would be similar to the Project under Alternative 3. Both the Project and Alternative 3 would result in less than significant noise impacts.

Population and Housing. Both the Project and Alternative 3 would generate new permanent employment opportunities. The Project would include the development of two warehouse buildings which would employ approximately 147 employees. Alternative 3 would involve the development of three warehouse buildings, which would have similar employment opportunities. Future employees are anticipated to travel to and from the project 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 General Plan. Therefore, both Alternative 3 and the Project would have a less than significant impact associated with population and housing.

Public Services. Development of both Alternative 3 and the Project would incrementally increase the demand for police and fire protection services; however, 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, reduce acceptable service ratios, response times or other performance objectives for police and fire protection. Alternative 3 would not result in an increase in demand for school services, recreational facilities, or other public services. 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. Public service impacts would be the same or similar to Project and less than significant.

Recreation. Both the Project and Alternative 3 would require the rezone of land zoned for recreational facilities. Both the Project and this alternative would be required to pay development impact fees to fund future and existing recreational facilities within the City. Upon approval of the proposed rezone, both the Project and this alternative would result in less than significant impacts associated with recreation.

Transportation. The Project would result in less than significant transportation impacts. The Project is located within a low VMT generating area and further VMT analysis is not required for the Project. Alternative 3 would generate 1,180 PCE trips on a daily basis compared to the 1,228 PCE trips of the Project (**Appendix K**). Since this alternative would generate fewer trips, its less than significant transportation impacts would be reduced as compared to the Project's less than significant impacts.

Tribal Cultural Resources. Tribal cultural resources are primarily dependent upon the construction and operations footprint of each development. 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 for tribal

cultural resources. Thus, as with the Project, this alternative would result in a less than significant with mitigation incorporated impact on tribal cultural resources.

Utilities and Service Systems. When compared to the Project, Alternative 3 would result in the same or similar demands on utilities. Alternative 3 would be consistent with the 2016 RSPA and the uses anticipated within the 2016 RSPA and General Plan. Similar to the Project, Alternative 3 would result in less than significant impacts associated with utilities and service systems.

Alternative 3: Conclusion

Alternative 3 would include the development of an industrial park and would have a building area of approximately 411,853 sf in three buildings for warehouse and office-related uses. Compared to the Project, impacts would be similar as a result of the similar development sizes, as identified in **Table 6-1**.

Like the proposed Project, this alternative assumes that the entire 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. This would be the case for the topics of biological resources, cultural resources, and tribal cultural resources. As with the proposed Project, impacts would be mitigated to a less than significant level. However, as with the proposed Project, impacts related to GHG emissions would remain significant and unavoidable under Alternative 3.

Like the proposed Project, Alternative 3 would be required to comply with the development standards of the 2016 RSPA for development of sites within the Business Center zone. Although there would be a reduction in building square footage, the remainder of the project site would be developed with parking lots and site landscaping.

With respect to traffic, both the Project and Alternative would result in less than significant impacts as the project site is located within a low VMT generating area. Transportation impacts would be less than significant.

Due to the similar development size between the Project and Alternative 3, both the Project and Alternative 3 would result in similar impacts, and Alternative 3 would not eliminate the Project's significant and unavoidable impact with regard to GHG emissions. Alternative 3 would likely result in reduced economic activity for the City as compared to the Project and therefore Alternative 3 would not contribute as much to the City's goal of expanding its economic base and providing revenue-generating uses. As such, while Alternative 3 would achieve the Project objectives, it would meet them to a lesser degree than the Project.

6.5 Environmentally Superior Alternative

State CEQA Guidelines require 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.

Since the No Project Alternative is environmentally superior, the SEIR has identified Alternative 2 as the Environmentally Superior Alternative. Alternative 2 would reduce the impacts to air quality, energy, GHG emissions, noise, and transportation, although it would not reduce GHG emissions to a less than significant level and GHG impacts would remain significant and unavoidable. This Alternative would meet the requirements of the 2016 RSPA and therefore is in conformance with all applicable City regulations. This Alternative meets the Project objectives, but to a lesser extent than the Project, and meets the goals of the General Plan.

This Page Intentionally Left Blank

7.0 PREPARERS AND CONTRIBUTORS

7.1 EIR Preparers

City of Rialto (Lead Agency)

Daniel Casey ..... Principal Planner

Kimley-Horn and Associates, Inc.

Casey Schooner, AICP ..... Project Manager

Madison Brown. ..... Environmental Analyst

Trevor Briggs, P.E. ..... Traffic Manager

Leslie Sorenson. ..... Traffic Planner

Ace Malisos ..... Air Quality, Greenhouse Gas, Noise Manager

Danielle Millar ..... Air Quality, Greenhouse Gas, Noise Planner

7.2 Contributors

Rock Biological Resources ..... Biological Resources Report

ASM Affiliates ..... Cultural Resources Memo

This Page Intentionally Left Blank

8.0 REFERENCES

ASM Affiliates. (2024). Cultural Resources Assessment Letter Report.

California Air Resources Board (CARB). (2017). California's 2017 Climate Change Scoping Plan, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed October 2024.

CARB. (2023). SB 375 Regional Plan Climate Targets, https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed October 2024.

Cal Fire. (2024). Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/.Accessed October 2024.

California Department of Finance Demographic Research Unit (May 2022). Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2022, with 2020 Benchmark. Accessed October 2024.

California Department of Tax and Fee Administration. (2023). 2022 – Motor Vehicle Fuel 10 Year Reports, https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed October 2024.

California Department of Water Resources (CDWR). (2003). Guidebook for Implementation of Senate Bill 1610 and Senate Bill 221 of 2001. Page iii. Accessed October 2024.

California Energy Commission (CEC). (2021a). Total System Electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation#:~:text=Total%20generation%20for%20California%20was,from%2090%2C208%20GWh%20in%202020)., accessed October 2024.

CEC. (2021b). CED 2021 Baseline Forecast – SCE High Demand Case. https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report/2021-1. Accessed October 2024.

CEC. (2022). 2022 Building Energy Efficiency Standards, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed October 2024.

California Legislative Information. (2018). Assembly Bill No. 2911 Chapter 641. Retrieved from California Legislative Information Website: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB2911. Accessed October 2024.

California Department of Resources Recycling and Recovery (CalRecycle), (2024). SWIS Facility/Site Activity Details for Mid-Valley Sanitary Landfill (36-AA-0055). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed October 2024.

CalRecycle. (2024). SWIS Facility/Site Activity Details for San Timoteo Sanitary Landfill (36-AA-0087). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1906?siteID=2688. Accessed October 2024.

CalRecycle. (2024c). SWIS Facility/Site Activity Details for El Sobrante Landfill (33-AA-0217). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Accessed April 2024.Caltrans. (2024). California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed October 2024.

City of Rialto. (2010). Rialto General Plan. https://www.yourrialto.com/653/General-Plan. Accessed October 2024.

City of Rialto. (2013). City of Rialto Official Zoning Map. https://www.yourrialto.com/DocumentCenter/View/1513/Zoning-Map---July-2013. Accessed October 2024.

City of Rialto. (2017). Renaissance Specific Plan Amendment. Accessed October 2024.

City of Rialto. (2021). 6th Cycle Housing Element. https://www.yourrialto.com/DocumentCenter/View/1805/Section-2-City-of-Rialto-Community-Profile. Accessed October 2024.

City of Rialto. (2023a). City of Rialto Municipal Code. https://library.municode.com/ca/rialto/codes/code_of_ordinances. Accessed October 2024.

City of Rialto. (2023b). City of Rialto: Fire Department. https://yourrialto.com/233/Fire-Department. Accessed October 2024.

City or Rialto Police Department. (2023). Rialto Police Department: About Us. https://rialtopolice.com/. Accessed October 2024.

County of San Bernardino. (2012). Biotic Resources Overlay Map. Retrieved September 9, 2022, from http://www.sbcounty.gov/Uploads/lus/BioMaps/cnty_all_biotic_resources_map_final.pdf. Accessed October 2024.

Department of Toxic Substances Control (DTSC). (2023). DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). https://dtsc.ca.gov/dtscs-cortese-list/. Accessed October 2024.

Federal Emergency Management Agency (FEMA). (2024). National Flood Hazard Layer Viewer. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.3667679130852,34.04522156648235,-117.32522585986149,34.06299944290883. Accessed October 2024.

Federal Transit Administration. (September 2018). Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-

innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed October 2024.

Intergovernmental Panel on Climate Change, Carbon and Other Biogeochemical Cycles. 2013. 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. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf. Accessed October 2024.

Kimley-Horn and Associates. (2024a). Energy Assessment.

Kimley-Horn and Associates. (2024b). Greenhouse Gas Emissions Assessment.

Kimley-Horn and Associates. (2024c). Acoustical Assessment.

Kimley-Horn and Associates. (2024d). Preliminary Drainage Report.

Kimley-Horn and Associates. (2024e). Preliminary Water Quality Management Plan.

Kimley-Horn and Associates. (2024g). Alternative Site Plan Memorandum.

Kimley-Horn and Associates. (2025a). Air Quality Assessment.

Kimley-Horn and Associates. (2025b). Health Risk Assessment.

Kimley-Horn and Associates. (2025c). Traffic Study.

National Park Service (2018). Types of Wildland Fire. https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm. Accessed October 2024.

Rocks Biological Consulting. (2025). Biological Technical Report.

San Bernardino Valley Municipal Water District. (2021). 2020 San Bernardino Valley Regional Urban Water Management Plan. www.sbvmwd.com/home/showpublisheddocument/9242/637614374631830000. Accessed October 2024.

SoCalGas. (2024). Company Profile. https://www.socalgas.com/about-us/mission#:~:text=As%20the%20nation%27s%20largest%20natural,in%20more%20than%20500%20communities..Accessed October 2024.

South Coast Air Quality Management District (SCAQMD). (1993). CEQA Air Quality Handbook. Accessed October 2024.

SCAQMD. (2003). White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix D. Accessed October 2024.

SCAQMD. (2009). Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8. Accessed September 2024. https://www.aqmd.gov/docs/default-

source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-8/ghg-meeting-8-minutes.pdf. Accessed October 2024.

SCAQMD. (2014). High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results. https://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf. Accessed September 2024. SCAQMD. (2015). Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno. Accessed October 2024.

Southern California Association of Governments (SCAG). 5th Cycle Regional Housing Needs Assessment Allocation Methodology. https://scag.ca.gov/sites/main/files/file-attachments/rhnafinalallocationmethodology110311.pdf?1602185834. Accessed October 2024.

SCAG. (2023). 6th Cycle Housing Element. https://www.yourrialto.com/DocumentCenter/View/4018/City-of-Rialto-2021-2029-Sixth-Cycle-Housing-Element-Update. Accessed October 2024.

State of California. (2018). Senate Bill No. 969, Chapter 621. Retrieved from California Legislative Information Website: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB969. Accessed October 2024.

State Water Resources Control Board (SWRCB). (2019). Santa Ana Region – Total Maximum Daily Loads (TMDLs). https://www.waterboards.ca.gov/santaana/water_issues/programs/tmdl/. Accessed September 2024.State Water Resources Control Board (SWRCB). (2023a). California Statutes Making Conservation a California Way of Life. https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html. Accessed October 2024.

State Water Resources Control Board (SWRCB). (2024a). Geotracker: Rialto Municipal Airport Property (T10000002088). https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002088. Accessed October 2024).

SWRCB. (2024b). GeoTracker. https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5618207633&__cf_chl_tk=H2.kx_3keRryuY4ROpTlM3vJmEqY00iECxXM9p0NWbA-1679416346-0-gaNycGzNDRA. Accessed October 2024.

United States Census Bureau. (2024). Quick Facts: Rialto city, California. https://www.census.gov/quickfacts/rialtocitycalifornia. Accessed October 2024.

United States Energy Information Administration. (2023a). Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2020. https://www.eia.gov/state/seds/sep_fuel/html/fuel_te.html. Accessed October 2024.

United States Energy Information Administration. (2023b). California State Profile and Energy Estimates, California Energy Consumption by End-Use Sector, 2020, https://www.eia.gov/state/?sid=CA#tabs-2. Accessed October 2024.

United States Environmental Protection Agency (EPA). (2024a). Frequent Questions about General Conformity. https://www.epa.gov/general-conformity/frequent-questions-about-general-conformity. Accessed October 2024.

Unites States EPA. (2024b). EPA Map of Radon Zones. https://www.epa.gov/radon/epa-map-radon-zones. Accessed November 2024.

United States Geological Survey (USGS). (2018). Santa Ana Basin, National Water Quality Assessment Program.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 October 2024.

USGS. (2013). Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD). Pages 14 and 19. Reston, Virginia: United States Geological Survey. https://pubs.usgs.gov/tm/11/a3/pdf/tm11-a3_4ed.pdf. Accessed October 2024.

This Page Intentionally Left Blank