

RIALTO TRAVEL CENTER
ADDENDUM TO THE RENAISSANCE SPECIFIC PLAN
FINAL ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE No. 2006071021

SEPTEMBER 2021

Prepared for:

City of Rialto
Community Development Department
Planning Division
150 S. Palm Avenue
Rialto, CA 92376

Prepared by:

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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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September 2021

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1.0 INTRODUCTION

This environmental document is an Addendum to the Renaissance Specific Plan Final Environmental Impact Report (EIR) (SCH No. 2006071021), certified on November 9, 2010 by the City Council of the City of Rialto. Since certification of the Renaissance Specific Plan Final EIR, the Applicant has proposed the Rialto Travel Center Project on a 13.22-acre site within the Renaissance Specific Plan area. The proposed Project is addressed in this Addendum, which has been prepared pursuant to the California Environmental Quality Act (CEQA). The City is the lead agency for the proposed Project.

2.0 BACKGROUND AND PURPOSE OF THE ADDENDUM

2.1 Background

In 2010, the City of Rialto certified the Renaissance Specific Plan Final EIR¹ (Final EIR) and approved the Renaissance Specific Plan (RSP). The RSP is comprised of approximately 1,445.3 gross acres, within the northwestern portion of the City, generally bordered on the north by Casmalia Street, on the south by Baseline Road, on the east by Ayala Drive, and on the west by Tamarind Avenue. The RSP area is planned as an integrated community of varied housing types located near and linked to places of employment, retail outlets, services, and schools. The RSP will accommodate 16.2 million square feet of business and commercial uses (835,200 square feet of which were existing and would remain), 1,667 residential units, one school, a community park, and multiple neighborhood parks all located in proximity to one another and organized in a grid pattern. Required infrastructure improvements including, circulation; water and wastewater systems; stormwater drainage systems; and other utility systems, were identified in the RSP and their potential environmental impacts were evaluated in the Final EIR.

The Final EIR concluded the following significant adverse impacts could not be avoided, even with the implementation of mitigation measures²:

- Construction air emissions: Construction of the Project would exceed the SCAQMD's regional significance emission thresholds for Volatile Organic Compound (VOC), Carbon Monoxide (CO), Nitrogen oxides (NOx), Particulate Matter (PM₁₀, and PM_{2.5}) emissions during one or more of the project's construction period from 2009 to 2019 after application of mitigation measures.
- Operational air emissions: During all operational phases, the operation of the proposed project would exceed the SCAQMD's regional significance emission thresholds for VOC, NOx, CO, PM₁₀, and PM_{2.5} after application of mitigation measures.
- Inconsistency with the Air Quality Management Plan: The project would not comply with the SCAQMD Air Quality Management Plan. Daily emissions from mobile and area sources within the project would exceed the projections contained in the Air Quality Management Plan (AQMP) prepared by the SCAQMD. No mitigation is available that can reduce this impact to a level of less than significant.

¹ The Final EIR consists of the Draft EIR, comments and responses to comments on the Draft EIR, the Mitigation Monitoring and Reporting Program, and Errata to the Draft EIR.

² Michael Brandman Associates, *Draft Environmental Impact Report for the Renaissance Specific Plan*, May 3, 2010, Pages 1-4 and 1-5.

- Cumulative air quality emissions: Because construction and operational emissions would exceed SCAQMD thresholds, the Proposed Project would have significant cumulative air quality impacts. No mitigation is available to reduce this impact to a less than significant level.
- Offsite noise impacts: The proposed project would result in project level and cumulative offsite noise impacts associated with vehicular traffic coming to and leaving the site. No feasible mitigation has been identified to reduce significant offsite noise impacts. Therefore, the impact in this regard is significant and unavoidable.
- Impact to the freeway segments: The mitigation measures identified for the freeway improvements require major capital improvements and require the coordination of federal and state agencies. Therefore, the implementation of mitigation for freeway segments is uncertain as they would require coordination, cooperation and funding from state and federal agencies, which cannot be guaranteed. Therefore, project level and cumulative impacts with respect to freeway segments are significant and unavoidable.
- Climate change impacts (Inventory and AB 32): Greenhouse gas emissions from construction and operation of the project has the potential to be inconsistent with AB 32's Greenhouse Gas (GHG) reduction goal by failing to reduce GHG emissions by at least 28 percent below a California Air Resources Board (ARB) 2020 No Action Taken Scenario. Despite the fact that the Proposed Project could potentially meet AB 32's GHG emissions reduction goal, it cannot do so without the actions of multiple third parties, including but not limited to ARB, EPA, and local air districts, who must adopt and fully implement GHG reduction requirements applicable to numerous other economic sectors. The City of Rialto lacks the authority to compel these third party agencies to engage in these activities. Pursuant to CEQA Guidelines Section 15091(a)(2), lead agencies may not rely upon mitigation that is within the responsibility or jurisdiction of another public agency.

All other impacts were determined to be less than significant or less than significant with the implementation of mitigation measures.

The City adopted CEQA Findings of Fact and Statement of Overriding Considerations relative to each impact at the time the Final EIR was certified. Mitigation measures that were identified in the Final EIR for the purpose of lessening an impact to the extent feasible are embodied in a Mitigation Monitoring and Reporting Program that the City adopted at the time the Final EIR was certified.

2.2 Purpose of the Addendum

The Applicant is currently proposing the development of the Rialto Travel Center Project (Project). The Project would include the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators, as described in Section 3.0, Project Description.

The approximately 13.22-acre Project site comprises a portion of Planning Area 1 within the northwest portion of the RSP, generally located west of Alder Avenue, between Sierra Lakes Parkway and State Route (SR) 210.

The purposes of this Addendum are to analyze any potential differences between the impacts identified in the Final EIR and those that would be associated with the proposed Project. Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding

whether to approve development on the Project site. As part of its decision-making process, the City is required to review and consider whether the proposed Project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the Final EIR.

Additional CEQA review beyond this Addendum would only be triggered if the Project created new significant impacts or impacts that are more severe than those disclosed in the Final EIR used to approve the Specific Plan Project in 2010. To use an Addendum as the appropriate CEQA document for the proposed Project, the City must find that major revisions to the Final EIR are not necessary and that none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of additional CEQA documentation has occurred.

In accordance with the State CEQA Guidelines, prior to approving further discretionary action and depending upon the situation, the lead agency must generally either: (1) prepare a Subsequent EIR; (2) prepare a Supplemental EIR; (3) prepare a Subsequent Negative Declaration; (4) prepare an Addendum to the EIR or Negative Declaration; or (5) prepare no further documentation. (See State CEQA Guidelines, §§ 15162 – 15164.) State CEQA Guidelines Section 15162 states:

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, 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 effects 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 Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (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 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 or 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 effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the State CEQA Guidelines explains when an Addendum to an EIR is appropriate. Per this section, where some changes or additions are necessary to the previously certified EIR, but none of the

conditions described in Section 15162 calling for the preparation of a subsequent EIR (as described above) have occurred, then the lead agency is directed to prepare an Addendum to the certified EIR (State CEQA Guidelines, § 15164). Further, the Addendum should include a “brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162,” and that “explanation must be supported by substantial evidence” (State CEQA Guidelines, § 15164 [e]). The addendum need not be circulated for public review but may simply be attached to the certified EIR (State CEQA Guidelines, § 15164 [c]).

2.3 Addendum Finding

As detailed herein, on the basis of substantial evidence in the light of the whole record, a Subsequent or Supplemental EIR is not appropriate for the proposed Project because none of the criteria permitting such a document under State CEQA Guidelines Section 15162 are met.

The proposed Project would result in no new significant impacts that were not analyzed in the Final EIR, nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the Final EIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Final EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the previously certified Final EIR is the appropriate environmental documentation for the proposed Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the Final EIR and the previously adopted Mitigation Monitoring and Reporting Program (MMRP), as augmented by this Addendum.

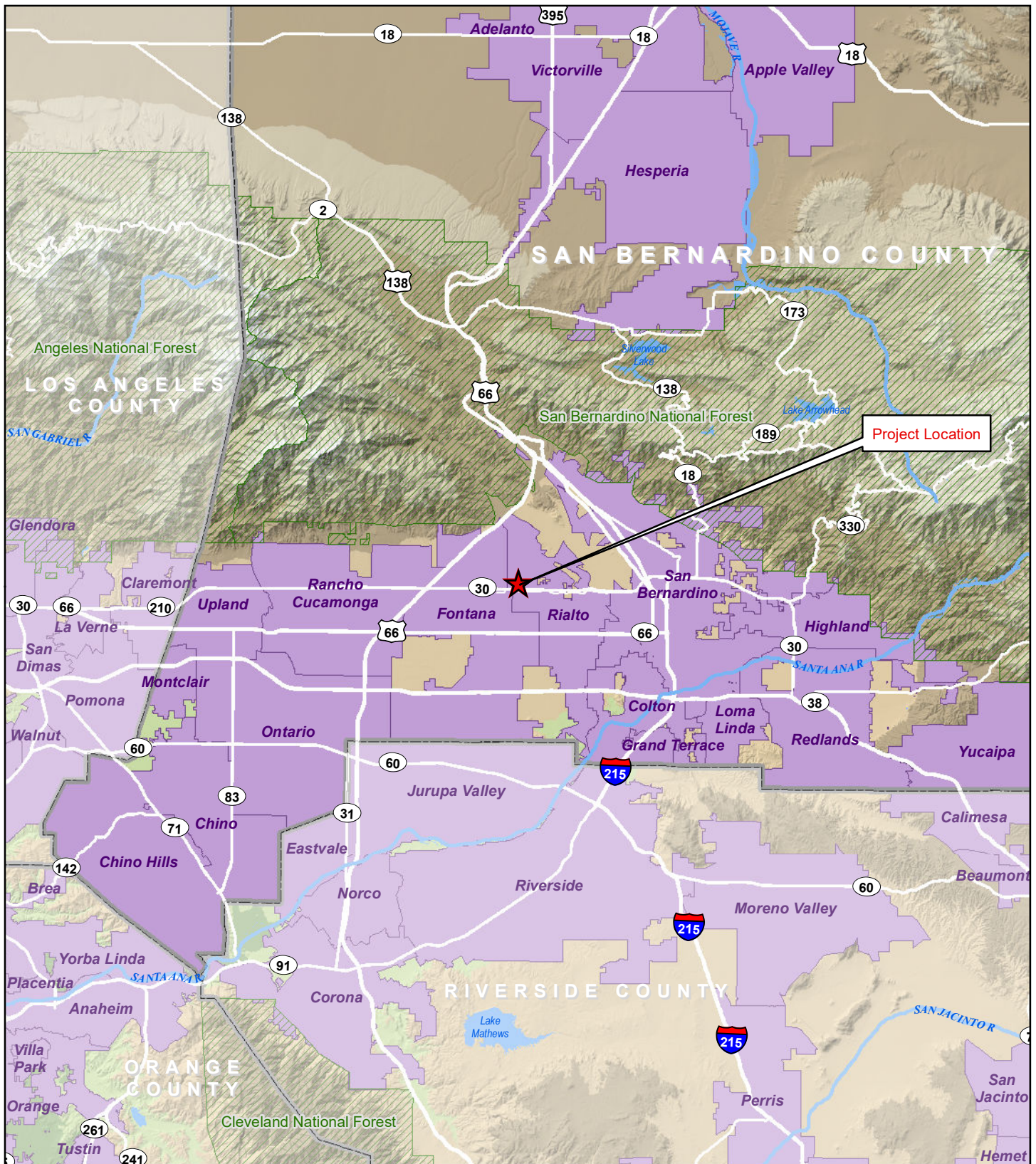
It is noted that the Renaissance Specific Plan Amendment Recirculated Draft Subsequent Environmental Impact Report (SEIR) was certified in November 2016. The SEIR was prepared to address potential environmental impacts associated with the Renaissance Specific Plan Amendment, which included land use changes to the original RSP. The Renaissance Specific Plan Amendment did not include the entire original RSP project boundary, and the proposed Rialto Travel Center Project is outside of the boundaries of the Renaissance Specific Plan Amendment.³ Thus, the Renaissance Specific Plan Final EIR (2010) is the appropriate document to tier from for purposes of this Addendum.

3.0 PROJECT DESCRIPTION

3.1 Project Location

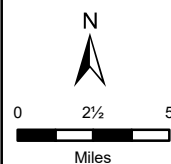
The Project site consists of approximately 13.22 acres generally located west of Alder Avenue, between Sierra Lakes Parkway and SR-210; refer to [Figure 1, Project Location](#) and [Figure 2, Project Site and Surrounding Area](#).

³ The acreage for Planning Area 1 was modified from 23.3 acres to 22.5 acres to reflect the updated land use survey. Additionally, the FAR for Planning Area 1 was reduced from .35 to .23.



Legend

-  Project Location
-  Incorporated Area
-  County Boundary
-  National Forest



CITY OF RIALTO RIALTO TRAVEL CENTER PROJECT ADDENDUM TO THE RENAISSANCE SPECIFIC PLAN FINAL EIR

Figure 1. Project Location

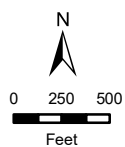
Sources: California State Geoportal. Map date: July 6, 2021.

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Legend

- Project Boundary
- Rialto City Boundary



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Figure 2. Project Site and Surrounding Area

Sources: San Bernardino County GIS; ArcGIS Online World Imagery Map Service, 2/5/2020. Map date: July 2, 2021.

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3.2 Existing Setting

PROJECT SITE

The Project site is relatively flat with an elevation of approximately 1,540 feet above mean sea level. The site is vacant and undeveloped with gravel/dirt areas and grasses and shrubs primarily covering the site.

GENERAL PLAN AND ZONING

The Project site is designated Renaissance Specific Plan by the Rialto General Plan. The Project site is located within Planning Area 1 of the RSP. The RSP Land Use Diagram identifies the land use for Planning Area 1 as Freeway Incubator; refer to [Figure 3, Renaissance Specific Plan Land Use Diagram](#). The Freeway Incubator land use accommodates larger retail and business uses that serve the region, such as furniture showrooms, automobile and boat sales, lodging, travel services, professional office, floor and tile showrooms, and furniture or appliance outlets.

SURROUNDING USES

Immediately north of the Project site is Sierra Lakes Parkway. North of Sierra Lakes Parkway is the Rialto Landfill. Immediately east of the Project site is Alder Avenue. An Arco Station (designated Freeway Incubator by the Renaissance Specific Plan) is located at the southeast corner of Alder Avenue and Sierra Lakes Parkway/Casmalia Street intersection, and an industrial/warehouse use (designated Employment by the Renaissance Specific Plan) is located at the northeast corner of Alder Avenue and Sierra Lakes Parkway/Casmalia Street intersection. South of the Project site is a concrete drainage channel and associated maintenance road and the SR-210 freeway. West of the Project site is undeveloped land and a cell tower. Further west are office/commercial uses within The Shops at Sierra, located in the City of Fontana.

3.3 Proposed Project

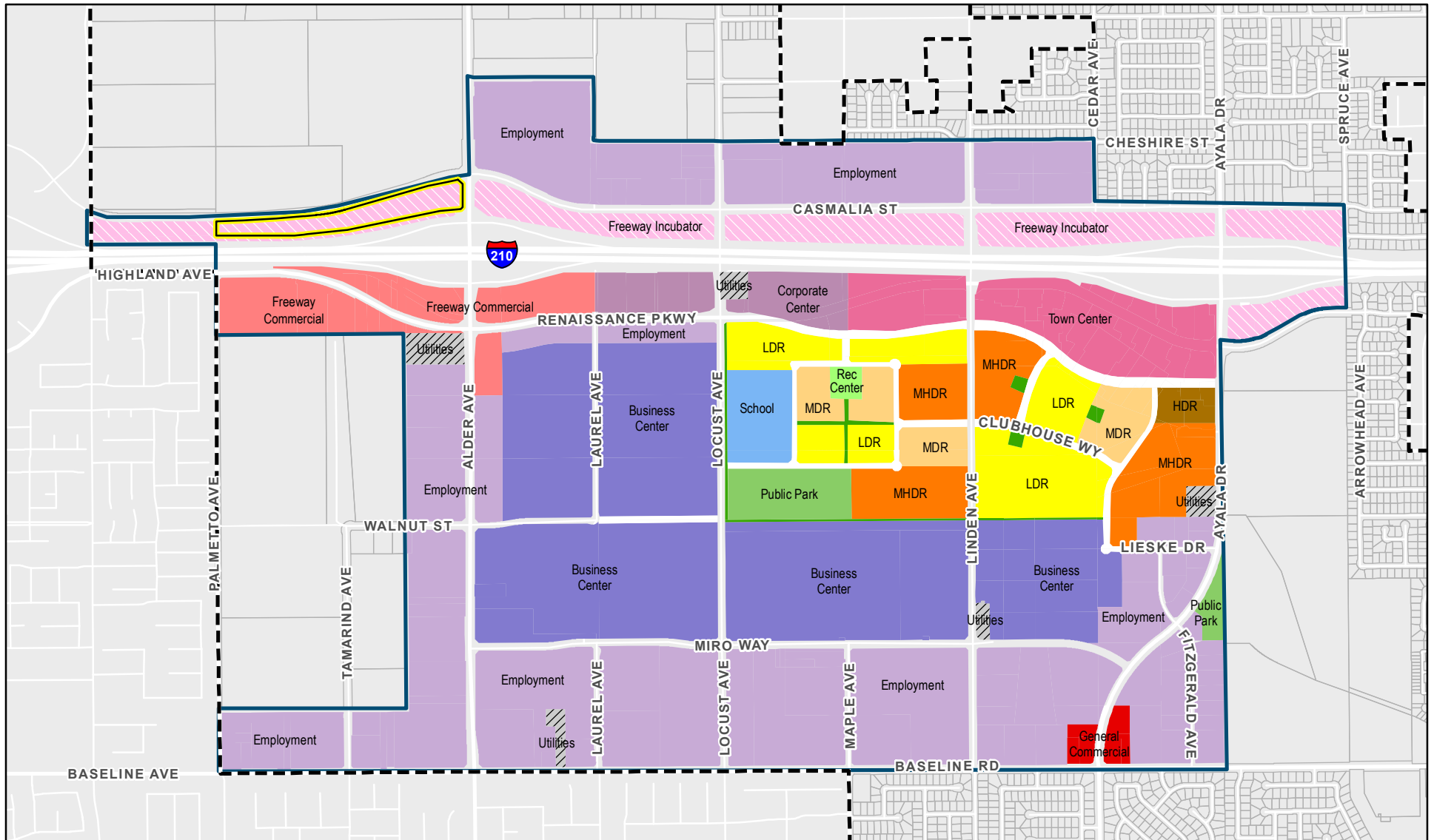
The Rialto Travel Center Project (Project) proposes the construction and operation of the Rialto Travel Center on the approximately 13.22-acre site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators as described below; refer to [Figures 4a through 4d, Preliminary Site Plan](#).

Travel Center Building

The proposed 14,697-square foot travel center building would be located within the eastern portion of the site and include a drive-thru restaurant (approximately 2,400 square feet), additional food offerings with kitchen, convenience store, driver amenities (e.g., restrooms, showers, laundry), and support/utility areas.

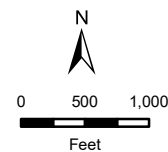
Shop Building

The proposed 6,375-square foot shop building would be located within the western portion of the site. The shop would provide limited services, such as tire replacement, rotation, and repair and oil changes; no major mechanical work or body work would be performed.



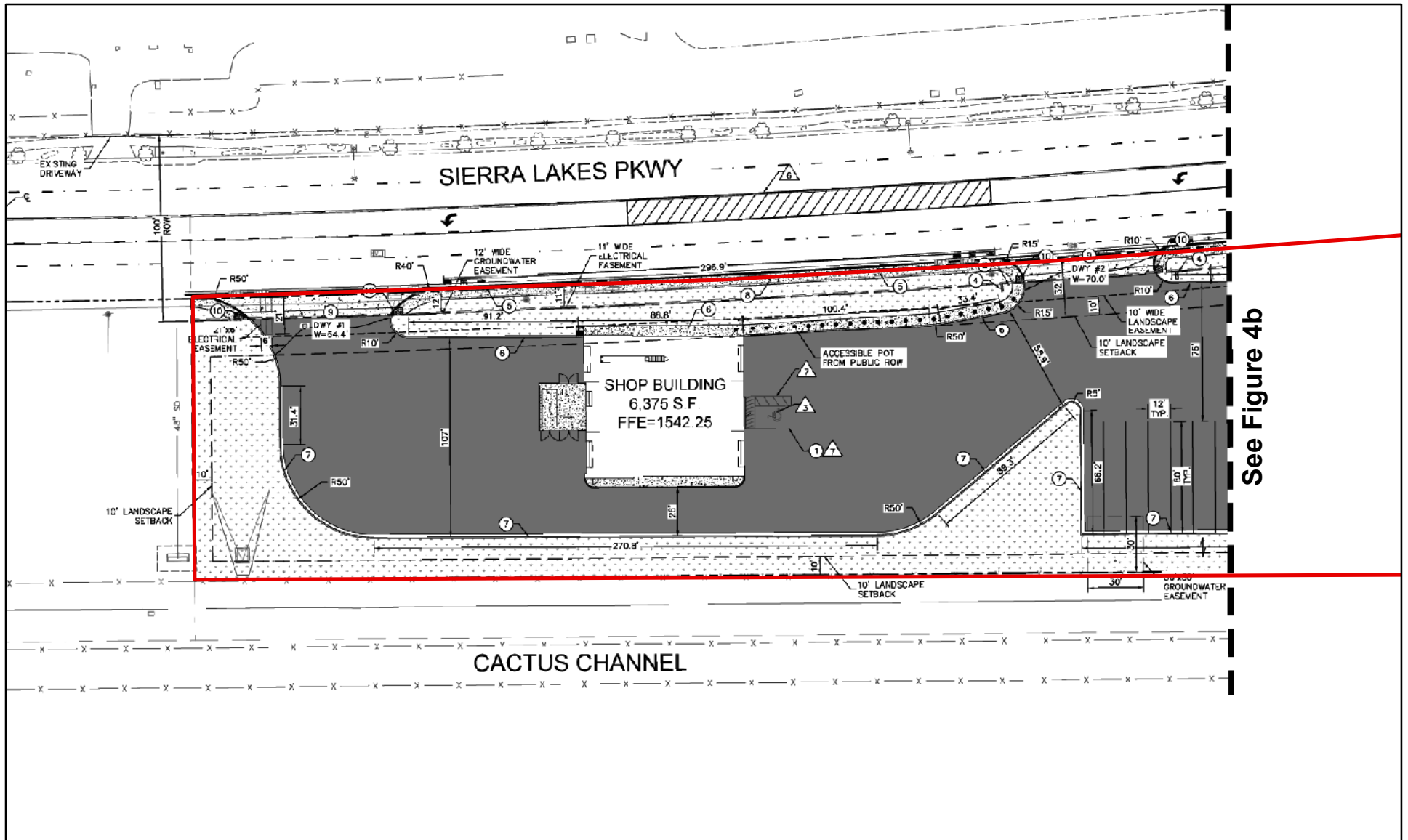
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- | | | |
|------------------------------------|--------------------|-----------------------------|
| Rialto City Boundary | Town Center | School |
| Project Boundary | General Commercial | Utilities/Public Facilities |
| Renaissance Specific Plan Boundary | Freeway Commercial | Private Park/Paseo |
| Low Density Residential | Freeway Incubator | Public Park |
| Medium Density Residential | Corporate Center | Private Rec Center |
| Medium High Density Residential | Business Center | |
| High Density Residential | Employment | |



CITY OF RIALTO RIALTO TRAVEL CENTER PROJECT ADDENDUM TO THE RENAISSANCE SPECIFIC PLAN FINAL EIR

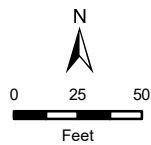
Figure 3. Renaissance Specific Plan
Land Use Diagram



See Figure 4b

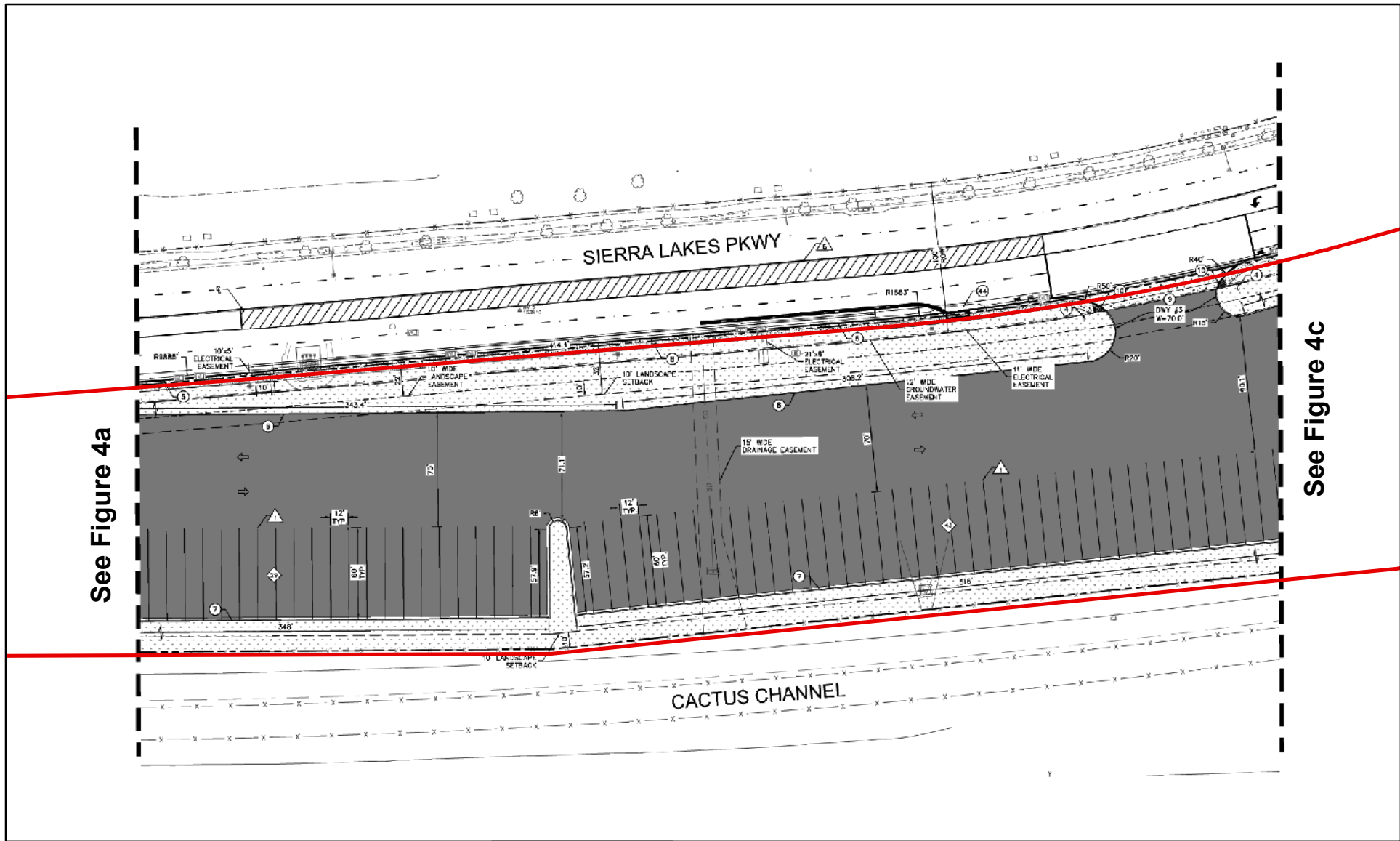
Legend

- Project Boundary
- Match Line



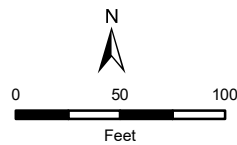
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Figure 4a. Preliminary Site Plan
 Section A



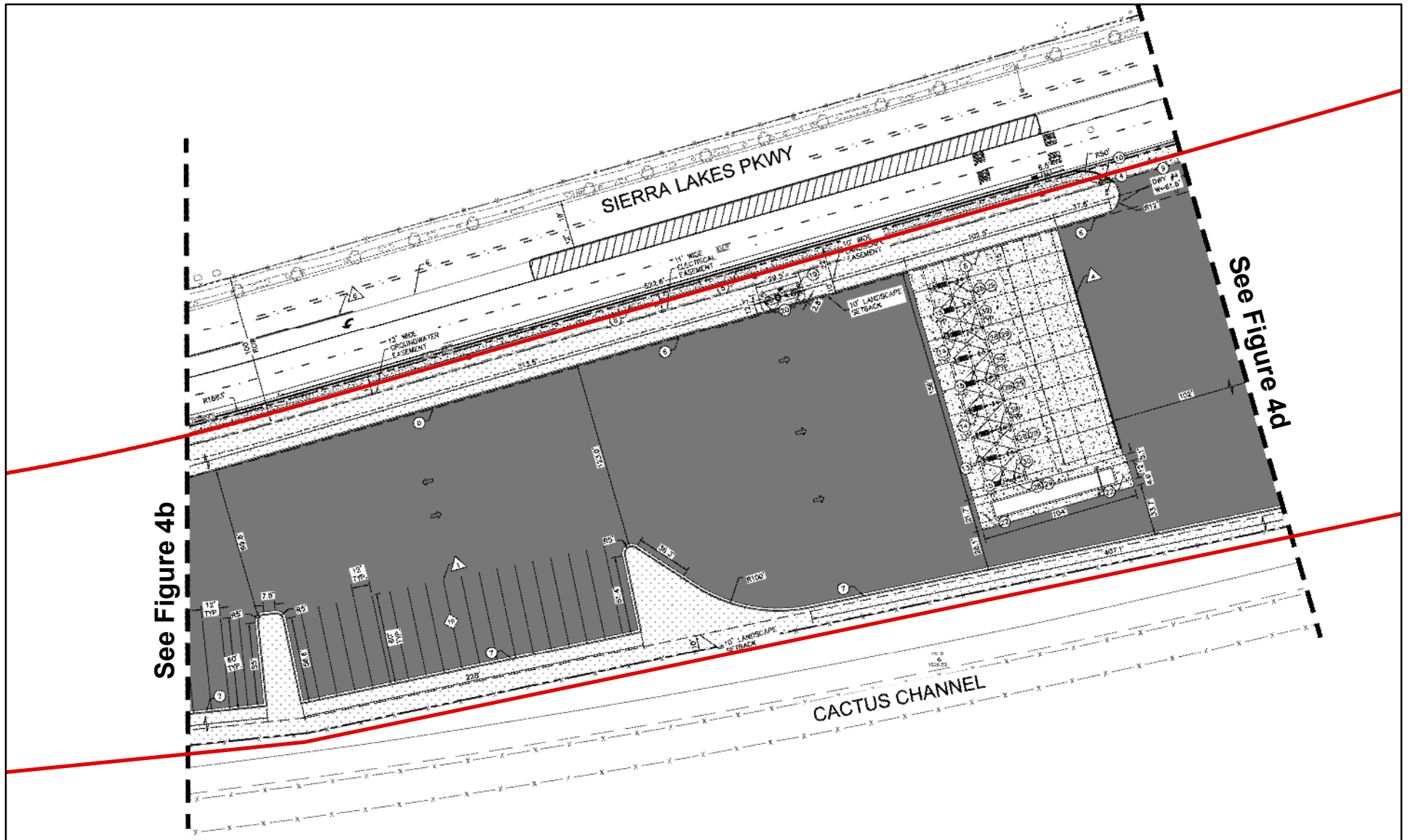
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- Project Boundary
- Match Line



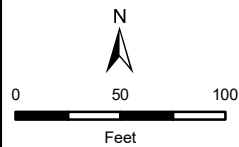
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Figure 4b. Preliminary Site Plan
 Section B



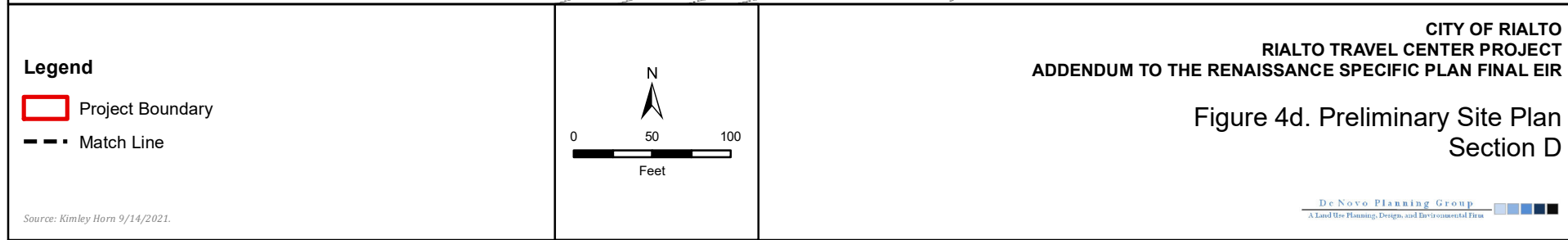
Legend

- Project Boundary
- Match Line



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Figure 4c. Preliminary Site Plan
 Section C



Fueling Facilities

The Project proposes nine diesel fueling lanes/positions and seven gas islands with 14 fueling positions. Additionally, one hydrogen dispenser would be located within the truck fueling area and the auto fueling area. The diesel fueling lanes would be located to the west of the travel center building and include a 20-foot-tall canopy structure. A truck scale would be located adjacent to the diesel fueling lanes. The gas islands would be located north of the travel center building, and include a 19-foot-tall canopy structure. An aboveground fuel tank farm and underground gasoline storage tanks would be located between the diesel and auto fueling areas.

Parking Facilities

The Project would provide 223 parking spaces (128 automobile, 4 ADA compliant, 91 truck) with passenger automobile parking (including ADA spaces) generally located north and east of the travel center facility and around the perimeter of the gas islands. Truck parking would be located within the western portion of the site, along the southern property line west of the diesel fueling lanes/positions.

Signage and Lighting

An internally illuminated 85-foot-tall monument sign would be located at the southeast corner of the Project site. Internally illuminated directional signage would also be provided within the interior of the Project site. Additional illuminated signage would be provided on the travel center facility and fueling canopies. Security lighting would be provided throughout the site and around the exterior of the proposed buildings.

Landscaping and Fencing

Landscaping, including trees, shrubs, accents, and groundcover would be provided adjacent to Alder Avenue and Sierra Lakes Parkway and along the western and southern property lines; refer to [Figures 5a through 5d Preliminary Landscape Plan](#). Additional landscaping would be provided around the proposed travel center building, within the parking areas and drive-thru, and around the refuse enclosure and tank farm. The existing chain-link fence along the southern and eastern property lines would remain.

Access

Access to the Project site would be provided from Sierra Lakes Parkway via five driveways. The three westernmost driveways would be for truck access only. A fourth driveway, located toward the center of the Project site, would serve as an exit only for trucks exiting the truck fueling positions. The fifth driveway, located within the eastern portion of the Project site, would be for passenger vehicles only and would provide access to the gas fueling positions, travel center, and drive-thru restaurant.

Infrastructure/Utilities Improvements

The Project would require the construction of an 8-inch sewer main along the entire property frontage. Sewer lateral services would be constructed from the proposed mainline for the Project site. Water service and a fire suppression line would be available from an existing West Valley water main located in Sierra Lakes Parkway. The Project would construct onsite water lines to connect to the water main. The off-site roadway improvements, described below, would require the addition of storm drain inlets to capture stormwater associated with the proposed widening. On-site drainage and water quality improvements would provide for piping of stormwater to three proposed underground infiltration facilities. The Project proposes to infiltrate the stormwater for water quality and treatment.

Offsite Improvements

As part of the Project, half-width improvements would occur to Sierra Lakes Parkway in accordance with the RSP and City of Rialto standards. The proposed improvements would include a striped median, two travel lanes, bicycle lane, curb/gutter, parkway, sidewalk, and landscape easement. As part of these improvements the driveways for the proposed Project would be constructed. The southwest corner of the Sierra Lakes Parkway/Alder Avenue intersection would also be reconstructed to increase the radius per City standards. Additionally, as discussed above, an 8-inch sewer main would be constructed along the entire property frontage.

3.4 Construction

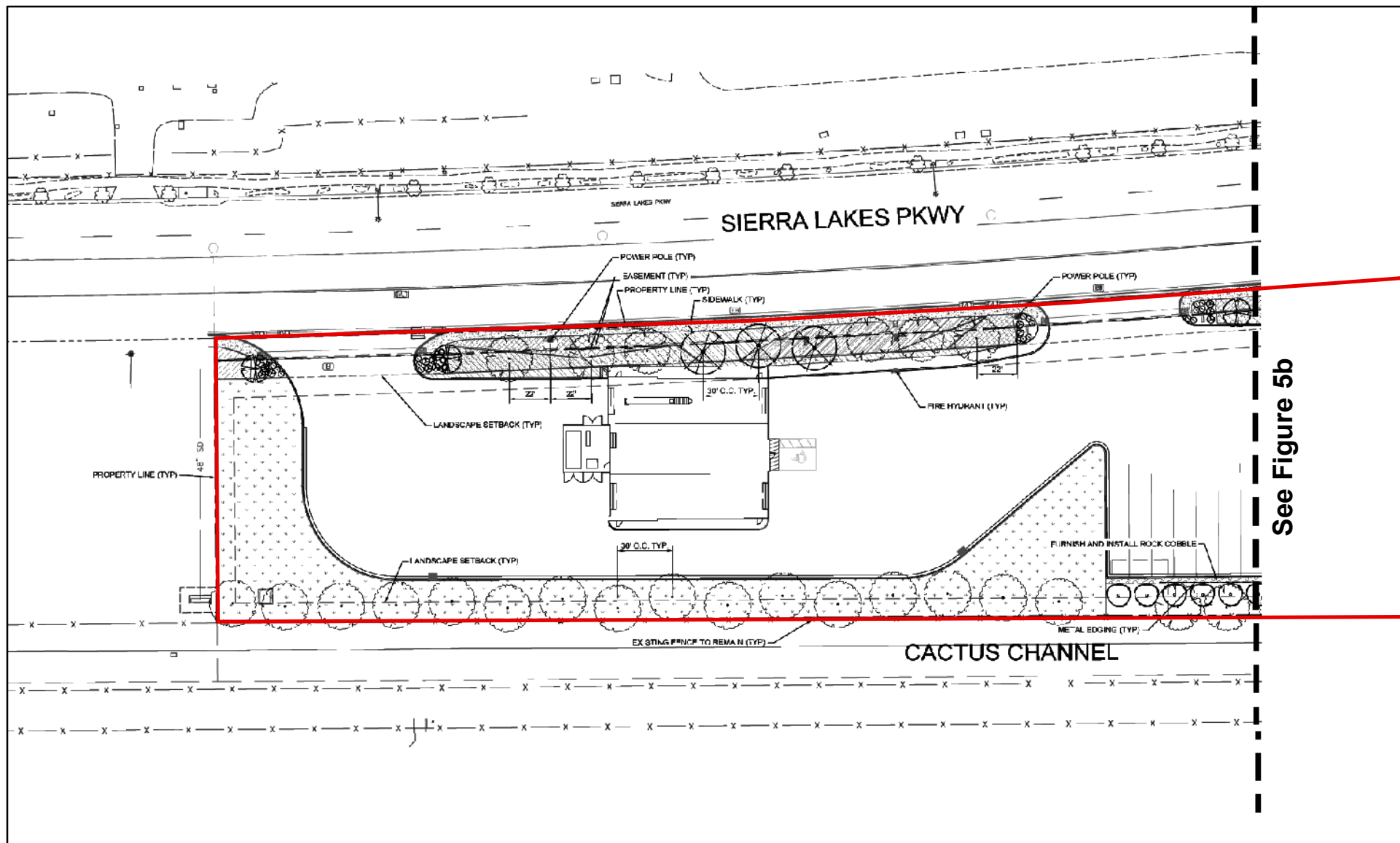
Construction activities are anticipated to commence in late 2021 and be completed in late 2021/early 2022.

ENTITLEMENTS REQUESTED

The following entitlements are requested in order to implement the proposed Project:

- Conditional Development Permit No. 2021-0009 – Gas canopy/sales
- Conditional Development Permit No. 2021-0010 – Diesel canopy/sales
- Conditional Development Permit No. 2021-0011 – C-store
- Conditional Development Permit No. 2021-0012 – Fast Food drive-thru
- Conditional Development Permit No. 2021-0013 – Service Shop
- Conditional Development Permit No. 2021-0014 – Alcohol Sales (Beer/Wine)
- Precise Plan of Design No. 2021-0013 – Design Review of entire development
- Environmental Assessment Review No. 2021-0016 – CEQA Review of entire development

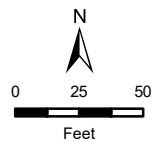
Additional permits may be required upon review of construction documents. Other permits required for the Project may include, but are not limited to, building permits; grading permits; water quality and air quality permits; and permits for new utility connections.



Legend

-  Project Boundary
-  Match Line

- — ■ Match Line



0 25 50

Feet

Feet

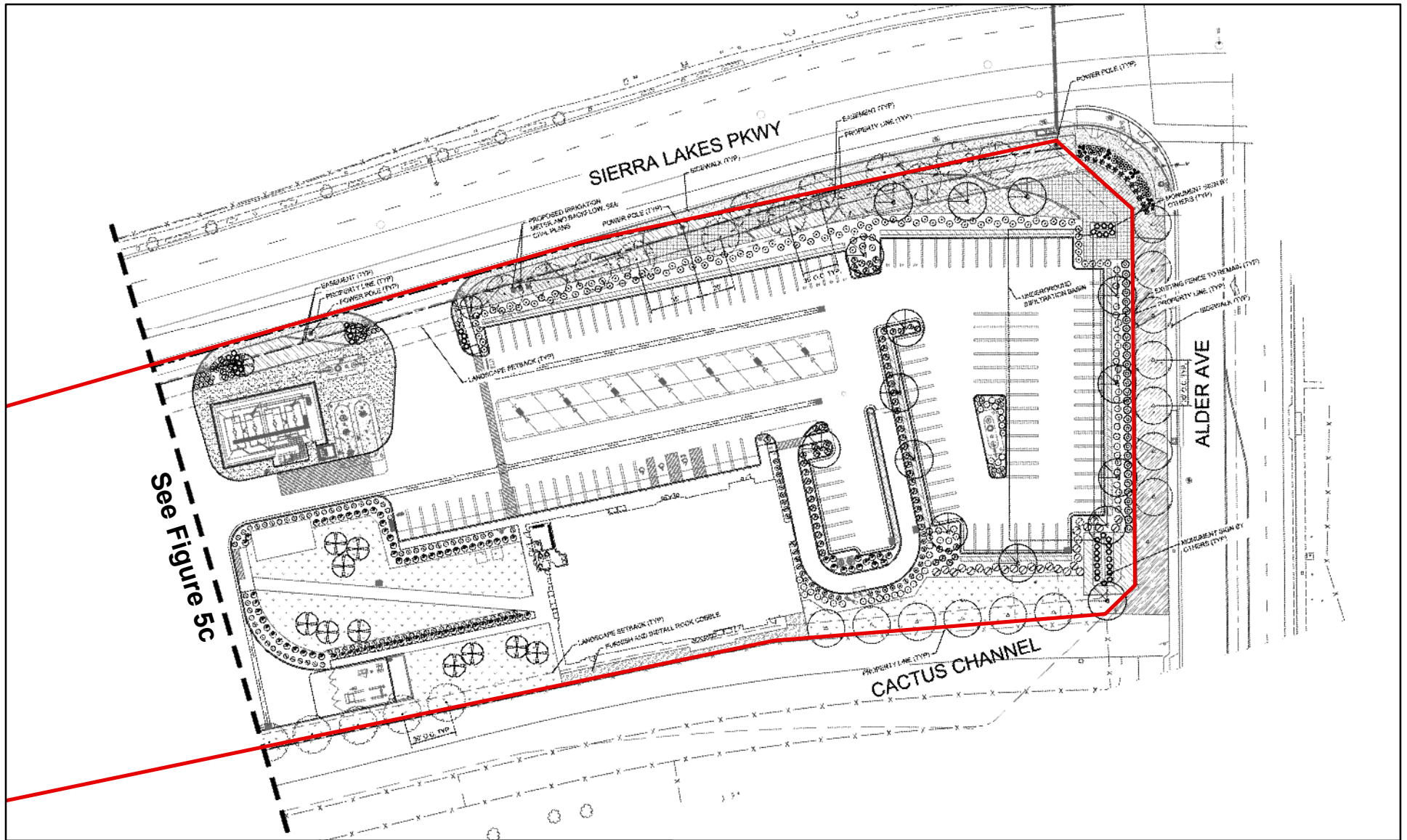
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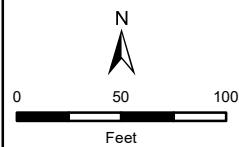
Figure 5a. Preliminary Landscape Plan
Section A

Section A



Legend

- Project Boundary
- Match Line



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Figure 5d. Preliminary Landscape Plan
 Section D

4.0 ENVIRONMENTAL ANALYSIS

This Addendum has been prepared to determine whether the proposed Project would result in any new or substantially increased significant environmental impacts in comparison to the approved project as analyzed in the previously certified Final EIR. This section of the Addendum provides analysis and cites substantial evidence that supports the City's determination that the proposed Project does not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

The scope of the City's review of the proposed Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the proposed Project to the RSP Project as set forth in the Final EIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the Final EIR was certified. This evaluation includes a determination as to whether the changes proposed for the Project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

The section below identifies the environmental topics addressed in the Final EIR, provides a summary of impacts associated with the proposed actions, as described in the Final EIR, and includes an analysis of the potential impacts associated with the proposed Rialto Travel Center Project when compared to the RSP. This comparative analysis provides the City with the factual basis for determining whether any changes in the Project, any changes in circumstances, or any new information since the Final EIR was certified would require additional environmental review or preparation of a Subsequent EIR or Supplemental EIR.

AESTHETICS

Final EIR

- Thresholds:
- (a) Have a substantial adverse effect on a scenic vista.
 - (b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
 - (c) Substantially degrade the existing visual character or quality of the site and its surroundings.
 - (d) Create new sources of substantial light or glare that may adversely affect day or nighttime views in the area.

Visual Character and Visual Resources. The 2010 RSP EIR determined the short-term visual impacts during construction activities would be temporary in nature and limited to the actual periods of construction of each phase and would not be a significant impact.

Development of the 2010 RSP would convert predominantly urban vacant land to residential, commercial, and light industrial land uses, substantially changing the aesthetic nature of the area. However, the Final EIR determined that much of the RSP area is in a blighted condition, and would not be considered scenic in nature. Therefore, development of the RSP in a consistent and aesthetically pleasing manner would actually improve the existing visual landscape.

Although new buildings would block views from portions of the RSP area to the mountains, development of the RSP would be consistent with surrounding development and the overall views of the San Gabriel and San Bernardino Mountains. The Final EIR concluded that the surrounding area would not be marred, and therefore development of the RSP would not result in a significant impact. Further, the Final EIR noted the RSP is not adjacent to or in the vicinity of a state scenic highway; therefore, impacts related to state scenic highways were determined to be less than significant.

Light and Glare. The RSP area is nearly surrounded by development that has similar light and glare sources, so the RSP would be consistent with surrounding light sources; the Final EIR concluded the RSP would not create a significant impact related to light and glare.

The Final EIR concluded that development within the RSP would be required to comply with the development standards of the RSP and would be subject to design review to ensure compliance with the RSP and no conflicts with the City's General Plan and Development Code. The RSP requires preparation of detailed lighting plans with submittal of development applications and both the RSP and City's zoning ordinance limits light source intensities adjacent to residential and non-residential uses. Project and cumulative aesthetics impacts were determined to be less than significant.

Proposed Project

Visual Character and Visual Resources. There are no State-designated scenic highways adjacent to the Project site. Scenic views within the area include the San Gabriel and San Bernardino Mountains to the north, northeast, and northwest of the City and the Project site. The Project proposes development of the currently undeveloped site with a travel center, consistent with the Freeway Incubator land use identified for the Project site. The proposed development would be visible from roadways within the immediate area; however, long-range views of the site would be limited due to the topography and intervening development within the surrounding area. The proposed 14,697-square foot travel center building would be located within the eastern portion of the site and would be 30-feet at its maximum height. The fueling canopies would be open on all sides and therefore would not limit views through the site to the north. Long-range views of the mountains located to the north would still be available from the surrounding area.

Although development of the site would convert predominantly urban vacant land to a commercial use, it would be consistent with development within the surrounding area and the uses anticipated by the RSP and Final EIR for the site. Further, development of the proposed Project would be required to comply with the development standards of the RSP and would require approval of a Precise Plan of Design (PPD), which would include review of the Project to ensure the proposed development is in compliance with all City ordinances and regulations and that the site is physically suitable for the proposed development. The proposed Project would be consistent with the findings of the Final EIR that development of the RSP in a consistent and aesthetically pleasing manner would improve the existing visual landscape. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to scenic vistas, scenic resources, or the visual character or quality of the site and surrounding area as a result of the proposed Project.

Light and Glare. Existing sources of light and glare occur within the surrounding area associated with adjacent street lighting, building interior and exterior lighting associated with existing commercial and industrial uses within the surrounding area, and lighting associated with SR-210. The Project would

introduce new light sources and building materials to the Project site, as anticipated by the RSP and Final EIR. The proposed building materials would not create glare that would adversely affect day or nighttime views in the area. Lighting would be provided throughout the site, including within the fueling areas within and around the travel center and shop structures, landscape lighting, and lighting associated with signage. The proposed lighting would be consistent with lighting that occurs within the surrounding area associated with existing development along Sierra Lakes Parkway and Casmalia Street, to the east of Alder Avenue and the Project site. The Project would be required to provide safety and security lighting within the site in accordance with Rialto Municipal Code Section 18.61.140, Lighting, which requires the level of lighting not exceed one footcandle at any nonresidential property line. As the Project would be required to comply with the development standards of the RSP and the City's Municipal Code specific to lighting, the Project would not result in lighting impacts that adversely affect day or nighttime views in the area. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to light and glare as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

AGRICULTURE

Final EIR

- Thresholds:
- (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
 - (b) Conflict with existing zoning for agricultural use or a Williamson Act contract.
 - (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

According to the 2010 RSP EIR most of the City's land that is designated for agricultural use is either developed with nonconforming land uses (i.e., residential or commercial land uses) or is small and not viable for large agricultural operations. The RSP area does not contain lands designated for agriculture, and would not impact agricultural land uses. Therefore, the 2010 RSP EIR concluded the RSP would not conflict with City zoning or general plan requirements and no project or cumulative impacts to agricultural resources would occur.

Proposed Project

The Project site comprises 13.22 acres of undeveloped land within Planning Area 1 of the larger RSP area. The Project site is undeveloped and no agricultural resources occur on-site, nor has the site historically been used for agricultural purposes. The California Department of Conservation California Important Farmland Finder identifies the Project site as Urban and Built-Up Land.⁴ The Project site is zoned Renaissance Specific Plan and the RSP land use diagram identifies the Project site as Freeway Incubator. Thus, the Project site is not zoned for agricultural use and is not within a Williamson Act contract. Thus,

⁴ California Department of Conservation, California Important Farmland Finder, [Department of Conservation Map Server \(ca.gov\)](#), accessed April 26, 2021.

no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to agricultural resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

AIR QUALITY

Final EIR

- Thresholds:
- (a) Conflict with or obstruct implementation of the applicable air quality plan.
 - (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
 - (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
 - (d) Expose sensitive receptors to substantial pollutant concentrations
 - (e) Create objectionable odors affecting a substantial number of people.

The 2010 RSP EIR concluded that construction and operational air quality emissions would exceed SCAQMD regional emission significance thresholds for VOC, NO_x, CO, PM₁₀ and PM_{2.5}. As a result, buildout of the RSP would conflict with or obstruct implementation of the AQMP. Mitigation measures would be required to reduce the impact; however, emissions would still exceed SCAQMD regional significance thresholds. Project and cumulative project impacts would be significant and unavoidable.

The localized significance analysis conducted within the 2010 RSP EIR determined the RSP would not exceed the localized thresholds for CO, NO_x, PM₁₀ or PM_{2.5}. Additionally, the CO hotspots analysis demonstrated that emissions of CO during operation would not exceed the most stringent air quality standards for CO. Therefore, the 2010 RSP EIR determined that the Project would not violate an air quality standard or contribute substantially to existing or projected air quality violation and impacts would be less than significant.

The 2010 RSP EIR's regional significance analysis of construction and operational emissions demonstrated that without mitigation, emissions of NO_x, VOC, PM₁₀ and PM_{2.5} would be over SCAQMD regional significance thresholds. As concluded in the 2010 RSP EIR, even with the implementation of mitigation measures, the RSP Project would exceed SCAQMD regional emission thresholds and therefore would contribute to a cumulative considerable net increase for ozone, PM₁₀ and PM_{2.5}. Further, the 2010 RSP EIR concluded that Project emissions of NO_x and VOC may contribute to the background concentration of ozone and cumulatively cause health effects. Additionally, during construction and operation, the RSP Project could result in a significant contribution to PM₁₀ and PM_{2.5}; sensitive individuals may experience health impacts when concentrations of these pollutants exceed the ambient air quality standards. The 2010 RSP EIR concluded emissions during construction and operation could result in cumulative ozone, PM₁₀ and PM_{2.5} impacts, which may result in cumulative health impacts from exposure to those pollutants.

Implementation of mitigation measures would be required; however, the impact would be significant and unavoidable.

The 2010 RSP EIR considered existing and proposed sensitive receptors, including residential and school uses. Regarding localized impacts and CO Hotspots, the analysis determined the RSP Project would not exceed the SCAQMD's LST thresholds or result in concentrations of CO from motor vehicles. A Health Risk Assessment (HRA) was conducted to assess the health risks associated with diesel particulate matter (DPM) from onsite truck emissions. The HRA determined the RSP Project operations would not exceed the SCAQMD cancer risk threshold or non-cancer risk threshold. However, due to the uncertainty associated with the estimate of health impacts from the amount of warehouse development that would ultimately occur and the location of warehouses to residential uses and other sensitive receptors, mitigation requiring site-specific analysis for project level development proposals was identified to ensure nearby sensitive receptors would not be impacted by DPM emissions generation by operation of the proposed development. Additional mitigation measures were identified to address construction activities, restricting the placement of fueling stations near sensitive receptors, restricting new sensitive land uses near dry cleaning operations, and restricting the placement of certain land uses within a certain distance of sensitive receptors. With implementation of recommended mitigation measures, the 2010 RSP EIR determined that the RSP Project's potential to expose sensitive receptors to substantial pollutant concentrations would be reduced to a less than significant level.

The RSP Project does not propose land uses typically associated with emitting objectionable odors. Therefore, the 2010 RSP EIR concluded that odors during construction and operation would be less than significant.

Proposed Project

The following air quality analysis evaluates construction and operational air quality impacts associated with the proposed Project relative to impacts identified in the 2010 RSP EIR; refer to [Appendix A, Air Quality, Energy, and Greenhouse Gas Emissions Data](#).

AQMP Consistency

The Project site is located within the South Coast Air Basin (SCAB), which is under SCAQMD's jurisdiction. The SCAQMD is required to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Government's (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (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 proposed Project is subject to the SCAQMD's AQMP.

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

- **Consistency Criterion No. 1:** A proposed project would 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 the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in Table AQ-1, Construction-Related Emissions (Maximum Pounds Per Day) and Table AQ-2, Operational-Related Emissions (Maximum Pounds Per Day), the proposed Project construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, no impact is expected, and the Project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- 1. Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2016 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2016-2040 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2016-2040 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Rialto. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP.

The Project involves the development of the Rialto Travel Center, which is consistent with the land use identified by the RSP and Rialto General Plan and would not induce direct population growth in the City. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

2. Would the project implement all feasible air quality mitigation measures?

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required. As such, the proposed Project meets this 2016 AQMP consistency criterion.

3. Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. As discussed in the Greenhouse Gas Emissions section, the Project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP. Therefore, the Project would be consistent with the above criteria.

Construction Emissions

The Project's construction-related emissions 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. Proposed Project site preparation, grading, building construction, and paving is anticipated to begin in late 2021. There is no architectural coating phase anticipated, since all exterior finishes would be pre-finished. The Project's predicted maximum daily construction-related emissions are summarized in Table AQ-1, Construction-Related Emissions (Maximum Pounds Per Day).

Table AQ-1
Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
2021	5.4	43.5	73.2	0.2	10.7	5.0
SCAQMD Threshold	75	100	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
Source: CalEEMod version 2016.3.2.						
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment; refer to <u>Appendix A</u> for model outputs.						

As shown in Table AQ-1, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed Project would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-

related emissions. A portion of SCAQMD Rule 403 was applied to the Project modeling to more accurately estimate proposed Project criteria pollutant emissions. The proposed Project emissions would not worsen ambient air quality, create additional violations of federal and State standards, or delay SCAB's goal for meeting attainment standards.

Operational Emissions

The Project's operational emissions would be associated with motor vehicle use and area sources. Area sources include natural gas for space and water heating, gasoline-powered landscaping and maintenance equipment, and consumer products (such as household cleaners). Mobile source emissions are generated from vehicle operations associated with project operations. Typically, area sources are small sources that contribute very minor emissions individually, but when combined may generate substantial amounts of pollutants. Area specific defaults in CalEEMod were used to calculate area source emissions.

CalEEMod estimated emissions from Project operations are summarized in Table AQ-2, Operational-Related Emissions (Maximum Pounds Per Day). Note that emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

Table AQ-2
Operational-Related Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Summer Emissions						
Area Source	0.4	<0.1	<0.1	0	<0.1	<0.1
Energy	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Mobile	9.0	50.9	51.6	<0.2	9.1	2.5
Total	9.4	51.1	51.7	0.2	9.2	2.5
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Winter Emissions						
Area Source	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Mobile	7.6	49.8	51.4	0.2	9.1	2.5
Total	8.0	50.0	51.6	0.2	9.2	2.5
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod Version 2016.3.2; refer to <u>Appendix A</u> for model outputs. Note: Totals may not add up due to rounding.						

As shown in Table AQ-2, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants.

Area Source Emissions

Area source emissions would be generated due to consumer products and landscaping that were previously not present on the site. As shown in [Table AQ-2](#), the Project's unmitigated area source emissions would not exceed SCAQMD thresholds for either the winter or summer seasons.

Energy Source Emissions

Energy source emissions would be generated due to the Project's electricity and natural gas usage. The Project's primary uses of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in [Table AQ-2](#), the Project's unmitigated energy source emissions would not exceed SCAQMD thresholds for criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Mobile Source Emissions

Mobile source emissions 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, NOX, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NOx and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, as recommended by the SCAQMD. The Project's trip generation estimates were based on the Institute of Transportation Engineers (ITE) trip generation rates provided by Kimley-Horn Associates; refer to [Appendix A](#). As shown in [Table AQ-2](#), mobile source emissions would not exceed SCAQMD thresholds for criteria pollutants.

Cumulative Short-Term Emissions

SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. As discussed above, the Project's construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether individual Project emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act 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 cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Emissions

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 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.

As shown in Table AQ-2, the Project's operational emissions would not exceed SCAQMD thresholds. As a result, the Project's operational emissions 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.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project site are the residences located approximately 133 meters southwest of the Project site (at the closest location). 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.

The maximum daily disturbed acreage would be less than 5.0 acres. The appropriate SRA for the LSTs is the SRA 34 (Central San Bernardino Valley), since SRA 34 includes the Project site. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres. As stated, Project construction is anticipated to disturb no more than 5.0 acres in a single day.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 100 meters were utilized in this analysis for receptors (since the closest sensitive receptor is located approximately 133 meters away). Table AQ-3, Localized Significance of Construction Emissions (Maximum Pounds per Day), presents the results of localized emissions during proposed Project construction.

Table AQ-3
Localized Significance of Construction Emissions (Maximum Pounds per Day)¹

Construction Activity	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Site Preparation (2021)	1.4	6.1	2.2	1.2
Grading (2021)	26.3	42.4	5.7	3.4
Building Construction (2021)	6.9	14.7	0.3	0.3
Paving (2021)	5.7	12.6	0.2	0.2
SCAQMD Localized Screening Thresholds (5 acres at 100 meters)	378	4,142	65	17
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.				
Notes: 1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.				

As shown in [Table AQ-3](#), the emissions of these pollutants on the peak day of Project construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, the Project would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in [Table AQ-4](#), *Localized Significance of Operational Emissions (Maximum Pounds per Day)*. [Table AQ-4](#) shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table AQ-4
Localized Significance of Operational Emissions (Maximum Pounds per Day)

Emission Sources	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
On-Site Emissions (Area Sources)	<0.1	<0.1	<0.1	<0.1
SCAQMD Localized Screening Threshold (5 acres at 100 meters)	378	4,142	11	5
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2016.3.2; refer to Appendix A for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major

stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (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 mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2016 AQMP, ozone, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease 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. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMD also emphasized that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to [Table AQ-1](#) and [Table AQ-2](#). Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to [Table AQ-3](#) and [Table AQ-4](#). 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 NAAQS or CAAQS. 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 such as asthmatics, children, and the elderly. 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 more than the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” determines whether the change in the level of service of an intersection resulting from the proposed 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 2016 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 approximately 100,000 average daily traffic (ADT), 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 proposed Project 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 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the passenger-car-equivalent (PCE) trips attributable to the proposed Project.

Toxic Air Contaminants

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

Based on the risks associated with diesel particulate matter (DPM) generated by the Project's heavy-duty truck trips and truck refrigeration units (TRUs), and benzene exposure during gasoline refueling activities, an Air Toxics Health Risk Assessment (HRA) was prepared for the proposed Project to assess the Project's health risks; refer to [Appendix B, Health Risk Assessment](#).

The SCAQMD has established maximum thresholds of significance for TACs, which would be significant if they exceed the following thresholds (for on-site workers):

- Incremental cancer risk of equal to or greater than 10 in one million; and,
- Chronic and Acute Hazard Index of equal to or greater than 1.0 (project increment).

Air dispersion modeling was conducted using AERMOD and HARP-2 risk modeling software to determine cancer and non-cancer TAC risks on the nearest residential and on-site workplace receptors. Maximum incremental residential cancer risk was evaluated over a 70-year period, and maximum incremental workplace cancer risk was evaluated over a 40-year period. Chronic and acute cancer risks on the nearest sensitive receptors were also modeled.

[Table AQ-5, Summary of Maximum Health Risks](#), displays the workplace cancer risk, and acute and chronic incidence rate results at nearest receptors. Parameters, assumptions, and output selections provided within the modeling are described within the health risk assessment provided in [Appendix B](#).

Table AQ-5
Summary of Maximum Health Risks

Risk Metric	Maximum Risk (per million persons)	Significance Threshold	Is Threshold Exceeded?
Residential Cancer Risk (70-year exposure)	1.55	10 per million	No
Workplace Cancer Risk (40-year exposure)	0.2	10 per million	No
Chronic (non-cancer)	0.03	Hazard Index ≥ 1.0	No
Acute (non-cancer)	0.07	Hazard Index ≥ 1.0	No
Sources: AERMOD VIEW 9.9.5 (Lakes Environmental Software, 2021); and HARP-2 Air Dispersion and Risk Tool (dated 21081).			

As shown in [Table AQ-5](#), the proposed Project would not exceed the maximum risk values established by the SCAQMD for TACs. All receptor types would be below the applicable SCAQMD significance thresholds.

Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors to the Project site are located to the southwest, and further from the major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from diesel particulate matter (DPM). Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by Project construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxins.

Construction Odors

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

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

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly.

Operational Odors

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, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project proposes development of a travel center, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

As demonstrated above, air quality and health risk impacts related to the proposed Project are within the limit of impacts identified in the 2010 RSP EIR. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to air quality as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential air quality and health risk impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

MM AQ-2. During project construction, construction equipment shall be properly maintained at an offsite location in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. The equipment maintenance records and equipment design specification data sheets shall be available during construction and subject to inspection.

MM AQ-3. During project construction, the developer shall require all contractors to turn off all construction equipment when not in use or limit idling to less than 5 minutes.

MM AQ-4. Prior to construction of the project, the project proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the project construction site and congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non-peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles onsite and offsite. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

MM AQ-5. Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable; and use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. All paints shall be low VOC content paints. For a list of low volatile organic compound (VOC) paints, see www.aqmd.gov/prdas/brochures/paintguide.html.

MM AQ-6. Prior to issuance of a grading permit, a Construction Employee Trip Reduction Plan shall be created. Included in the Plan shall include a shuttle service to and from retail establishments during lunch hour and/or an onsite lunch service. The Plan shall also include carpooling and/or transit incentives for the construction employees.

MM AQ-7. During project construction, onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators.

MM AQ-8. Grading activity shall not occur on days with an Air Quality Index forecast for San Bernardino County greater than 100 for particulates or ozone. The categories where grading shall not occur are:

unhealthy for sensitive groups, unhealthy, very unhealthy, or hazardous. Air Quality Index forecasts can be obtained at the website: www.airnow.gov/index.cfm?action=airnow.showlocal&CityID=211.

MM AQ-9. All diesel-powered off-road construction equipment in excess of 50 brake horsepower shall be required to have emission control equipment with a minimum of Tier II diesel particulate filter emission controls resulting in a minimum of 50 percent particulate matter control, if such a filter is available for that piece of equipment. Off-road diesel emission control equipment meeting this requirement can be found at: www.aqmd.gov/ceqa/handbook/mitigation/offroad/AQ_offroad.html. If CARB adopts more stringent off-road construction equipment control technology for equipment in excess of 50 brake horsepower that is feasible to utilize during the construction of the Project it shall be used.

BIOLOGICAL RESOURCES

Final EIR

- Thresholds:
- (a) 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, by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
 - (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
 - (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
 - (d) 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.
 - (e) Conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance.
 - (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Sensitive Plant Communities. The 2010 RSP EIR determined that there were no sensitive status plant communities within the RSP project area.

Sensitive Plant Species. The 2010 RSP EIR identified one sensitive plant species, Mesa horkelia, with a moderate potential to occur within the RSP planning area; however, it was not found during previous surveys.

Sensitive Wildlife Species. The 2010 RSP EIR addressed the Coastal California Gnatcatcher (CAGN), San Bernardino Kangaroo Rat (SBKR), Burrowing Owl, Loggerhead Shrike, Coast (San Diego) Horned Lizard,

Orange-throated whiptail, California Horned Lark, San Diego Black-Tailed Jackrabbit, and Bell's Sage Sparrow. Each area addressed below:

Coastal California Gnatcatcher (CAGN). The 2010 RSP EIR identified both suitable breeding and dispersal habitat for the federally threatened coastal CAGN in portions of the RSP Planning Area (PAs 24, 28, 31, 32, 33, 35, 37, 38, 40-50, 55-57). Mitigation requiring focused surveys within the identified planning areas and the development of avoidance, minimization, and mitigation measures implemented through consultation with the USFWS would reduce potential impacts to less than significant.

San Bernardino Kangaroo Rat (SBKR). The 2010 RSP EIR identified suitable habitat for SBKR in portions of the RSP Planning Area (PAs 19-23, 33-35, 52, 60a, 60c). Mitigation requiring focused surveys within the identified planning areas and the development of avoidance, minimization, and mitigation measures implemented through consultation with the USFWS would reduce potential impacts to less than significant.

Burrowing Owl (BUOW). The 2010 RSP EIR indicated that much of the RSP provides suitable nesting, foraging, and dispersing habitat for BUOW. BUOW was not observed in the area during the 2008 biological surveys; however, surveys in 2006 confirmed the presence of breeding BUOW on the central portion of the RSP Project area. Since BUOW has previously been observed breeding onsite and suitable habitat is present, there is a high probability that BUOW occurs within the RSP. The 2010 RSP EIR specifically identifies PA 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, 70 as having the highest probability of BUOW presences, and Mitigation Measure B-03 was adopted to ensure protection of this species. This measure calls for a survey to be performed prior to construction to determine presence prior to any disturbance. This measure laid out several steps to take in the event that BUOW is determined to be present on a site. The 2010 RSP EIR determined that compliance with the identified mitigation would reduce potential impacts to less than significant.

Loggerhead Shrike and Coast (San Diego) Horned Lizard. The 2010 RSP EIR concluded that the loggerhead shrike and the Coast (San Diego) horned lizard were both found within the RSP Planning Area during the 2008 biological survey as well as the 2005 survey. The Planning Area was determined to have suitable habitat for both of these species and they were both believed to occupy the RPS. The 2010 RSP EIR concluded that the RPS would remove the entire suitable habitats of these species, resulting in permanent adverse impacts to both; however, the EIR concluded that these impacts are considered less than significant due to the species relatively common status in western San Bernardino County. Mitigation would require pre-construction nesting bird surveys if ground disturbing activities and removal of vegetation or other potential nesting habitat occur during the nesting season and protection of any nests would reduce potential impacts to less than significant.

Orange-throated whiptail (Aspidoscelis hyperythra). The 2010 RSP EIR concluded that the RSP Planning Area has suitable habitat for orange-throated whiptail especially within the Riversidean sage scrub (RSS) areas. The 2010 RSP concluded that the species has not been observed within the RSP Planning Area and impacts to orange-throated whiptail are considered less than significant.

California Horned Lark and San Diego Black-Tailed Jackrabbit. The 2010 RSP EIR concluded that the California horned lark and the San Diego black tailed jackrabbit were not found during the 2008 MBA survey (MBA 2008); however, both were present within the RSP during previous site surveys: the

California horned lark was observed during the 2006 biological survey, and the San Diego black tailed jackrabbit was observed during surveys in 2005. The RSP has suitable habitat for both of these species. The biological assessment prepared in 2008 determined that the California horned lark has a moderate potential to occur within the RSP and the San Diego black tailed jackrabbit has a high potential to occur within the RSP (MBA 2008b). The 2010 RSP EIR concluded that impacts to these species habitat on the are considered less than significant due to their relatively common status in western San Bernardino County.

Bell's Sage Sparrow. The 2010 RSP EIR concluded that the Bell's sage sparrow was not found during any of the onsite biological surveys; however, the species was found to be present adjacent to the RSP Planning Area during a 2006 biological survey by PCR. The 2010 RSP EIR determined that this species has a moderate potential to occur in the RSP Planning Area, but concluded that impacts to the species' habitat in the RSP are considered less than significant due to their relatively common status in western San Bernardino County.

Wildlife Corridors. The 2010 RSP EIR showed that the RSP Planning Area is not within a known wildlife corridor, and abuts urbanized areas on all sides. The 2010 RSP EIR concluded that the RSP is not considered a part of a high functioning regional wildlife corridor because it is not connected to likely species habitat, has not been documented as an important wildlife corridor, and is disturbed in most areas. The 2010 RSP EIR concluded that the RSP would have a less than significant impact on the regional movement of wildlife.

Nesting Birds. The 2010 RSP EIR noted that birds and their nests are protected under the MBTA and CDFG codes and that the RSP Planning Areas contain areas that are assumed to contain nests. Mitigation would require pre-construction nesting bird surveys if ground disturbing activities and removal of vegetation or other potential nesting habitat occur during the nesting season and protection of any nests would reduce potential impacts to less than significant.

Jurisdictional Water Resources. The 2010 RSP EIR concluded that jurisdictional waters are absent in the RSP and no impacts will occur to wetlands or riparian areas as a result of the RSP.

Proposed Project

The Project site comprises 13.22 acres of undeveloped land within Planning Area 1 of the larger RSP area. The Project site is undeveloped and categorized as disturbed/ruderal on Exhibit 4.4-1 Plant Communities as provided in the 2010 RSP EIR. The Project site is not in the "Recommended Focused Survey Areas" for California Gnatcatcher, San Bernardino Kangaroo Rat, or Burrowing Owl. The April 20, 2021 site survey did not reveal presence of any special status communities, plants, or wildlife, or nesting birds, wildlife corridors, or jurisdictional waters. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to biological resources as a result of the proposed Project.

Sensitive Plant Communities. It is noted that the Project site is categorized as disturbed/ruderal. The Project site was surveyed on April 20, 2021 and sensitive plant communities were not present.

Sensitive Plant Species. The 2010 RSP EIR identified one sensitive plant species, mesa horkelia, with a moderate potential to occur within the RSP planning area; however, it was not found during previous surveys. The Project site was surveyed on April 20, 2021 and this species was not present.

Sensitive Wildlife Species. As noted above, the 2010 RSP EIR addressed the Coastal California Gnatcatcher (CAGN), San Bernardino Kangaroo Rat (SBKR), Burrowing Owl, Loggerhead Shrike, Coast (San Diego)

Horned Lizard, Orange-throated whiptail, California Horned Lark, San Diego Black-Tailed Jackrabbit, and Bell's Sage Sparrow. Each area addressed below:

Coastal California Gnatcatcher (CAGN). The 2010 RSP EIR identified both suitable breeding and dispersal habitat for the federally threatened coastal CAGN in portions of the RSP Planning Area (PAs 24, 28, 31, 32, 33, 35, 37, 38, 40-50, 55-57). The proposed Project is within PA 1, which is not identified as suitable habitat in the 2010 RSP EIR, nor was it determined to be suitable during the April 2021 site survey. Mitigation Measure B-01 is not applicable to the proposed Project because it is specifically designed for the projects with suitable habitat within the RSP as defined by Exhibit 4.4-2a of the 2010 RSP EIR.

San Bernardino Kangaroo Rat (SBKR). The 2010 RSP EIR identified suitable habitat for SBKR in portions of the RSP Planning Area (PAs 19-23, 33-35, 52, 60a, 60c). The proposed Project is within PA 1, which is not identified as suitable habitat in the 2010 RSP EIR, nor was it determined to be suitable during the April 2021 site survey. Mitigation Measure B-02 is not applicable to the proposed Project because it is specifically designed for the projects with suitable habitat within the RSP as defined by Exhibit 4.4-2b of the 2010 RSP EIR.

Burrowing Owl (BUOW). The 2010 RSP EIR indicated that much of the RSP provides suitable nesting, foraging, and dispersing habitat for BUOW. The 2010 RSP EIR specifically identifies PA 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, 70 as having the highest probability of BUOW presences, and Mitigation Measure B-03 was adopted to ensure protection of this species. This measure calls for a survey to be performed prior to construction to determine presence prior to any disturbance. This measure laid out several steps to take in the event that BUOW is determined to be present on a site. The proposed Project is within PA 1, which is not identified as high probability of presence in the 2010 RSP EIR, nor did the April 2021 site survey reveal presence of this species. However, 2010 RSP EIR Mitigation Measure B-03 remains applicable to the proposed Project because BUOW is highly adaptable and mobile and may establish presence in the future before construction commences. With implementation of 2010 RSP EIR Mitigation Measure B-03, potential impacts to BUOW would remain less than significant.

Loggerhead Shrike and Coast (San Diego) Horned Lizard. The Planning Area was determined to have suitable habitat for both of these species and they were both believed to occupy the RPS. The 2010 RSP EIR concluded that the RPS would remove the entire suitable habitats of these species, resulting in permanent adverse impacts to both; however, the EIR concluded that these impacts are considered less than significant due to the species relatively common status in western San Bernardino County. 2010 RSP EIR Mitigation Measure B-04 remains applicable to the proposed Project because nesting birds would be required to be protected from disturbance before construction commences. With implementation of 2010 RSP EIR Mitigation Measure B-04, potential impacts to nesting birds would be less than significant.

Orange-throated whiptail (Aspidoscelis hyperythra). The 2010 RSP concluded that the species has not been observed within the RSP Planning Area and impacts to orange-throated whiptail are considered less than significant. It is noted that the Project site does not contain the RSS habitat, instead it is categorized as disturbed/ruderal, which provides low, if any, habitat quality for this species.

California Horned Lark and San Diego Black-Tailed Jackrabbit. The 2010 RSP EIR concluded that impacts to these species' habitats are considered less than significant due to their relatively common status in

western San Bernardino County. It is noted that the Project site is categorized as disturbed/ruderal, which provides low, if any, habitat quality for these species.

Bell's Sage Sparrow. The 2010 RSP EIR determined that this species has a moderate potential to occur in the RSP Planning Area, but concluded that impacts to the species' habitat in the RSP are considered less than significant due to their relatively common status in western San Bernardino County. It is noted that the Project site is categorized as disturbed/ruderal, which provides low, if any, habitat quality for these species.

Wildlife Corridors. The 2010 RSP EIR concluded that the RSP is not considered a part of a high functioning regional wildlife corridor because it is not connected to likely species habitat, has not been documented as an important wildlife corridor, and is disturbed in most areas. The 2010 RSP EIR concluded that the RSP would have a less than significant impact on the regional movement of wildlife. The Project site is relatively disconnected due to surrounding development and the SR-210 freeway to the south and would not serve as a wildlife corridor. Impacts would remain less than significant.

Nesting Birds. The 2010 RSP EIR noted that birds and their nests are protected under the MBTA and CDFG codes and that the RSP Planning Areas contain areas that are assumed to contain nests. The Project site was surveyed on April 20, 2021 and nesting birds were not present. However, as stated, 2010 RSP EIR Mitigation Measure B-04 remains applicable to Project to protect the potential of nesting birds. With implementation of 2010 RSP EIR Mitigation Measure B-04, potential impacts to nesting birds associated with the proposed Project would be less than significant.

Jurisdictional Water Resources. The 2010 RSP EIR concluded that jurisdictional waters are absent in the RSP and no impacts would occur to wetlands or riparian areas as a result of the RSP Project. The Project site was surveyed on April 20, 2021 and jurisdictional waters were not present. Thus, no impacts to wetlands or riparian areas would occur with implementation of the proposed Project.

With implementation of 2010 RSP EIR Mitigation Measures B-3 and B-4, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to biological resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential impacts to biological resources associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

MM B-3. Portions of the project site have been determined to contain suitable habitat for Burrowing Owl (BUOW), as illustrated in Exhibit 4.4-2c of this DEIR (PAs 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, 70 as appropriate). Prior to development of these areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the California Department of Fish and Game (CDFG). If the ground disturbance commences after the expiration of the most recent BUOW focused survey, a pre-construction survey for BUOW will be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determines the BUOW to be present, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Fish and Game Code requirements and include, but are not limited to the following:

- Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a qualified biologist verifies through non-invasive methods that either 1) the birds have not begun egg-laying or incubation or 2) that juveniles from the occupied burrows are foraging Independently and are capable of an independent survival flight. All relocation shall be approved by the CDFG. The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFG within 30 days following completion of the relocation and monitoring of the BUOW.
- A BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the CDFG for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BOUW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures for the proposed mitigation to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of offsite suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with CDFG. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.
- If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.

MM B-4. Due to the size of the project site, the complexity of the habitat, and the secretive nesting grassland bird species that may be present (including the California horned lark and western meadowlark), the initial clearing and grubbing of the site should occur outside of the nesting season (March through August). If ground disturbing activities and removal of vegetation or other potential nesting habitat must occur during the nesting period, a pre-construction nesting bird survey shall be conducted prior to any ground disturbing activities. If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.

CULTURAL AND TRIBAL CULTURAL RESOURCES

Final EIR

- Thresholds:
- (a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
 - (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
 - (c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.
 - (d) Disturb any human remains, including those interred outside formal cemeteries.

The 2010 RSP EIR determined development within the RSP area could impact significant cultural resources during construction. Archaeological and historical resources that were identified or not identified during field survey could be inadvertently unearthed or otherwise damaged during any planned ground-disturbing activities, which could result in damage to significant historical resources. To determine significance of the individual sites, the 2010 RSP EIR concluded that significance evaluations must take place on such sites should planning show they will be impacted. Further, all construction-related impacts of soil in the southern portion of the Specific Plan must be monitored. With implementation of mitigation measures, including site-specific cultural resources assessment within specific RSP Planning Areas, the 2010 RSP EIR determined that potential project and cumulative project impacts to historic and archaeological resources would be less than significant.

The paleontological review found that the RSP Project area is located primarily upon Quaternary younger fan deposits of Holocene or historically recent age. This Holocene alluvium has low potential for significant fossil deposits and is thereby assigned low paleontological sensitivity. However, these Holocene sediments may overlie earlier deposits that are also present in portions of the RSP Project area near the eastern boundary. These deposits have been mapped alternatively as either middle to later Pleistocene fan deposits or middle to later Pleistocene eolian dune sands, and has assigned the deposits an undetermined paleontological sensitivity. The 2010 RSP EIR determined that with implementation of mitigation regarding potential paleontological resources within specific RSP Planning Areas, project and cumulative project impacts would be less than significant.

The 2010 RSP EIR concluded the RSP Project area is not within a known or suspected cemetery and there are no known human remains within the Project area. In the event human remains were discovered, state law relating to the discovery of human remains would provide guidance. Therefore, the impact of the RSP Project to human remains was determined to be less than significant.

Proposed Project

In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines to include a checklist item relating to a project's impacts on Tribal Cultural Resources. In particular, Appendix G of the State CEQA Guidelines now includes a checklist item that provides:

XVIII. Tribal Cultural Resources.

- (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, [or] 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:
 - i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806 [even though State CEQA Guidelines were amended on March 18, 2010 to address greenhouse gas emissions, lead agency's 2010 Addendum to a 1997 EIR did not require analysis of greenhouse gas emissions because "information about the potential environmental impact of greenhouse gas emissions was known or could have been known at the time the 1997 EIR and the 2003 SEIR for the [project] were certified"]; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1319-1320 ["the adoption of guidelines for analyzing and evaluating the significance of data does not constitute new information if the underlying information was otherwise known or should have been known at the time the EIR was certified"]; see also *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., impacts relating to Tribal Cultural Resources) were known or could have been known when the RSP Final EIR was certified in 2010. The RSP Final EIR discusses the RSP's impacts on Tribal Cultural Resources, albeit in the context of the Cultural Resources section of the RSP Draft EIR. (See, e.g., Draft EIR, pp. 4.5-1 through 4.5-16 [discussing cultural resources and finding that with implementation of mitigation measures "impacts of the project on cultural resources are considered less than significant"]). Because potential impacts relating to Tribal Cultural Resources were known or could have been known when the RSP Final EIR was certified in 2010, California law does not require these impacts to be analyzed in this Addendum.

According to 2010 RSP EIR Table 4.5-2, no resources are known to be located within RSP Planning Area 1 in which the proposed Project site is located. Further, the Project site is not located within the southern portion of the RSP Planning Area, south of Walnut Street, identified as an area where monitoring of

development-related excavation would be required during all construction-related ground disturbances. Thus, potential impacts to cultural resources associated with development of the Project site were not identified and 2020 RSP EIR Mitigation Measures CR-1, CR-2, CR-3, CR-4, and CR-4 would not be applicable to the proposed Project.

A Cultural Resources Survey was prepared by Anza Resource Consultants (May 2021) to confirm the potential for the Project site to contain cultural resources; refer to [Appendix C, Cultural Resources Survey](#).

Records Search

The Cultural Resources Survey included a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The search was requested to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the Project site. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps. The SCCIC records search identified 12 cultural resources studies that were conducted within a 0.5-mile radius of the Project site; two of the studies included the Project site.

The “Phase I Cultural Resource Assessment and Paleontological Records Review Renaissance Specific Plan Project, Rialto, San Bernardino County, California,” was prepared in 2006, which included the entire Project site within a 1,510-acre study area. This study included a pedestrian survey of the Project site to current professional standards. No cultural resources were identified within the current Project site and the study found the Project site to possess low archaeological sensitivity for prehistoric and historic archaeological resources. Although the study recommended archaeological monitoring and paleontological resources survey for other portions of the 1,510-acre study area, no additional measures were recommended for the current Project site.

Five cultural resources were previously recorded within 0.5 mile of the Project site; none of these resources is within or adjacent to the Project site. All five resources are historic; no prehistoric or Native American resources were identified.

A review of the Sacred Lands File (SLF) was conducted by the Native American Heritage Commission (NAHC) on April 9, 2021. The NAHC sent a response on May 23, 2020, stating that a search of the SLF was completed with positive results (i.e., sacred lands or resources important to Native Americans are recorded within the vicinity of the Project site).

On May 16, 2020, letters were mailed to 13 Native American contacts describing the Project and asking if they had knowledge regarding cultural resources of Native American origin within or near the Project site. The Agua Caliente Band of Cahuilla Indians responded in a letter stating that “a records check of the Tribal Historic preservation office’s cultural registry revealed that this Project is not located within the Tribe’s Traditional Use Area” and they defer to other tribes. The Quechan Indian Tribe responded stating they have no comments regarding the project and defer to local tribes. The Gabrieleno Band of Mission Indians – Kizh Nation responded in a letter stating that the project location is within their Ancestral Tribal Territory and requested consultation with the Lead Agency; however, no additional information was provided

regarding the potential for tribal cultural resources. The San Manuel Band of Mission Indians (SMBMI) responded stating that the proposed Project area is within Serrano ancestral territory and is of interest to SMBMI. The tribe requested a more detailed map to determine how the tribe will move forward. The tribe was provided with information regarding the location of the Project site; no additional response was received.

A paleontological resources records search was conducted for the Project site by the Western Science Center and indicated the geologic units underlying the Project area are mapped entirely as alluvial fan deposits dating to the Holocene. Because of the young age of the deposits, the presence of any fossil material is unlikely. The Western Science Center does not have localities within the Project area or within a one-mile radius and indicated that excavation activity associated with the development of the Project area is unlikely to be paleontologically sensitive, but caution during development should be observed.

Field Survey

The Project site was bare but possessed evidence of disturbance associated with geotechnical testing. Ground visibility during the survey was fair to good (approximately 70 percent), with some bare portions exhibiting 100 percent ground visibility. Other portions of the site were obscured by non-native grasses and weeds at the east end, and more native plants associated with sage scrub at the west end. Modern trash was observed throughout, including construction dumping such as concrete and other building materials. Evidence of underground utilities was observed, and large steel power poles line the north edge of the Project site. Some modern cow or horse bone was observed, and a large advertising billboard is present on the central southern edge of the site. The survey was negative; no archaeological, historic built environment, paleontological, or tribal cultural resources were observed within the Project site.

Modern developments are visible across streets to the north and east of the Project site. A drainage ditch and SR-210 are adjacent to the south. Vacant land is to the west. No historic period buildings were observed in the vicinity of the Project site.

Findings

Based on the above, the archaeological sensitivity of the Project site is considered low. The paleontological resources records search results stated that the Project has a low potential to uncover fossils. The Cultural Resources Survey concludes a finding of no impacts to historical, archaeological, or paleontological resources under CEQA. No further cultural or paleontological resources study is recommended; however, the following standard conditions of approval would be implemented in the event unanticipated discovery of cultural resources occurs during Project related ground disturbing activities.

- If cultural resources or tribal cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Historic Preservation Professional Qualification Standards for archaeology (National Park Service 1997) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.
- The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an

unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to cultural resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No mitigation measures identified in the 2010 RSP EIR are applicable to the proposed Project.

ENERGY

Final EIR

The Final EIR does not include a stand-alone Energy analysis section.

Proposed Project

In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines to include a checklist item relating to a project's impacts relating to Energy. In particular, Appendix G of the State CEQA Guidelines now includes a checklist item that provides:

VI. Energy. Would the project:

- (a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. As further discussed in the Cultural and Tribal Cultural Resources section, above, California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See *Citizens Against Airport Pollution, supra*, 227 Cal.App.4th at p. 806; *Concerned Dublin Citizens, supra*, 214 Cal.App.4th at pp. 1319-1320; *Citizens for Responsible Equitable Environmental Development, supra*, 196 Cal.App.4th at p. 532.)

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806 [even though State CEQA Guidelines were amended on March 18, 2010 to address greenhouse gas emissions, lead agency's 2010 Addendum to a 1997 EIR did not require analysis of greenhouse gas emissions because "information

about the potential environmental impact of greenhouse gas emissions was known or could have been known at the time the 1997 EIR and the 2003 SEIR for the [project] were certified”]; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1319-1320 [“the adoption of guidelines for analyzing and evaluating the significance of data does not constitute new information if the underlying information was otherwise known or should have been known at the time the EIR was certified”]; see also *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., the potential environmental impacts of energy inefficiency) were known or could have been known when the RSP Final EIR was certified in 2010. The RSP Final EIR discusses the use of non-renewable energy resources and energy efficiency. (See Draft EIR, pp. 4.12-16 [referencing RSP’s provisions and landscape guidelines “designed to minimize water and energy consumption” and the RSP’s consistency with Regional Transportation Plan Goals that promote energy efficiency]; 4.16-19 [referencing the RSP contains guidance for the provision of utility infrastructure, including requirements relating to water conservation, energy conservation, and other measures]; 4.17-29 through 4.17-50 [which discusses the amount of energy and associated greenhouse gas emissions that would occur with implementation of the RSP and energy efficiency measures that would be implemented in the RSP, including project design features and mitigation measures].) Because the potential energy-related impacts at issue in the above checklist item were known or could have been known when the RSP Final EIR was certified in 2010, and because the RSP Final EIR did not include the Energy environmental factor in its checklist, California law does not require these impacts to be analyzed in this Addendum.

Although not required, an assessment of the proposed Project’s energy use was prepared to determine if the proposed Project would be considered “wasteful, inefficient and unnecessary” or if the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The following discussion provides calculated levels of energy use expected for the proposed Project, based on commonly used modelling software (i.e. CalEEMod v.2016.3.2 and the California Air Resource Board’s EMFAC2017); refer to Appendix A. It should be noted that many of the assumptions provided by CalEEMod are conservative relative to the Project; thus, this discussion provides a conservative estimate of proposed Project emissions.

Electricity and Natural Gas

Electricity and natural gas used by the Project would be used primarily to power on-site buildings. Total annual natural gas (kBtu) and electricity (kWh) usage associated with the operation of the Project are shown in Table EN-1, Project Operational Natural Gas and Electricity Usage.

Table EN-1
Project Operational Natural Gas and Electricity Usage

Emissions	Project Annual Consumption	Los Angeles County Annual Consumption	Percent Increase
Natural Gas Consumption (therms)	777	2,921,000,000	0.00003%
Electricity Consumption (MWh/year)	360	68,486,000	0.0005%
Sources: CalEEMod version 2016.3.2; California Energy Commission, Electricity Consumption by County; Natural Gas Consumption by County.			

CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity values for non-residential buildings. As shown in [Table EN-1](#), Project operational natural gas usage would be a 0.00003 percent increase above the County's typical annual electricity consumption, and an approximate 0.0005 percent increase above the county's typical natural gas consumption. These increases are minimal in the context of the County as a whole.

On-Road Vehicles (Operation)

The Project would generate vehicle trips during its operational phase. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod (version 2016.3.2) were used, which are based on the Project location and urbanization level parameters selected within CalEEMod; refer to [Appendix A](#).⁵ Based on fleet mix data provided by CalEEMod and Year 2020 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2017, a weighted MPG factor for operational on-road vehicles of approximately 24.9 MPG for gasoline vehicles was derived. Based on 24.9 MPG and 14,107 Average Daily VMT, the Project would generate vehicle trips that would use approximately 568 gallons of gasoline per day or 207,339 gallons of gasoline per year.

On-Road Vehicles (Construction)

The Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2021 gasoline MPG factors provided by EMFAC2017. It was assumed that all vehicles would use gasoline as a fuel source (as opposed to diesel fuel or alternative sources). [Table EN-2, On-Road Mobile Fuel Generated by Project Construction Activities – By Phase](#), describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the majority of on-road mobile vehicle fuel used during the construction of the Project would occur during the building construction phase.

⁵ Estimated VMT is generated from CalEEMod based upon the number of Project trips and an average trip length. CalEEMod average trip lengths are used since the Project satisfies the City's SB 743 Implementation Guidance criteria for VMT screening and a detailed VMT analysis is not required.

Table EN-2
On-Road Mobile Fuel Generated by Project Construction Activities – By Phase

Construction Phase	# of Days	Total Daily Worker Trips ¹	Total Daily Vendor Trips ¹	Total Hauler Trips ¹	Gallons of Gasoline Fuel ²	Gallons of Diesel Fuel ²
Site Preparation	5	5	0	0	18	0
Grading	38	28	0	0	781	0
Building Construction	76	236	92	0	13,162	8,834
Paving	31	13	0	0	296	0
Total					14,257	8,834
Sources: CalEEMod Version 2016.3.2; EMFAC2017.						
Notes:						
1. Provided by CalEEMod.						
2. Refer to Appendix A for further detail.						

Off-Road Vehicles (Construction)

Off-road construction vehicles would use diesel fuel during the construction phase of the Project. Off-road construction vehicles expected to be used during the construction phase of the Project include, but are not limited to, cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO₂ emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO₂ to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the Project would use up to approximately 13,566 gallons of diesel fuel for off-road construction vehicles during the site preparation and grading phases of the Project; refer to [Appendix A](#) for detailed calculations.

Summary

The proposed Project would use energy resources for the operation of the on-site buildings (e.g., electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the Project (both during project construction and operation), and from off-road construction activities associated with the Project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The Project would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. SCE has achieved at least a 33 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the

Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, maintenance, and/or removal. Both SCE, the electricity provider to the site, and Southern California Gas, the natural gas provider to the site, maintain sufficient capacity to serve the proposed Project. The Project would be required to comply with all existing energy efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation, nor conflict with any state or local plan for renewable energy or energy efficiency.

GEOLOGY AND SOILS

Final EIR

- Thresholds:
- (a) Expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - (i) 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.
 - (ii) Strong seismic ground shaking.
 - (iii) Seismic-related ground failure, including liquefaction.
 - (iv) Landslides.
 - (b) Result in substantial soil erosion or the loss of topsoil.
 - (c) 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.
 - (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
 - (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water.

According to the 2010 RSP EIR, the RSP Project area is not located in a designated Alquist-Priolo Fault Zone and active faults are not known to traverse the area. The Project area would be subject to strong seismic ground shaking. The Project area is not located within an area identified as being susceptible to liquefaction. Therefore, impacts associated with liquefaction were determined to be less than significant. The potential for seismic settlement within the Project area was determined to be low and impacts were identified as less than significant. Impacts related to landslides and naturally-occurring slope instability was considered a less than significant impact based upon the topography of the area. Due to the depth of groundwater, the potential for lateral spreading was identified as low and impacts were determined to be less than significant. The potential for a seismic event to create a tsunami or sea wave was determined to be less than significant, as the RSP Project area was not within an inundation area of a dammed reservoir and not in a coastal area with the potential to experience a tsunami. Development within the

RSP area would connect to the municipal sewer system; therefore, impacts from septic systems or alternative sewage systems were determined not to be applicable.

The 2010 RSP EIR determined the potential for expansive soils and regional subsidence to be low; however, the analysis determined impacts to the Project area related to compressible soils, corrosive soils, soil erosion, and oversized materials are potentially significant. With the implementation of mitigation measures, including design-level geotechnical reports that address such factors as slope stability, compressible soils, corrosive soils, engineering and construction of inhabited structures, and seismic design requirements, amongst others, the 2010 RSP EIR determined project and cumulative project impacts would be less than significant.

Proposed Project

The Project site comprises 13.22 acres of undeveloped land within Planning Area 1 of the larger RSP area. As noted in the 2010 RSP EIR, the RSP Planning Area, including the Project site, would be subject to strong seismic ground shaking. However, the Project site is not located within an Alquist-Priolo Fault Zone, nor is it located within an area delineated as having the potential for liquefaction or landslides. Rialto Municipal Code Chapter 15.08, Administrative and General, adopts the 2019 California Building Code (CBC), with modifications, by reference. All structures within the City are required to be designed in conformance with seismic design requirements. The CBC provides for seismic design taking into consideration on-site soil conditions, occupancy, and the configuration of the proposed structure. Development of the Rialto Travel Center would be required to comply with 2010 RSP EIR Mitigation Measures GS-1 through GS-3, which requires, in part, the preparation and implementation of design-level geotechnical reports in compliance with the CBC. Implementation of Mitigation Measures GS-1 through GS-3 would reduce potential impacts associated with strong seismic ground shaking to a less than significant level.

The 2010 RSP EIR identified potential impacts associated with manufactured slopes if not properly engineered and constructed. Slope failure can occur on temporary slopes formed during excavation activities associated with utility lines, trenches, etc. Additionally, the analysis determined impacts to the RSP area related to compressible soils, corrosive soils, soil erosion, and oversized materials would be potentially significant. In addition to 2010 RSP EIR Mitigation Measures GS-1 through GS-3 to address seismic-related impacts, the proposed Project would be required to comply with 2010 RSP EIR Mitigation Measures GS-4 through GS-6 regarding temporary slopes, erosion, and the potential for oversized materials to be located within the Project site.

The Project would connect to the existing wastewater (sewer) system and would not utilize septic tanks or alternative wastewater disposal systems. No impact would occur in this regard.

With implementation of 2010 RSP EIR Mitigation Measures GS-1 through GS-6, potential impacts of the proposed Project associated with geology and soils would be reduced to a less than significant level. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to geology and soils as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential geology and soils impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

MM GS-1. Prior to the issuance of grading permits for each planning area of the project, the project applicant or its designee shall provide design-level geotechnical reports for those areas. These reports shall consider, but shall not necessarily be limited to, such factors as manufactured slope stability (if applicable), compressible soils, corrosive soils, and the engineering and construction of occupied or inhabited structures. The findings and recommendations contained in these reports shall be implemented. As necessary, the City may require additional studies and/or engineering protocols to meet its requirements. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-2. Prior to the issuance of building permits for each planning area of the project, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be able to Withstand a horizontal seismic acceleration of 0.96g. Specific design-level geotechnical reports shall be prepared by a State of California Certified Engineering Geologist for planning areas within the Specific Plan to determine that structures within those areas meet required design criteria. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-3. Prior to the issuance of building permits for each planning area, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be constructed to the standards outlined in the Uniform Building Code, the California Building Code, the design-level geotechnical reports, and/or other such standard as identified and required by the City. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-4. During construction and excavation activities on the project site, all temporary slopes (i.e., excavations and trenching) shall be adequately shored and/or flattened to a shallower gradient to lessen the possibility of failure. All Cal-OSHA regulations shall be implemented for excavations that will be entered by people. All excavations will be open only as long as is necessary and shall be backfilled immediately upon completion of work. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-5. Prior to the issuance of grading permits, the project applicant or its designee shall present an Erosion Control Plan (ECP) designed to lessen the impacts of erosion during construction. This plan shall comply with all applicable grading codes and water quality protection protocols. This plan shall be implemented during site construction. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-6. During grading and development of the project site, all oversized material (larger than 12 inches in largest dimension) shall be handled as recommended in the project geotechnical reports. This material may be placed in deeper fills, nonstructural areas, or disposed of offsite. This measure shall be implemented to the satisfaction of the City Development Services Director.

GREENHOUSE GAS EMISSIONS (CLIMATE CHANGE)

Final EIR

Threshold: Be inconsistent with AB 32's GHG reduction goal by failing to reduce GHG emissions by at least 28 percent below an ARB 2020 No Action Taken ("NAT") scenario.

The 2010 RSP EIR calculated GHG emissions from the proposed RSP Project associated with vegetation removal and construction activities and annual emissions associated with residential and non-residential energy use, residential mobile emissions, warehouse trucks, municipal emissions, area emissions, and the use of refrigerants. The proposed RSP Project would comply with AB 32's GHG reduction target. However, despite the fact that the proposed RSP Project would meet AB 32's GHG emissions reduction goal, it cannot do so without the actions of multiple third parties, including but not limited to ARB, EPA, and local air districts, who must adopt and fully implement GHG reduction requirements applicable to numerous other economic sectors. The City of Rialto lacks the authority to compel these third-party agencies to engage in these activities. Pursuant to CEQA Guidelines Section 15091(a)(2), lead agencies may not rely upon mitigation that is within the responsibility or jurisdiction of another public agency. Thus, based upon an abundance of caution and despite the lack of formal criteria for determining the level of significance of a project's contribution to climate change at this time, the 2010 RSP EIR concludes that GHG emissions from RSP construction and operation would be cumulatively considerable, because third party action would be required to allow the RSP Project to fully achieve AB 32's emission reduction requirements. Impacts were determined to be significant and unavoidable.

Proposed Project

The following analysis evaluates greenhouse gas emissions (GHG) impacts associated with the proposed Project relative to impacts identified in the 2010 RSP EIR⁶; refer to Appendix A, Air Quality, Energy, and Greenhouse Gas Emissions Data. For purposes of the GHG analysis, the assessment evaluates impacts associated with the proposed Project relative to thresholds of the 2010 RSP EIR and the most current version of the CEQA Guidelines Appendix G checklist.

Construction and Operational GHG Emissions

The proposed Project would generate GHGs during the construction and operational phases of the Project. The Project's primary source of construction-related GHGs would result from emissions of CO₂ associated with Project construction and worker vehicle trips; refer to Table GHG-1, Construction GHG Emissions (Metric Tons/Year). Additionally, the Project would require limited grading, and would also include site preparation, building construction, and architectural coating phases.

Table GHG-1
Construction GHG Emissions (Metric Tons/Year)

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
2021	0	455.2	455.2	0.1	0	457.2
Maximum	0	455.2	455.2	0.1	0	457.2

Source: CalEEMod version 2016.3.2

⁶ Greenhouse gas emissions are addressed under the heading of "Climate Change" in the 2010 RSP EIR.

As shown in [Table GHG-1](#), Project construction-related activities would generate a maximum of approximately 457 MTCO₂e of GHG emissions in a single year, or approximately 457 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.⁷ The amortized Project emissions would be approximately 15 MTCO₂e per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project's operational vehicle trips and building energy (electricity and natural gas) usage; refer to [Table GHG-2, *Operational GHG Emissions 2021 \(Metric Tons/Year\)*](#). Other sources of GHG emissions would be minimal.

Table GHG-2
Operational GHG Emissions 2021 (Metric Tons/Year)

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	0	<0.1	<0.1	0	0	<0.1
Energy	0	156.1	156.1	<0.1	<0.1	156.8
Mobile	0	2,778.0	2,778.0	0.3	0	2,784.5
Waste	7.2	0	7.2	0.4	0	17.9
Water	0.3	5.2	5.6	<0.1	<0.1	6.7
Total	7.6	2,939.4	2,947.0	0.7	<0.1	2,965.9
Source: CalEEMod version 2016.3.2						
Note: Totals may not add up due to rounding.						

As shown in [Table GHG-2](#), Project operational GHG emissions would total approximately 2,966 MTCO₂e annually, and combined with construction-related GHG emissions, would total approximately 2,981 MTCO₂e annually. Therefore, the proposed Project would not exceed the SCAQMD's proposed GHG threshold of 3,000 MTCO₂e per year.⁸ Further, the proposed Project would be within the emissions identified in the 2010 RPS EIR (301,445 MTCO₂e). In addition, with continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future.

⁷ The Project lifetime is based on SCAQMD's standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

⁸ On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO₂e annually. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant.

Consistency with Applicable GHG Plans, Policies, or Regulations

2017 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013 Scoping Plan). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

Table GHG-3, *Project Consistency with the 2017 Scoping Plan*, summarizes the Project's consistency with applicable policies and measures of the 2017 Scoping Plan. As indicated in Table GHG-3, the Project would not conflict with any of the provisions of the 2017 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table GHG-3
Project Consistency with the 2017 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance.</u> Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves. ¹ The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict.</u> The Project would utilize electricity provided by Southern California Edison (SCE), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2018, 31 percent of SCE's electricity came from renewable resources. ² By 2030 SCE plans to achieve 80 percent carbon-free energy. ³
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance.</u> The Project is required to meet the applicable requirements of the 2019 Title 24 Building

Sector/Source	Category/Description	Consistency Analysis
		Energy Efficiency Standards (see discussion under CALGreen Code requirements below).
California Building Standards (CALGreen) Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<u>Mandatory Compliance.</u> The Project is required to install air filtration systems (MERV 8 or higher) as part of its compliance with 2019 Title 24 Section 401.2, Filters.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	<u>Mandatory Compliance.</u> The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	<u>Mandatory Compliance.</u> The Project would meet this requirement as part of its compliance the CALGreen Code.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent.</u> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<u>Consistent.</u> As demonstrated in Table GHG-4, the Project would comply with the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), and therefore, the Project would be consistent with SB 375.
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non-residential uses.	<u>Mandatory Compliance.</u> Refer to the discussion under 2019 Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop	<u>Consistent.</u> Refer to the discussion under 2019 Title 24 Building Standards Code and CALGreen Code, above.

Sector/Source	Category/Description	Consistency Analysis
	water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.	
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	<u>Mandatory Compliance</u> . The Project would be required to comply with AB 341. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.
Notes: 1. California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i>, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. 2. California Energy Commission, <i>2018 Power Content Label Southern California Edison</i>, https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf, accessed June 24, 2020. 3. Southern California Edison, <i>The Clean Power and Electrification Pathway</i>, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed June 24, 2020. 4. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i>, Appendix Volume I, August 15, 2013.		

2016-2040 RTP/SCS Consistency

At the regional level, the 2016-2040 RTP/SCS is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project's consistency with the 2016-2040 RTP/SCS, the Project's land use assumptions are reviewed for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2016-2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table GHG-4, Project Consistency with the 2016-2040 RTP/SCS, analyzes the Project's consistency with the actions and strategies set forth in the 2016-2040 RTP/SCS. As indicated in Table GHG-4, the Project would be consistent with the 2016-2040 RTP/SCS.

Table GHG-4
Project Consistency with the 2016-2040 RTP/SCS

Sector/Source	Category/Description	Consistency Analysis
Land Use Strategies		
Focus new growth around transit.	Local Jurisdictions	<u>Consistent.</u> The Project site is not located within an area of the City readily served by transit. However, the Project site is located adjacent to the SR-210 Freeway and within the RSP, which designates the site as Freeway Incubator. The Project proposes a travel center, which would serve regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. As discussed in the Transportation section, the Project would result in relatively minimal vehicle miles traveled (VMT), as the proposed Project is expected to operate as a local serving gas station and many of the Project trips are diverted link trips, meaning that the Project trips would already be on the roadway network but would stop by the Project site as it is nearby or on the way to their intended destination. Although the Project would not be located around transit, it would be consistent with the overall intent of the 2016-2040 RTP/SCS to promote infill development and reduce VMT.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG; Local Jurisdictions	<u>Consistent.</u> The Complete Communities strategy supports the creation of mixed-use districts through a concentration of activities with housing and employment located in close proximity to each other. Neighborhood Mobility Areas provide sustainable transportation options to make short trips within urban neighborhoods. The Project would support this strategy by being an infill development that is located nearby to multiple land uses. Further, as discussed above, implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. As a result, the Project would result in relatively minimal VMT, as the proposed Project is expected to operate as a local serving gas station and many of the Project trips are diverted link trips, meaning that the Project trips would already be on the roadway network but would stop by the Project site as it is nearby or on the way to their intended destination.

Sector/Source	Category/Description	Consistency Analysis
Transportation Strategies		
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions; Local Jurisdictions	<u>Not Applicable.</u> This strategy applies to public agencies that govern transportation facilities and transportation programs.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG; Local Jurisdictions	<u>Not Applicable.</u> This action/strategy is directed at regional and local agencies, and not at individual development projects.
Source: Southern California Association of Governments, <i>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy</i> , Chapter 5: The Road to Greater Mobility and Sustainable Growth, April 2016.		

The Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations, including GHG reduction actions/strategies in the 2017 Scoping Plan and 2016-2040 RTP/SCS.

As demonstrated above, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to greenhouse gas emissions (climate change) as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential greenhouse gas emissions impacts associated with the implementation of the RSP. In addition to the Mitigation Measures identified in the Air Quality discussion, the following measures from the Final EIR are applicable to the proposed Project.

CC-1: Homes and businesses will exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards by at least 10 percent.

CC-3: The proposed project will comply with any applicable local Climate Action Plan or mitigation program for the reduction of GHGs adopted by the City of Rialto or the County of San Bernardino that is adopted prior to the issuance of building permits for subsequent project phases.

CC-4: The proposed project shall promote the use of alternative fuel technologies for construction vehicles by including language in construction bid specifications and weighting the use of alternative fuel technologies in the selection of construction contractors.

CC-5: Throughout construction, the proposed project shall maintain a centralized information repository for available recycled building materials. Recycled building materials shall be incorporated where practicable.

HAZARDS AND HAZARDOUS MATERIALS

Final EIR

- Thresholds:
- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
 - (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.
 - (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
 - (d) 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 create a significant hazard to the public or the environment.
 - (e) 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 for people residing or working in the project area.
 - (f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
 - (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
 - (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The 2010 RSP EIR analyzed approximately 481 acres of the larger 1,445-acre RSP Project area for existing contamination issues and created a clean-up plan. These areas, identified in the 2010 RSP EIR as properties A, B, C, and D, are located south of the SR-210 freeway and east of Alder Avenue, and do not include the Rialto Travel Center Project site or any adjacent properties. Thus, no recognized environmental conditions (RECs) were identified for the Project site or surrounding properties. The 2010 RSP EIR includes mitigation measures that address remediation of the contaminated sites, including, but not limited to excavation and stockpiling management, offsite disposal, onsite relocation of excavated soil, excavation of materials associated with the airport, sampling and analysis, and a contingency plan for further remedial action.

The following focuses on all other potential hazards and hazardous materials impacts, as discussed in the 2010 RSP EIR. As noted in the 2010 RSP EIR, construction activities may involve the limited transport, storage, usage, or disposal of hazardous materials, such as fueling/servicing of construction equipment. However, the activities would be short-term and required to comply with federal, State, and local health and safety requirements. Upon construction of the RSP, hazardous materials would be limited to those associated with residences and industrial/commercial operations. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Regardless, adherence to federal,

State, and local health and safety requirements regarding these substances would reduce the potential impacts to less than significant. Additionally, hazardous materials such as fuel used in such areas as the commercial uses would be stored in aboveground or underground tanks in compliance with all regulatory standards, such as leak detection and secondary containment. Therefore, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant. Further, the 2010 RSP EIR concluded that impacts associated with underground pipelines, pole mounted transformers, and aviation operations would be less than significant. The RSP would not result in impacts regarding emergency plans. The RSP area is identified as having a low risk from wildland fires and is not located near an urban/wildlands interface; impacts were determined to be less than significant. The RSP Project site was not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not emit hazardous materials within one-quarter mile of an existing or proposed school. With the implementation of mitigation measures, the 2010 RSP EIR determined project and cumulative project impacts related to hazards and hazardous materials would be less than significant.

Proposed Project

The 2010 RSP EIR analyzed approximately 481 acres of the RSP Project area for existing contamination issues and created a clean-up plan. These areas, identified in the 2010 RSP EIR as properties A, B, C, and D, do not include the Rialto Travel Center Project site or any adjacent properties. Thus, no RECs were identified for the Project site or surrounding properties and 2010 RSP EIR Mitigation Measures HAZ-1(a) through HAZ-1(d) and HAZ-2 would not be applicable to the proposed Project.

A Phase I Environmental Site Assessment (ESA) was conducted for the Project site in 2016. The Phase I ESA indicated discharges of chlorinated solvents had reached groundwater at the landfill that is contiguous along the northern property line of the Project site. Based on the known contamination of groundwater and the possibility of encroachment of subsurface vapor of chlorinated solvent to the Project site, testing of the subsurface soil on the Project site for the presence of toxic vapors from chlorinated solvents was recommended. Chemical solvents and particularly chlorinated solvents are persistent in the environment and can migrate significant distances in soil vapor. Therefore, the concern was for the potential of toxic-vapor migration through the soil phase into the Project site.

A Phase II ESA was conducted to evaluate whether the historical activities and operations at the landfill have impacted the subsurface of the Project site, which could create a vapor intrusion condition in future site structures or otherwise impact the environment. Twelve gas soil samples were collected from the shallow subsurface along the northern property line. The soil vapor probes were installed to a maximum depth of five feet below ground surface (bgs) located across the site in representative locations to adequately determine if a vapor intrusion condition may exist. Testing indicated no VOCs were detected in any soil vapor samples. The Phase II ESA concluded subsurface soil vapor is not impacted by any chlorinated VOCs, as no VOCs were detected in the soil vapor samples; no chlorinated solvents were detected in any of the soil vapor samples, indicating that no significant migration of solvents from the landfill activities to the subsurface environment of the Project site have occurred; and there is no significant risk of vapor intrusion into future site structures or health hazard to the future indoor occupants in a commercial-use scenario.

There are no schools located within one-quarter mile of the Project site. Therefore, development of the Rialto Travel Center would not result in any impacts associated with hazardous emissions or hazardous or

acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport or within the vicinity of a private airstrip. No safety hazard impacts would occur in this regard.

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project site is located adjacent to Sierra Lakes Parkway and Alder Avenue, as well as the SR-210 freeway, which would provide adequate emergency access to and from the site. During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times.

The 2010 RSP EIR identifies the RSP Project area as having a low risk from wildland fires and the RSP is not located near an urban/wildlands interface. The proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to hazards and hazardous materials as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No mitigation measures identified in the 2010 RSP EIR are applicable to the proposed Project.

HYDROLOGY AND WATER QUALITY

Final EIR

- Thresholds:
- (a) Violate any water quality standards or waste discharge requirements.
 - (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
 - (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which *would result in substantial erosion or siltation on- or off-site*.
 - (d) Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which *would result in flooding on- or off-site*.
 - (e) 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.

- (f) Otherwise substantially degrade water quality.
- (g) Place housing/structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- (j) Result in inundation by seiche, tsunami, or mudflow.

As part of the RSP, proposed alignments of major storm drains were adjusted from the County's model to accommodate the RSP Project's site plan and the location of major street improvements. The proposed storm drain system would reduce the peak discharge below the maximum allowable rate; therefore, drainage impacts were determined to be less than significant. Because of the conceptual plan for development, the 2010 RSP EIR identified mitigation measures to ensure future site-specific development would provide the necessary hydrology improvements and to address water quality requirements. Developers would be required to coordinate the design and obtain approval of flood control and storm drain structures identified in project-level hydrology studies. All projects within the RSP would be required to prepare a Water Quality Management Plan (WQMP) and provide Best Management Practices (BMPs) designed to reduce urban runoff pollution, which would reduce potential impacts to surface water quality to a less than significant level. The RSP Project does not propose the use of groundwater and would not result in the direct depletion of groundwater resources. The RSP Project area is not within a 100-year FEMA Flood Zone. The 2010 RSP EIR determined that with implementation of mitigation measures for the design and construction of flood control/drainage channels, compliance with the Construction Activity General Permit, and preparation of a WQMP, amongst others, project and cumulative project impacts to hydrology and water quality would be less than significant.

Proposed Project

A Hydrology and Hydraulics Study (Hydrology Study) and *Water Quality Management Plan* (WQMP) was prepared by Kimley-Horn Associates (July 2021) to determine how the proposed Project may impact the local drainage system and ensure that post development peak flows would not increase beyond the level at which the Renaissance's Master Drainage Plan designed the storm sewer lateral along Renaissance Parkway; refer to Appendix D, Hydrology Study and Water Quality Management Plan.

The site is currently 100 percent pervious. The existing topography drains from the north to the south of the Project site. Overland flows exit the Project site and flow south into an existing canal that runs along the 210 freeway. Flows are then conveyed south to Ayala Drive, discharging into Cactus Basin # 5, a water storage facility. This basin ultimately discharges into the Rialto Channel, which ultimately discharges into the Santa Ana River Channel.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06071C7920H, the Project site and surrounding area are not located within a FEMA-mapped special flood hazard area. The site is classified as Zone X, which is an area of minimal flooding.

Development of the site with impervious surfaces would increase runoff when compared to existing conditions. Proposed grading would maintain the natural flow pattern to the extent possible. To mitigate impacts associated with post-development peak flows, an underground infiltration/detention system is proposed as part of the Project. In the proposed condition, stormwater would sheet flow through the site and be collected via catch basins located at a low point. The flows would be diverted to three separate on-site underground infiltration/detention systems that would provide both a water quality BMP and storage facility to retain the 100-year storm event prior to infiltrating.

The Project would be required to comply with 2010 RSP EIR Mitigation Measures HYD-1 and HYD-2, which require coordination with the City of Rialto Public Works Department on the design of the flood control and storm drain structures to ensure they are consistent with master planning efforts and to obtain a Construction Activity General Permit, which would require preparation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize water quality impacts associated with proposed construction activities. Further, the Project would be required to comply with Mitigation Measure HYD-3, which requires preparation and implementation of a WQMP to manage storm water quality during Project operations and Mitigation Measures HYD-4, HYD-5, and HYD-6 to further ensure potential water quality impacts are addressed and on-site drainage facilities would be maintained to the satisfaction of the City of Rialto Public Works Department. As stated, a WQMP has been prepared for the Project. The WQMP identifies anticipated pollutants of concern associated with the Project and the non-structural and structural source control BMPs that would be required to be incorporated into the Project to address water quality.

With implementation of 2010 RSP EIR Mitigation Measures HYD-1 through HYD-6, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to hydrology and water quality as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential hydrology and water quality impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

Flood Control/Drainage Channels

HYD-1. Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in project hydrology studies. The developers or their designees shall provide evidence of this approval to the City Public Works Department. These improvements shall be consistent with any master planning efforts of the County to the satisfaction of the City Engineer.

HYD-2. The developers or their designees shall obtain a General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). The developers or their designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of grading permits.

Water Quality

HYD-3. Prior to the issuance of grading permits, the developers or their designees shall prepare a WQMP and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent

any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Development Services Department, Engineering Division shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may accept a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Department. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:

- a) Specify the timing of grading and construction to minimize soil exposure to winter rain periods experienced in southern California;
- b) Natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program;
- c) All slopes greater than five feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel;
- d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site;
- e) Construct man-made channels to minimize runoff velocities;
- f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established;
- g) Sediment traps, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of "first flush" urban pollutants, including sediment, from developed areas, including the emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City;
- h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis;
- i) An inspection and maintenance program shall be included to ensure that any erosion, which does occur either on or offsite as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;
- j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department.

HYD-4. Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within 180 days of completion of

grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Development Services Director.

HYD-5. Prior to the issuance of occupancy permits, planting of developed land shall comply with the *NPDES Best Management Practices Construction Handbook Section 6.2* to the satisfaction of the City Engineer and/or Public Works Director as applicable.

HYD-6. Prior to issuance of the first occupancy permit, the developers or their designees shall provide proof to the Public Works Department that the onsite drainage facilities will be maintained by the County, City, HOA, or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Department. In addition, Mitigation Measure HHM-4 in Section 4.7, Hazards and Hazardous Materials, precludes the Project from utilizing local groundwater for potable water supplies, which will prevent potential impacts relative to existing perchlorate contamination.

LAND USE AND PLANNING

Final EIR

Thresholds: (a) Physically divide an established community.

(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

(c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The RSP proposed development and redevelopment of approximately 1,445 acres on the site of the former Rialto Municipal Airport and surrounding areas. The RSP Project area was generally divided into three functional areas: Freeway Commerce, Community Commerce, and Village and the RSP identified land use categories for development within the RSP. The Freeway Commerce area is generally located along SR-210 and north of Milo Way. The Freeway Commerce area accommodates uses that typically include retail centers and corporate office center complexes. In addition to identifying permitted uses within each land use category, the RSP identified the land use buildout associated with the proposed land use categories based on the target density/FAR. According to the 2010 RSP EIR, the RSP Project is consistent with the General Plan. The RSP would provide guidance and direction for future development in the area and proposed development would be required to comply with the RSP requirements. Project and cumulative project impacts associated with land use and planning were determined to be less than significant.

Proposed Project

The Project site is designated Renaissance Specific Plan by the Rialto General Plan and is located within Planning Area 1 of the RSP. The RSP Land Use Diagram identifies the land use for Planning Area 1 as Freeway Incubator. The Freeway Incubator land use accommodates larger retail and business uses that serve the region, such as furniture showrooms, automobile and boat sales, lodging, travel services, professional office, floor and tile showrooms, and furniture or appliance outlets. The proposed Project

would be consistent with the Freeway Incubator designation. Further, the Project would be required to comply with the development standards of the RSP. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to land use and planning as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

MINERAL RESOURCES

Final EIR

Thresholds: (a) 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.

(b) 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.

The Mineral Land Classification Report identified the presence of aggregate resources underlying the RSP area. However, urbanization of the RSP area has occurred over the years and large portions of the area were determined to be unavailable for future mineral extraction activities. Unoccupied lands within the RSP area are primarily comprised of isolated properties divided by subdivisions, roadways or other forms of urban growth, with many of the isolated properties being too small to be considered practical for sand and gravel extraction. The RSP is surrounded by urban uses that are incompatible with mineral extraction activities. According to the 2020 RSP EIR, the future extraction of resources has already been rendered unavailable and mining operations would directly conflict with existing uses within the area. Project and cumulative project impacts to mineral resources were determined to be less than significant.

Proposed Project

The Project site is not zoned for or currently being utilized for mineral resource extraction. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to mineral resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

NOISE

Final EIR

Thresholds: (a) Exposure of persons to or generation of noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

(e) 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 expose people residing or working in the project area to excessive noise levels.

(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

Construction noise activities would vary as the RSP is developed. Depending upon the nature of the proposed construction and its location, construction noise impacts could be significant. The 2010 Draft EIR concluded that with the implementation of mitigation measures, including compliance with the City's Noise Ordinance, use of noise-reduction features on construction equipment, staging construction activities and equipment away from noise sensitive uses, shielding certain stationary equipment from noise sensitive uses, and requiring a noise impact analysis be prepared for residential subdivisions and for non-residential uses located adjacent to existing or proposed sensitive land uses, construction noise impacts would be reduced to a less than significant level.

The ongoing operation of the RSP could result in a potential long-term increase in ambient noise levels. As site-specific details such as lot layouts, site plan configurations and building designs were not known, the 2010 RSP EIR identified mitigation measures requiring noise impact analysis for residential subdivisions and for non-residential uses located adjacent to existing or proposed sensitive land uses and any proposed commercial retail uses located adjacent to Alder Avenue, Baseline Road, or SR-210. Implementation of the mitigation measures would reduce impacts associated with long-term/operation-related noise impacts to a less than significant level.

The 2010 RSP EIR analyzed the long-term increase in permanent Project-generated traffic noise associated with implementation of the RSP. In interim year and buildout conditions, development of the RSP would result in off-site and on-site traffic noise impacts along several roadway segments. Mitigation measures would reduce on-site traffic noise impacts to a less than significant level. However, off-site traffic noise impacts were determined to be significant and unavoidable. Additionally, the RSP Project would create cumulative project significant adverse and unavoidable roadway noise impacts.

During construction activities and operations associated with the business park and commercial areas, vibration impacts to sensitive uses may occur. With the implementation of mitigation measures, generally described above, impacts related to vibration impacts were determined to be less than significant.

At the time of the proposed RSP Project, the Rialto Municipal Airport was in operation. The 2010 RSP EIR acknowledged that upon the closure of the airport, the RSP would no longer be within an Airport Influence Area. Prior to closure of the airport, specific development proposals would be required to comply with airport-related requirements, standards and procedures if occurring when the airport is still operational. Once closed, airport operations would not result in any noise-related impacts. Impacts were determined to be less than significant.

Proposed Project

A Noise Impact Study (Noise Study) was prepared by MC Acoustics (July 2021) to evaluate the potential noise impacts associated with construction and operation of the proposed Project; refer to [Appendix E, Noise Impact Study](#). The Noise Study has been prepared consistent with RSP Final EIR Mitigation Measures

N-06 and N-08 as part of this Addendum. It is noted the Project site is not located adjacent to existing or proposed noise sensitive land uses.⁹

One 24-hour noise measurement was conducted at the Project site in order to document the existing noise environment. Ambient noise levels in the Project vicinity range between 59.2 and 66.8 dBA Leq. The overall CNEL was 69.7 dBA CNEL. The field data indicates that the freeway is the dominant noise source.

Construction

Construction noise associated with the proposed Project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project site. Construction activities are anticipated to include site preparation, grading, building construction, and paving. All equipment was assumed to be situated at the edge of the Project site closest to the sensitive receptor. However, construction equipment typically moves back and forth across the site, so this is a conservative assumption. Project construction noise would range between 62 to 66 dBA Leq and 66 to 71 dBA Lmax at the closest sensitive receptor.

The Project would be required to comply with the City of Rialto Municipal Code Chapter 9.50, Noise Control (RSP Final EIR Mitigation Measure N-01). Consistent with Rialto Municipal Code Section 9.50.070, Disturbance from construction activity, construction activities would be limited to 6:00 AM to 7:00 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturday from May through September and 7:00 AM to 5:30 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturday from October through April. Additionally, Rialto Municipal Code Section 9.50.050, Controlled hours of operation, restricts loading activities within 1,000 feet of a residence to between the hours of 7:00 AM and 8:00 PM. The proposed shop building is located within 1,000 feet of a residence; therefore, any loading activities within the shop area would be required to occur during the daytime hours. Further, the Project would be required to comply with RSP Final EIR Mitigation Measures N-02, which require construction equipment use noise-reduction features. RSP Final EIR Mitigation Measures N-03 requires construction staging and heavy equipment maintenance activities be performed at a minimum of distance of 300 feet from any nearby noise sensitive use. Mitigation Measure N-04 would not be applicable to the proposed Project as stationary combustion equipment would not operate within 300 feet of any nearby noise sensitive use requiring shielding with a noise protection barrier.

Construction activities can produce vibration that may be felt by adjacent land uses. Construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage. The nearest

⁹ RSP Final EIR Mitigation Measure N-05 requires a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed noise sensitive land uses. RSP Final EIR Mitigation Measure N-07 requires a vibration impact analysis be prepared for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses.

existing building is 160 feet east of the Project site. At this distance, a large bulldozer would yield a worst-case 0.012 PPV (in/sec) which would not be perceptible or result in architectural damage. Thus, construction-related vibration impacts would be less than significant.

Operation

The potential off-site noise impacts caused by the increase in vehicular traffic as a result of the Project were calculated at a distance of 50 feet from affected road segments and at the proposed store for SR-210. The noise level at 50 feet both with and without Project-generated vehicle traffic was compared and the increase calculated. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference in [Appendix E](#). Noise contours were calculated for Existing and Existing with Project conditions; refer to [Table NOI-1, Existing and Proposed Noise Levels Along Roadways](#).

Table NOI-1
Existing and Proposed Noise Levels Along Roadways

Roadway	Segment	Noise Levels (dBA CNEL) at 50 Feet from Centerline			
		Existing Without Project	Existing With Project	Change in Noise Level	Increase of 1.5 dB or more ¹
State Route 210	Sierra to Alder	70.8	71.0	0.2	No
North Alder Avenue	On Ramp to Sierra Lakes	73.5	74.3	0.8	No
Sierra Lakes Parkway	Sierra to Alder	71.4	72.4	1.0	No
1. 2010 RSP EIR significance threshold for existing levels greater than 65 dBA.					

As shown in [Table NOI-1](#), the addition of Project-generated vehicle trips to adjacent roadways would result in negligible increases in ambient noise levels and impacts would be less than significant.

On-site noise impacts associated with vehicular traffic were also modeled to determine compliance with the Rialto Safety and Noise Element Exhibit 5-5, Rialto Noise Guidelines for Land Use Planning. On-site noise levels are currently considered conditionally acceptable (new development should be undertaken only after detailed analysis of noise reduction requirements are made). With Project implementation, the noise levels would remain conditionally acceptable.

The nearest sensitive receptors to the Project site are the single-family residential land uses located approximately 500 feet south of the Project site, south of SR-210. Worst-case operational noise was modeled to determine if the sensitive receptors would be affected by Project operational noise; refer to [Table NOI-2, Operational Noise Levels \(dBA, CNEL\)](#).

Table NOI-2
Operational Noise Levels (dBA, CNEL)

Receptor	Land Use	Existing Ambient Noise Level ¹	Project Noise Level ²	Total Combined Noise Level	Land Use Noise Limit ³	Change in Noise Level as a Result of Project
R1	Landfill	68	59	69	--	1
R2	Residential	64	42	64	65	0
R3	Commercial	72	53	72	75	0
R4	Commercial	66	50	66	75	0
R5	Commercial	69	50	69	75	0
Notes: 1. FHWA projection calibrated to LT1 and traffic counts. 2. Refer to Noise Study Exhibit E for the operational noise level projections at identified receptors. 3. Conditionally acceptable limit (currently existing noise level is conditionally acceptable at all receptors).						

Worst-case “Project only” exterior operational noise levels at the western property line are expected to reach 42 dBA CNEL at the residences and 50 to 59 dBA CNEL at the adjacent nonresidential properties. Existing with Project noise level projections are anticipated to reach 64 dBA CNEL at the nearest residential receptor and 66 to 72 dBA CNEL at the nonresidential receptors. Project generated operational noise is expected to result in a 1 dB increase in ambient noise levels at the adjacent landfill and 0 dB increase at all other receptors. This impact would not be significant.

With implementation of 2010 RSP EIR Mitigation Measures N-01 and N-02, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to noise as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential noise impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

N-01. Construction activities shall be limited to the City’s allowable hours of construction activities shown in Table 4.11-2 in accordance with the City’s Noise Ordinance.

N-02. 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. Idling equipment shall be turned off when not in use and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

N-03. Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any nearby noise sensitive uses, unless safety or technical factors take precedence.

POPULATION AND HOUSING

Final EIR

- Thresholds:
- (a) Induce substantial population growth in an area, either directly or indirectly.
 - (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
 - (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Buildout of the RSP would result in new housing and non-residential development, resulting in an increase in the City's population and employment. The potential increase in population was determined to be within the growth projections anticipated by SCAG for both the City of Rialto and County of San Bernardino. Thus, impacts associated with population growth were determined to be less than significant.

Similarly, new housing development anticipated by buildout of the RSP would be within the housing projections identified by SCAG for the City and County and would help to further meet the City's projected housing need. The RSP would provide a variety of housing units and varying densities, including the potential for affordable housing options, which would be consistent with the City's Housing Element. Impacts associated with housing would be less than significant.

Buildout of the RSP is anticipated to add more jobs than projected by SCAG. However, the RSP would provide for jobs and housing, ultimately resulting in higher and more desirable employment opportunities within the City, which was determined to be a beneficial impact.

The 2010 RSP EIR determined the RSP Project would be consistent with the City's General Plan policies and SCAG's policies for growth and development. The RSP would provide for orderly development of residential and non-residential uses supported by the necessary infrastructure and services. Project and cumulative project impacts to population and housing would be less than significant.

Proposed Project

The Project proposes the construction and operation of the Rialto Travel Center on the approximately 13.22-acre site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The Project does not propose any residential development; therefore, the Project would not induce substantial population growth. Additionally, the Project site is currently undeveloped and construction of the Project would not displace any housing. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to population and housing as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

PUBLIC SERVICES

Final EIR

Thresholds: (a) 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; police protection; schools; parks; and other public facilities.

Development within the RSP would be required to pay a fire facility fee to ensure that adequate fire services and facilities would continue to be provided to serve the proposed development and the City of Rialto. With payment of the fees, the 2010 RSP EIR determined impacts to fire protection services would be less than significant. Similarly, to provide adequate funding for law enforcement protection facilities, the City has established law enforcement fees that are based on development type and size. Individual development projects would be required to pay the required fees, which would reduce potential impacts to police protection services to less than significant. Implementation of the RSP would necessitate the need for new school facilities and/or expanded school facilities. The RSP identifies a 15-acre site for a potential school. Payment of fees in accordance with SB 50 would result in a less than significant impact on school services. Overall, with payment of the required fees, the 2010 RSP EIR determined project and cumulative project impacts to public services would be less than significant.

Proposed Project

The Project proposes the construction and operation of the Rialto Travel Center which would be consistent with the designated land use (Freeway Incubator) for RSP Planning Area 1. The Project would not result in development at a greater intensity than what was anticipated in the 2010 RSP EIR. The proposed Project would be required to pay the applicable fire facility and law enforcement fees, which have been established to provide for the additional expense to provide fire and law enforcement services associated with the result of new development. The Project does not propose the development of residential uses, and therefore, would not result in an increased demand for public school or park and recreational facilities. The Project would not result in the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to public services as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

RECREATION

Final EIR

- Thresholds:
- (a) 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.
 - (b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

The proposed RSP would accommodate approximately 1,667 units and a population of 5,167 residents. Based on the City's standard of 3.0 acres of parkland per 1,000 residents, buildout of the RSP would result in the need for 15.5 acres of parkland or an equivalent fee in-lieu of dedicated parkland. The RSP Project proposes to provide 20.4 total acres of public and private parkland paseos. With provision of at least 15.5 acres of parkland or payment of in-lieu fees, the 2010 RSP EIR determined the RSP would have a less than significant impact to parks and recreational facilities. Additionally, the RSP Project would not result in a cumulative project impact to recreation facilities, as cumulative projects would be required to comply with the goals and policies of the General Plan.

Proposed Project

The Project does not propose the development of residential uses, and therefore, would not result in the increased use of existing neighborhood and regional parks or other recreational facilities. Further, the Project would not result in the development of new recreational facilities or require the construction or expansion of recreational facilities. The proposed Rialto Travel Center would be consistent with the designated land use (Freeway Incubator) for RSP Planning Area 1. The Project would not result in development at a greater intensity than what was anticipated in the 2010 RSP EIR. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to recreation as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

TRANSPORTATION

Final EIR

- Thresholds:
- (a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
 - (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
 - (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
 - (d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).

(e) Result in inadequate emergency access.

(f) Result in inadequate parking capacity.

As part of the 2010 RSP EIR, a traffic impact analysis was conducted, which included an analysis of level of service (LOS) for 134 intersections and 56 freeway mainline segments within the RSP Project area and surroundings for Phase I opening year (2011); Phase II opening year (2015); Phase III opening year (2020); and Forecast year (2035). In all phases, the Project would result in significant impacts at study intersections and freeway mainline segments. The 2010 RSP EIR identifies several recommended intersection and mainline improvements and includes mitigation requiring review of site-specific development projects, their potential to impact Project intersections, and the construction of improvements and/or monetary compensation for improvements necessary to maintain an acceptable LOS. With implementation of mitigation and payment of traffic fees, impacts to local and County intersections were determined to be less than significant. Although the RSP Project would provide its fair share for regional improvements, provision of needed mainline freeway improvements in time to accommodate RSP Project traffic cannot be guaranteed. Thus, impacts to identified freeway mainline segments were determined to be significant and unavoidable under both project and cumulative project conditions.

The RSP Project would not result in a safety risk associated with changes to air traffic patterns. At the time of the proposed RSP Project, the Rialto Municipal Airport was in operation. With the closure of the airport the RSP would no longer be within an Airport Influence Area. Specific development proposals would be required to comply with airport-related requirements, standards and procedures if occurring when the airport is still operational. Once closed, there would be no safety-related risks. Project and cumulative project impacts were determined to be less than significant.

The RSP Project would not create significant impacts associated with potential roadway hazards. Development within the RSP area would involve transportation improvements and roadway and intersections designs would be required to meet the City's roadway design criteria, which would ensure roadway hazards are not created. Similarly, roadway and signals within the Project area would be improved and adequate emergency access would be provided in all phases of development. Individual development projects would be required to meet the minimum parking requirements established by the City's Municipal Code. Additionally, the proposed RSP includes pedestrian, bicycle and transit system features which would support alternative forms of transportation. Project and cumulative project impacts were determined to be less than significant.

Proposed Project

Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to CEQA, specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR" Technical Advisory) for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines modifying the Transportation checklist item to remove LOS and include VMT as the appropriate measure for assessing transportation impacts associated with a Project. In particular, Appendix G of the State CEQA Guidelines provides:

XVII. Transportation. Would the project:

- (a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- (b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?
- (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- (d) Result in inadequate emergency access?

The City certified the RSP Final EIR in 2010, several years before the above checklist item XVII (b) was added to the State CEQA Guidelines. As further discussed in the Cultural and Tribal Cultural Resources section, California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See *Citizens Against Airport Pollution*, supra, 227 Cal.App.4th at p. 806; *Concerned Dublin Citizens*, supra, 214 Cal.App.4th at pp. 1319-1320; *Citizens for Responsible Equitable Environmental Development*, supra, 196 Cal.App.4th at p. 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., impacts relating to VMT) were known or could have been known when the RSP EIR was certified in 2010. The RSP Draft EIR references VMT. (See, e.g., Draft EIR, pp. 4.3-35 [utilizing total daily vehicle miles traveled by heavy-duty diesel trucks to obtain emission factors to assess health risks]; 4.3-39 [recognizing that mixed use development encourages alternative modes of transportation which can reduce vehicle miles traveled]; 4.12-13 [discussing the Project's inclusion of "an extensive network for pedestrian and bike lanes reducing the number of auto trips and vehicle miles traveled..."]; 4.17-25 [recognizing the GHG emissions associated with vehicle miles traveled for trucks transporting goods to the specific plan area]; and 4.17-35 [discussing the VMT estimates and recognizing reduced VMT and associated reductions in air pollutant and greenhouse gas emissions]). Because potential impacts relating to VMT were known or could have been known when the RSP Final EIR was certified in 2010, California law does not require these impacts to be analyzed in this Addendum.

It is noted that the proposed Project was reviewed in light of the OPR Technical Advisory and the San Bernardino County Transportation Authority (SBCTA) Recommended VMT Guidelines relative to VMT. OPR provides 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. A land use project needs only meet one of the screening thresholds to be presumed to result in not a significant impact under CEQA pursuant to SB 743. OPR and SBCTA VMT Guidelines identify project types that fall under the screening criteria, which include local serving gas stations. Since the proposed Project is expected to operate as a local serving gas station and many of the Project trips are diverted link trips, meaning that the Project trips would already be on the roadway network but would stop by the Project site as it is nearby or on the way to their intended destination, the VMT generated by

the Project is expected to be minimal. Therefore, the Project would be screened out due to its land use type and further VMT analysis is not required.

There are no existing or planned transit facilities adjacent to the Project site. The RSP identifies on-street public bike lanes/sidewalks along Sierra Lakes Parkway. As part of the Project, half-width improvements would occur to Sierra Lakes Parkway in accordance with the RSP and City of Rialto standards. The proposed improvements would include a striped median, two travel lanes, bicycle lane, curb/gutter, parkway, sidewalk, and landscape easement. The sidewalk would connect to the existing sidewalk extending from Alder Avenue, providing improved pedestrian connectivity within the area. As part of these improvements the driveways for the proposed Project would be constructed. The driveways would be required to meet the City's design criteria so that adequate distance for drivers entering and existing the Project site is maintained and that proposed improvements, including landscaping, would not interfere with the line of site and would maintain adequate site distance so that hazardous conditions are not created. There are no existing or planned transit facilities adjacent to the Project site.

The Project would not result in inadequate emergency access. The Project site is located adjacent to Sierra Lakes Parkway and Alder Avenue, as well as the SR-210 freeway, which would provide adequate emergency access to and from the site. During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to transportation as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No mitigation measures are necessary.

UTILITIES AND SERVICE SYSTEMS

Final EIR

- Thresholds:
- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
 - (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
 - (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
 - (d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements are needed.
 - (e) Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand.

(f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

(g) Comply Not comply with federal, state, and local statutes and regulations related to solid waste.

Implementation of the proposed RSP would increase water demand. A Water Supply Assessment (WSA), prepared to assess the availability of water supplies to serve buildout of the RSP, determined adequate water supply would be available to serve development of the RPS, as proposed. In addition, existing water lines would serve the area and no capital improvements to existing water supply infrastructure were identified. Similarly, implementation of the proposed RSP would increase wastewater generation requiring conveyance and treatment. The 2010 RSP EIR determined that at each phase of development of the RSP, adequate wastewater service and infrastructure would be available and impacts would be less than significant. Individual development projects would be required to comply with all applicable permits and requirements related to wastewater treatment. The RSP identified proposed storm drain improvements that would ensure the peak discharge from the Project area during a major storm event would be less than the maximum allowable rate. Improvements may be required to the Cactus Basin Number 1; however, the impacts related to the construction or expansion of the facility were determined to be less than significant. Solid waste generated from buildout of the RSP would be transported to the Mid-Valley Sanitary Landfill, which was determined to have adequate capacity to receive solid waste from the RSP area. Southern California Edison (SCE) provides electricity service to the RSP area. The existing SCE substation may need to be enlarged or a new substation may need to be constructed to sufficiently serve the proposed users upon RSP buildout. However, SCE confirmed that it has capacity to serve the proposed RSP Project with their current transmission and distribution network and impacts were determined to be less than significant. Individual development projects would be required to pay the associated impact fees to offset the initial expense of capital improvements associated with providing utility services to the new development. Thus, payment of the fees would reduce project and cumulative project impacts to a less than significant level.

Proposed Project

The Project proposes the construction and operation of the Rialto Travel Center which would be consistent with the designated land use (Freeway Incubator) for RSP Planning Area 1. The Project would not result in development at a greater intensity than what was anticipated in the 2010 RSP EIR.

The City of Rialto would provide wastewater services to the Project site. The Project would require the construction of an 8-inch sewer main along the entire property frontage. Sewer lateral services would be constructed from the proposed mainline for the Project site. Wastewater would be treated at the Rialto Sewage Treatment Plant (Plant). According to the 2010 RSP EIR, with implementation of the RSP and cumulative growth and development, it was anticipated that the Plant would reach approximately 75 percent capacity, requiring expansion; however, expansion activities were already planned and since preparation of the 2010 RSP EIR have been completed. As the Project is consistent with the land use and growth anticipated by the 2010 RSP EIR, wastewater treatment capacity would be available to serve the proposed Project.

The Project site is within the service area of West Valley Water District (WVWD). Water service and a fire suppression line would be available from an existing WVWD water main located in Sierra Lakes Parkway.

The Project would construct onsite water lines to connect to the water main. The WSA prepared for the 2010 RSP EIR determined adequate water supply would be available to serve the Project. The 2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP) has been prepared to determine if adequate water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2040. The RUWMP has been prepared for Valley District, a wholesale water supplier, as well as the 10 retail purveyors, including the WVWD. Thus, the RUWMP serves as the 2015 UWMP for WVWD. The UWMP uses SCAG's adopted growth forecasts to project growth within the service area. SCAG's growth forecasts are based in part on the land uses and growth projections identified within City General Plans, which would include the RSP. The UWMP has determined that the WVWD would have adequate water supplies for normal year, single dry year and multiple dry year conditions. As the proposed Project is consistent with the land use and growth anticipated in the City's General Plan, the Project would be within the growth projections and associated water demand identified within the UWMP.

As described in the Hydrology and Water Quality section, development of the site with impervious surfaces would increase runoff when compared to existing conditions. The off-site roadway improvements would require the addition of storm drain inlets to capture stormwater associated with the proposed widening. The Project proposes an underground infiltration/detention system. Stormwater from three drainage management areas would be captured and conveyed to on-site inlets throughout the Project site. The flows would be diverted to three separate on-site underground infiltration/detention systems that would provide both a water quality BMP and storage facility to retain the 10-year storm event prior to infiltrating.

The Project would generate solid waste associated with construction and operation activities. However, the proposed Project would be required to comply with all State and local statutes regarding solid waste, potentially reducing the solid waste that would be disposed of at local landfills. The majority of the City's refuse is disposed of at the Mid-Valley Sanitary Landfill. The site has a maximum permitted daily capacity of 7,500 tons per day and a remaining capacity of 61.2 million cubic yards.¹⁰ The Project would generate approximately 195 pounds per day, which would be within the permitted daily capacity. Further, the Project would be consistent with the land use and development anticipated for the site and therefore, the solid waste that would be generated has been accounted for within the 2010 RSP EIR. Consistent with the 2010 RSP EIR, the proposed Project would be required to pay the applicable impact fees to offset the initial expense of capital improvements associated with providing utility services to the new development.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to utilities and service systems as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

¹⁰ CalRecycle, SWIS Facility/Site Activity Details, Mid-Valley Sanitary Landfill (36-AA-0055), [SWIS Facility/Site Activity Details \(ca.gov\)](#), accessed July 12, 2021.

WILDFIRE

Final EIR

The Final EIR does not include a stand-alone Wildfire analysis section.

Proposed Project

In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines to include a checklist item relating to a project's impacts relating to Wildfire. In particular, Appendix G of the State CEQA Guidelines now includes a checklist item that provides:

- XX. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:
- (a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
 - (b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
 - (c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
 - (d) Expose people or structure[s] to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. As further discussed in the Cultural and Tribal Cultural Resources section, California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See *Citizens Against Airport Pollution*, supra, 227 Cal.App.4th at p. 806; *Concerned Dublin Citizens*, supra, 214 Cal.App.4th at pp. 1319-1320; *Citizens for Responsible Equitable Environmental Development*, supra, 196 Cal.App.4th at p. 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., impacts relating to Wildfire) were known or could have been known when the RSP EIR was certified in 2010. The RSP Draft EIR references risks relating to Wildfires. (See, e.g., Draft EIR, pp. 4.3-33 [recognizing that air quality could be "further compromised by increases in wildfires" and climate change impacts could increase "conditions favorable to wildfires"]; 4.7-31 [identifying the RSP areas as having a "Low risk from wildland fires"]; 4.17-18 [discussing "changes in temperature and precipitation may combine to alter risks of wildfire"]; 5-16 [acknowledging "the likelihood of wildland fire in the area is relatively low" and "impacts of wildland fires to people or structures will be less than significant"].) Because potential impacts relating to Wildfire were known or could have been known when the RSP Final EIR was certified in 2010, California law does not require these impacts to be analyzed in this Addendum.

It is noted that the Project site is not located within or near a state responsibility area or lands classified as very high fire hazard severity zones.¹¹ No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to wildfires as a result of the proposed Project.

¹¹ Office of the State Fire Marshal, Fire Hazard Severity Zone Maps, [Welcome to Fire Hazard Severity Zones Maps \(ca.gov\)](https://www.fire.ca.gov/), accessed July 13, 2021.

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