Alder Avenue and Casmalia Street Fuel Station Expansion Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Rialto
Community Development Department – Planning Division
150 South Palm Avenue
Rialto, California 92376
Contact: Daniel Casey, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
2215 Faraday Avenue, Suite A
Carlsbad, California 92008

May 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Table of Contents

Tables

Figures

Appendices

Initial Study

1. Project Title

Alder Avenue and Casmalia Street Fuel Station Expansion Project

2. Lead Agency Name and Address

City of Rialto
150 S. Palm Avenue
Rialto, California 92376

3. Contact Person and Phone Number

Daniel Casey, Senior Planner
909-820-2525, ext. 2525

4. Project Location

The Rialto Gas Station Improvements Project (project) is located in the City of Rialto in southwest San Bernardino County in southern California. The regional location of the project site is shown in Figure 1. The 2.6-acre project site (Assessor's Parcel Number 1133-181-18 and 24) located at 2281 West Casmalia Street within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, the project location is depicted in Figure 2. Surrounding land uses include industrial use to the north, vacant areas to the east and west and the State Route (SR) 210 to the south.

5. Project Sponsor's Name and Address

Ahmad Ghaderi
A & S Engineering, Inc.
28405 Sand Canyon Road, Suite B
Canyon Country, California 91387
(661)-250-9300

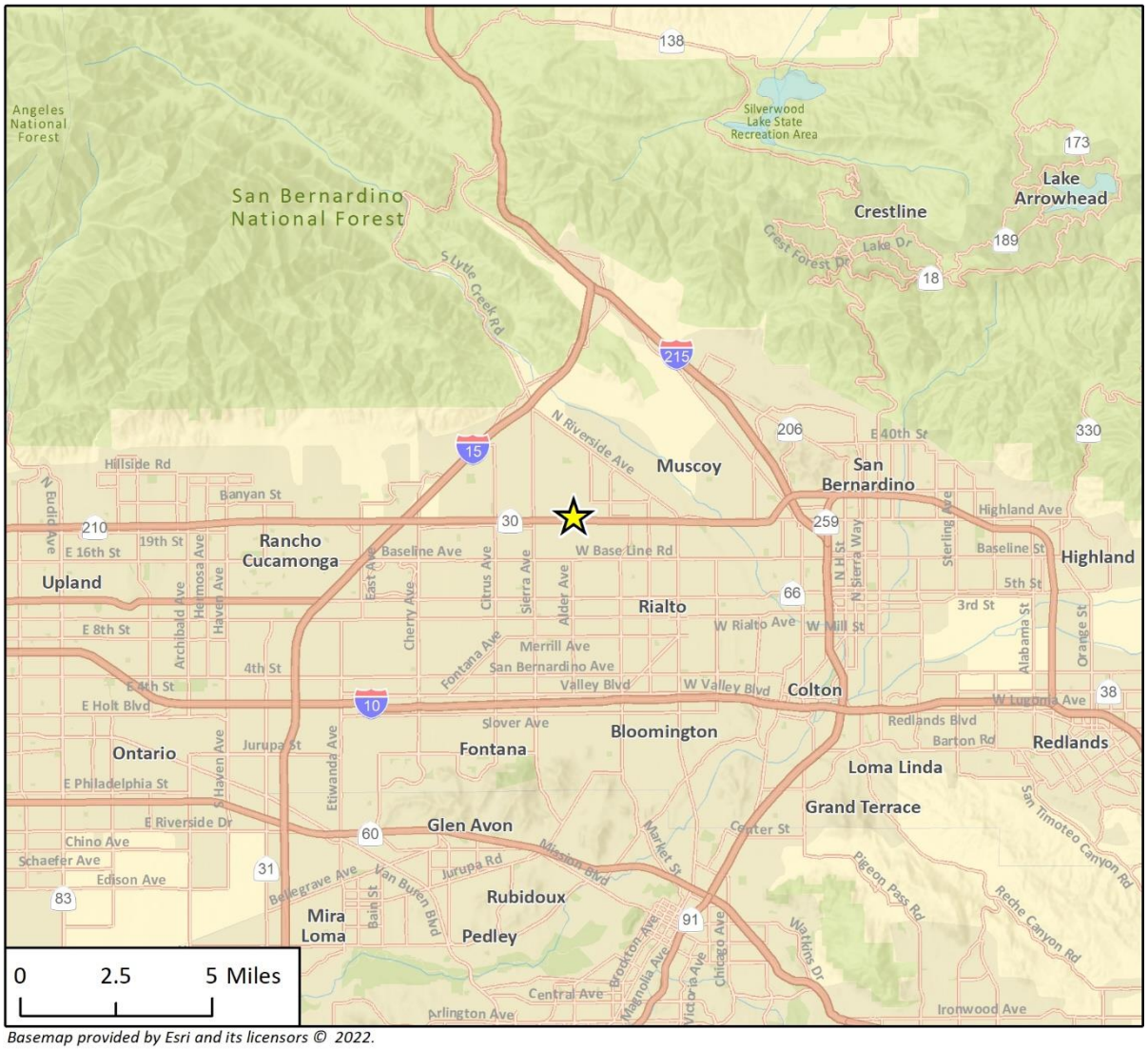
6. General Plan Designation

The project site is listed as Specific Plan in the City's General Plan.

7. Zoning

The project site is within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan.

Figure 1 Regional Project Location



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★ Project Location

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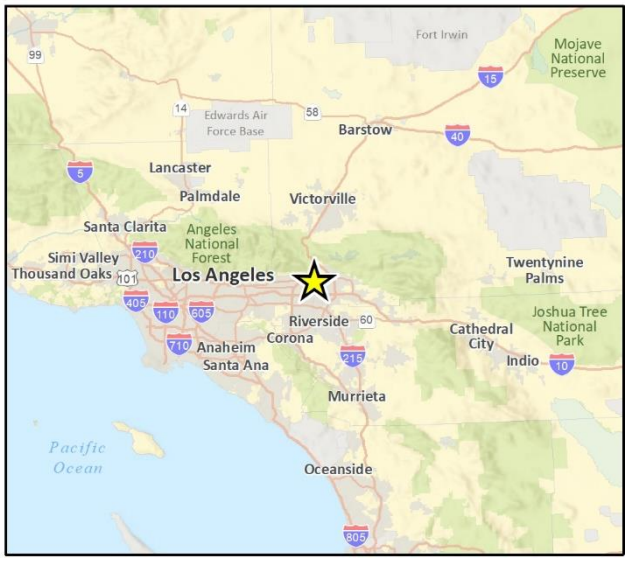
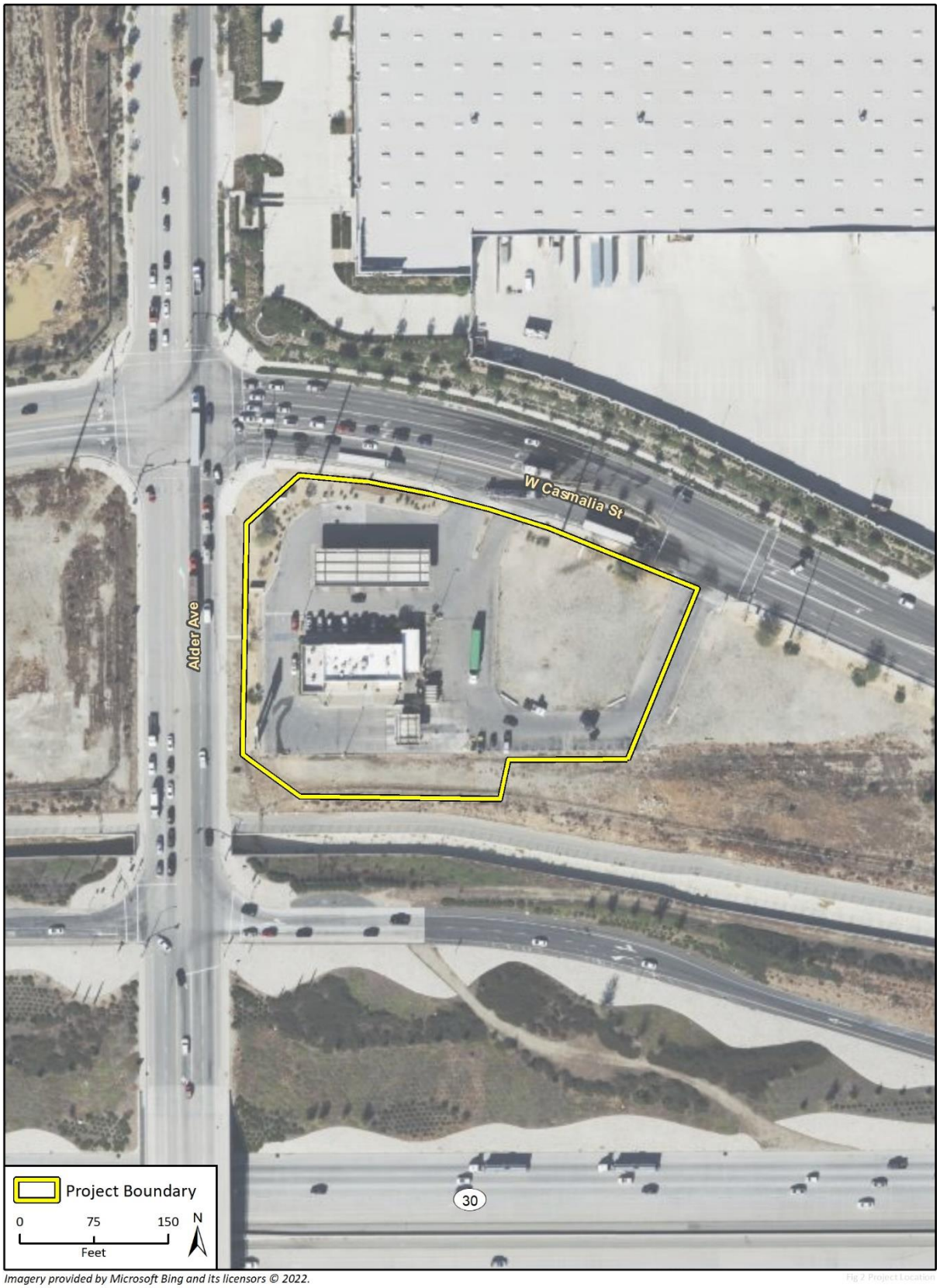


Figure 2 Project Site Location



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8. Description of Project

The project would include modifications to an existing vehicle fuel station (gas station), consisting of the demolition of an existing car wash, an existing overhead canopy, and diesel fuel dispensers. The project would include the construction of an 1,843-square foot overhead canopy and five diesel fuel dispensers. A total of 28 parking spaces would be provided onsite. Access to the site would be provided via the existing driveways at the gas station. Figure 3 shows the proposed site plan.

Construction of the project is assumed to start in 2023. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating (e.g., painting). The project would be balanced onsite, and all construction would occur within the current conceptual limits of the project.

9. Surrounding Land Uses and Setting

The project site is relatively flat and partially developed with the existing gas station. The eastern section of the site is vacant and vegetated with sparce non-native grass.

As shown in Figure 2, the project site is in an urbanized area with industrial development to the north, vacant land to the east, the SR 210 to the south, and vacant land beyond North Alder Avenue to the west.

10. Other Public Agencies Whose Approval is Required

The City of Rialto is the sole agency with the authority to approve the proposed project's land use entitlements, including the Conditional Development Permits (No. 2022-0005, 2022-0006, and 2022-0007), Precise Plan of Design (No. 2022-0005), and Environmental Assessment Review (No. 2022-0004).

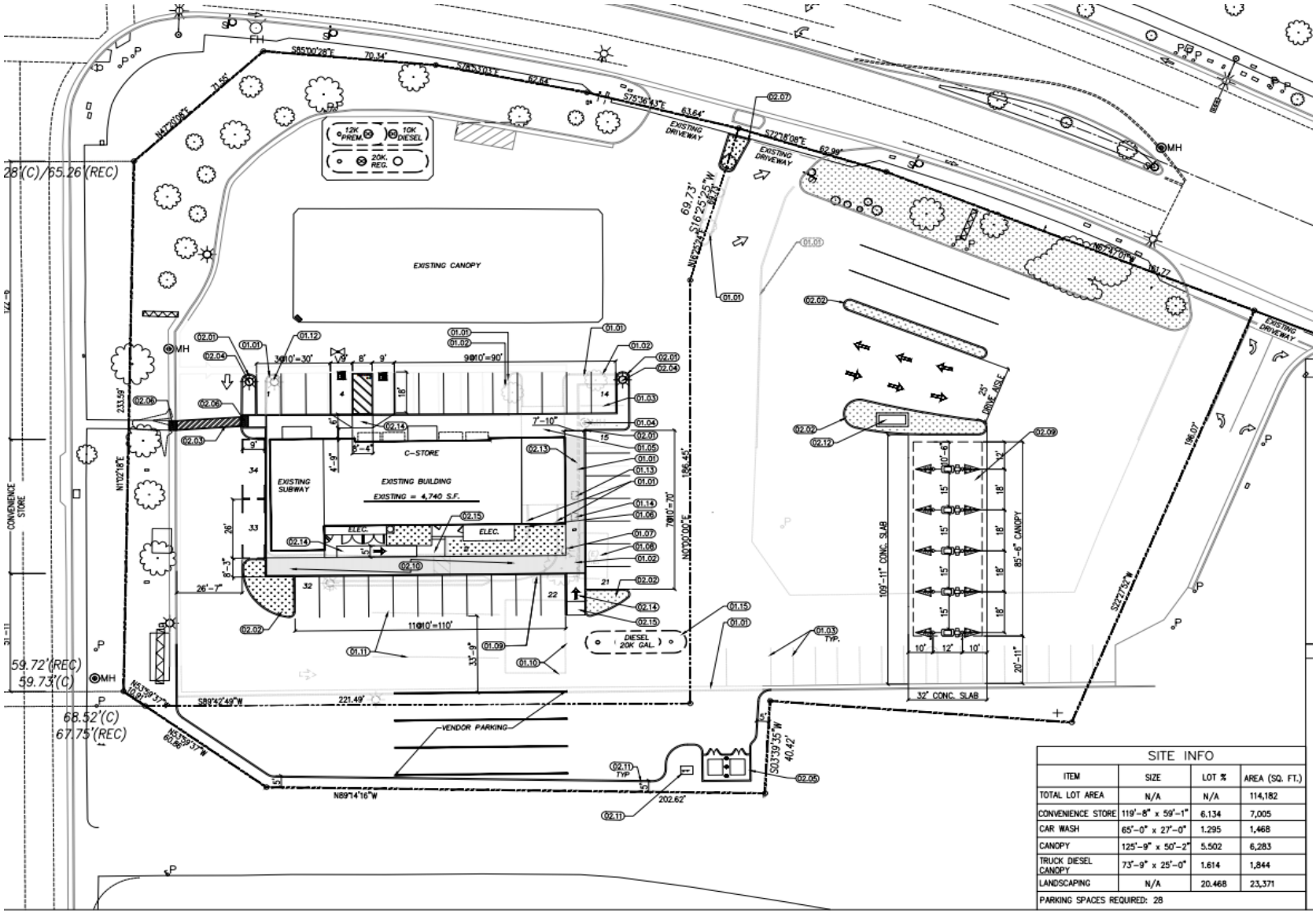
The following regional, state, and federal agencies may require their own permits, inspections, reporting and/or certifications prior to construction and/or completion of the project:

- South Coast Air Quality Management District (SCAQMD): A gas station permit would be required.

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The City of Rialto initiated AB 52 consultation with six Native American tribes that previously requested notification. Gabrieleño Band of Mission Indians were the only tribe to respond.

Figure 3 Project Site Plan



Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

□ Aesthetics	□ Agriculture and Forestry Resources	□ Air Quality
□ Biological Resources	■ Cultural Resources	□ Energy
□ Geology/Soils	□ Greenhouse Gas Emissions	□ Hazards & Hazardous Materials
□ Hydrology/Water Quality	□ Land Use/Planning	□ Mineral Resources
□ Noise	□ Population/Housing	□ Public Services
□ Recreation	□ Transportation	■ Tribal Cultural Resources
□ Utilities/Service Systems	□ Wildfire	■ Mandatory Findings of Significance

Determination

Based on this initial evaluation:

□ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

□ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	□	□	□	■
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	□	□	■	□

a. Would the project have a substantial adverse effect on a scenic vista?

A scenic vista can generally be defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. The City of Rialto offers scenic views of the nearby San Gabriel and San Bernardino Mountains, and the foothills area (City of Rialto 2010).

In order to protect scenic vistas, the City ensures building heights and the scale of projects do not hinder or impede scenic view (City of Rialto 2010). As the project would adhere to height standards and regulations set forth in the Rialto Municipal Code, the modifications would not alter or obscure views of the ridgelines. Therefore, the project would not have an adverse effect on an identified scenic resource, nor would the project improvements substantially block views of the surrounding hillsides and ridgelines. Therefore, no impacts to scenic vistas would occur.

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is regionally accessible via SR 210. There are no State or County designated scenic highways near the project site (California Department of Transportation [Caltrans] 2015). The project site is currently developed with an existing gas station that was built after 2009. Therefore, the project site does not contain any rock outcroppings, or historic buildings. Therefore, the project would have no impact on scenic resources within a state scenic highway.

NO IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is in an urbanized area with industrial development to the north, vacant land to the east, SR 210 to the south and vacant land beyond North Alder Avenue to the west. The proposed project consists of modifications to an existing gas station. As the proposed project would not modify the use of the project site, nor would it substantially change the site appearance, the project would not degrade the existing visual character of the site.

Furthermore, the proposed design for the project is aligned with the General Plan land designation and zoning code for the project site. With adherence to the height standards and regulations set forth in the City of Rialto Municipal Code, development of the project would not degrade the visual quality on the site. Therefore, no impacts to visual character or quality of public views would occur.

NO IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

For purposes of this analysis, light refers to light emissions (brightness) generated by a source of light. Stationary sources of light include exterior parking lot and building security lighting, and interior lights emanating through windows. Moving sources of light include the headlights of vehicles driving on roadways within the project site. Streetlights and other security lighting also serve as sources of light in the evening hours.

Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces area associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

The proposed project entails modification to an existing gas station. The project site is currently developed with standard exterior parking lot lighting and street lighting, respectively. Existing light sources also include lighting from adjacent commercial buildings and parking areas, as well as headlights from Casmalia Street, North Alder Avenue and the SR 210 off ramp to the south of the project. The primary source of glare in the project area is the sun's reflection off light colored and reflective building materials and finishes, and from metallic and glass surfaces of parked vehicles.

As the proposed project would consist of modifications to an existing gas station that currently provides lighting in the area, the project would not generate a substantial amount of new light. The

proposed project would not utilize reflective materials that would create a significant amount of glare. The proposed project would also be required to comply with the light and glare guidelines set by Section 18.61.140, of the City of Rialto Municipal Code which states that all exterior lighting shall be coordinated as to style, material, and color and designed to avoid spillover glare beyond the site boundaries Therefore, due to the nature of the project and with compliance with the City of Rialto Municipal Code, impact related to light and glare would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	□	□	□	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	□	□	□	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The site is not labeled as forestland or farmland and is not currently used for agricultural purposes or outlined within a Williamson Act contract. The proposed project would not involve any conversion of farmland or forestland to non-agricultural, non-forest use. Therefore, the proposed project would have no impact on forestland agricultural uses.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	□	□	■	□
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	□	□	■	□
c. Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	□	□	■	□

Rincon Consultants, Inc. prepared an Air Quality and Greenhouse Gas Emissions Study to analyze the project's air quality emissions and impacts on surrounding sensitive land uses. The analysis considered temporary construction impacts and long-term operation air quality impacts associated with the project. The results of the Air Quality and Greenhouse Gas Emissions Study are used in the analysis and are included as Appendix A.

Air Quality Standards and Attainment

The project site is located in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

As the local air quality management agency, SCAQMD, must monitor air pollutant levels to ensure that the NAAQS and CAAQS are met. If they are not met, the SCAQMD must develop strategies for their region to meet the standards. The strategies to achieve attainment status are included as part of the Air Quality Management Plan (AQMP). The SCAB is in nonattainment for ozone and $PM_{2.5}$ federal standards. Also, the SCAB is in nonattainment for the State standard for PM_{10} and designated unclassifiable or in attainment for all other federal and State standards (CARB 2020). The proposed project is in San Bernardino County which is with the SCAB and under the jurisdiction of the SCAQMD. This nonattainment status results from several factors, the primary ones being the naturally diverse meteorological conditions that limits the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the SCAB. The attainment status for San Bernardino County portion of SCAB is included Table 1.

Table 1 Attainment Status of Criteria Pollutants in San Bernardino County of SCAB

Pollutant	State Designation	Federal Designation
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment

Sources: CARB 2020

Air Quality Management Plan

Since the SCAB currently exceeds ozone and $PM_{2.5}$ NAAQS standard, the SCAQMD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS. The SCAQMD 2016 Air Quality Management Plan (2016 AQMP) is a regional blueprint designed to meet the NAAQS and demonstrate how attainment will be reached. The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gas emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.

Air Emission Thresholds

The SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, the SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA. Some of these changes include recommended thresholds for emissions associated with both construction and operation of the project are used to evaluate a project's potential regional and localized air quality impacts (SCAQMD 2019).

Regional Thresholds

Table 2 presents the significance thresholds for regional construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis.

Table 2 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO_X	150 pounds per day of SO_X
150 pounds per day of PM_{10}	150 pounds per day of PM_{10}
55 pounds per day of $PM_{2.5}$	55 pounds per day of $PM_{2.5}$

VOC: volatile organic compound; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$: particulate matter measuring 2.5 microns in diameter or less

Source: SCAQMD 2019

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$ and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2009).

The project site is within SRA 34 (Central San Bernardino Valley). SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. The project parcel totals approximately 2.6 acres, but project construction would only disturb a total area of approximately 0.9 acres. Therefore, this analysis utilizes the one-acre LSTs, which provides a conservative analysis. LSTs are provided for receptors at a distance of 82 feet (25 meters) 164 feet (50 meters), 328 feet (100 meters), 656 (200 meters), 1,640 feet (500 meters) from the project disturbance boundary to the sensitive receptors. The project analysis assumes main construction activity would occur approximately 2,750 feet (838 meters) northeast of the closest sensitive receptor, which are single-family residential properties. The allowable emissions for the project analysis uses the 1,640 receptor threshold, which is more stringent and conservative. The project is in SRA-34 (Central San Bernardino Valley) and the LST threshold for construction is shown in Table 3.

Table 3 SCAQMD LSTs for Construction

Pollutant	Allowable Emissions for a One-acre Site in SRA-34 for a Receptor 1,640 Feet Away (pounds per day)
Gradual conversion of NO_X to NO_2	362[1]
CO	21,708
PM_{10}	196
$PM_{2.5}$	78[2]

NO_x = Nitrogen Oxides; NO_2 = Nitrogen Dioxide; CO = Carbon Monoxide; PM_{10} = Particulate Matter with a diameter no more than 10 microns; $PM_{2.5}$ = Particulate Matter with a diameter no more than 2.5 microns

[1]The screening criteria for NOx were developed based on the 1-hour NO_2 CAAQS of 0.18 ppm. Subsequently to publication of the SCAQMD's guidance the USEPA has promulgated a 1-hour NO_2 NAAQS of 0.100 ppm. This is based on a 98th percentile value, which is more stringent than the CAAQS. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the 1-hour NO_2 NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO_2 standard. The revised LST threshold is calculated by scaling the NO_2 LST for by the ratio of 1-hour NO_2 standards (federal/state) (i.e., 652 lbs/day * (0.10/0.18) =362.2 lbs/day).

[2]The screening criteria for $PM_{2.5}$ were developed based on an Annual CAAQS of 15 mg/m^3. Subsequently to publication of the SCAQMD's guidance the annual standard was reduced to 12 mg/m^3. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the annual $PM_{2.5}$ CAAQS, an approximated LST was estimated. The revised LST threshold is calculated by scaling the $PM_{2.5}$ LST for by the ratio of 24-hour $PM_{2.5}$ standards (federal/state) (i.e., 98lb/day * (12/15) =78.4 lbs/day).

Source: SCAQMD 2009

Toxic Air Containments Thresholds

SCAQMD has developed significance thresholds for the emissions of toxic air contaminants (TACs) based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding a one-in-one-million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2019).

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., convenience market with gas pumps, automobile care center, parking lot, and non-asphalt surfaces), and location, to model a project's construction and operational emissions.

Project construction would primarily generate temporary criteria pollutant and GHG emissions from construction equipment operation onsite, construction worker vehicle trips to and from the site, and export of materials off-site. Construction of the proposed project was analyzed based on the applicant provided land use type and square footage, which includes constructing approximately 1,844 square feet of diesel canopy with eight diesel fuel pumps (i.e., four dispensers). In addition, the project would provide 34 parking spaces and approximately 23,371 square feet of the project site would be landscaped. The proposed construction start date was assumed to begin in January 2023. Based on the applicant-provided land uses, the CalEEMod provides assumptions for construction schedule, equipment lists, and vehicle trips. CalEEMod estimates construction would occur over approximately six months with excavated soils balanced onsite. CalEEMod inputs include the project demolishing approximately 1,627 square feet of the existing car wash and overhead canopy with four diesel fuel pumps (i.e., two dispensers). The project removes four diesel fuel pumps; however, the analysis conservatively models a net addition of eight diesel fuel pumps. The analysis assumes that construction equipment used would be diesel-powered and that the project would comply with applicable regulatory standards. In particular, the project would comply with SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits.

Operational emissions modeled include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. According to Kimley-Horn's traffic report, the proposed project would generate 79 net project trips per day (proposed trips minus existing trips). The increase in trips from the proposed project results from the net addition of fuel pumps. Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local county general plans and the SCAG's 2016 RTP/SCS socioeconomic forecast projections of regional population, housing, and

employment growth (SCAQMD 2017a, SCAG 2016).[1] The proposed project would not add population or housing units to the City of Rialto, and existing employees of the existing gas station and convenience market would maintain the new developments of the project.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and $PM_{2.5}$. As shown in Table 4 and Table 5, below, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Since the project would not affect the SCAG 2016 forecasts, the project would be consistent with the AQMP. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles. In addition, construction equipment would release VOC emissions during the drying of architectural coating and paving phases. Table 4 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

Table 4 Estimated Maximum Daily Construction Emissions

	Pollutant (lbs/day)					
Construction	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2023	7	10	10	<1	3	2
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = Volatile organic compounds NOX = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM10 = particulate matter 10 microns in diameter or less; PM2.5 = particulate matter 2.5 microns or less in diameter.

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix A, see Table 2.2 "Overall Operation-Mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy

[1] On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). However, the SIPs were adopted prior to this date and relies on the demographic and growth forecasts of the 2016-2040 RTP/SCS; therefore, these forecasts are utilized in the analysis of the project's consistency with the AQMP.

sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 5 summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table 5 Estimated Maximum Daily Operational Emissions

	Pollutant (lbs/day)					
Emissions Source	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	<1	<1	<1	<1
Total	<1	<1	**<1**	**<1**	<1	<1
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = Volatile organic compounds; NOX = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM10 = particulate matter 10 microns in diameter or less; PM2.5 = particulate matter 2.5 microns or less in diameter.

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum onsite emissions are the highest emissions that would occur on the project site from onsite sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive Receptors

According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 2005). Sensitive receptors nearest to the project site consist of residences approximately 2,750 feet northwest of the project site and 2,915 feet southwest of the project site. Typical development projects would not emit the levels of CO necessary to result in a localized hot spot. Therefore, CO hotspots are not discussed further in this document. Localized air quality impacts to sensitive receptors typically result from localized criteria air pollutant emissions and TACs, which are discussed in the following subsections.

Localized Significance Thresholds

The *Final LST Methodology* was developed to be used as a tool to analyze localized impacts associated with project-specific level proposed projects. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables (Appendix C of *Final LST Methodology;* SCAQMD 2009) and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality. The project analysis assumes main construction activity would occur approximately 2,750 feet northeast of single-family residences.

The allowable emission for project utilizes the 1,640 feet receptor distance, and the project is in SRA 34 (Central San Bernardino Valley). Table 6 summarizes the project's maximum localized daily construction emissions from the proposed project. As shown therein, localized construction emissions would not exceed SCAQMD LST thresholds. Therefore, project construction would be less than significant impact from localized criteria pollutant emissions.

Table 6 Project LST Construction Emissions

	Pollutant (lbs/day)					
Year	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Maximum Onsite Emissions	7	10	9	<1	3	2
SCAQMD LST	N/A	362	21,708	N/A	196	78
Threshold Exceeded?	**N/A**	**No**	**No**	**N/A**	No	No

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum onsite emissions are the highest emissions that would occur on the project site from onsite sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips

Source: CalEEMod worksheets in Appendix A, see Table 3.2 – 3.6 "Overall Construction-mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Toxic Air Contaminants

Construction Impacts

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities.

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) recommends against siting sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. While these siting distances are not particular to construction activities, the primary source of TAC emissions from both freeways and construction equipment is DPM. Therefore, for projects within 1,000 feet of sensitive receptors, a refined health risk should be conducted. However, as the nearest receptors to the project site are over 2,750 feet northeast of the project site, the onsite construction activity would have a negligible impact on the closest sensitive receptors. This impact would be less than significant.

Operational Impacts

The project would require a permit to construct and operate a gasoline dispensing facility from the SCAQMD, which will review the facility design and location for compliance with SCAQMD standards for air quality and community health. SCAQMD Rule 461 requires all retail service stations to have Phase I and Phase II EVR systems to control gasoline emissions (SCAQMD 2017b). All storage tank vent pipes are also required to have valves to further control emissions. In addition, as the nearest receptors to the project site are over 2,750 feet northeast of the project site, operational TAC emissions would have a negligible impact on the closest sensitive receptors. Therefore, the proposed project's operational activity would not expose sensitive receptors to TAC levels that would be harmful. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

For construction activities, odors would be short-term in nature and are subject to SCAQMD Rule 402 *Nuisance* (SCAQMD 1976). Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed project, modification of a gas station, would not include any of these uses. The gas station would emit odors during operation in the form of diesel exhaust from vehicles and operation of the fueling pumps. The increase in odor emissions, however, would be minimal, as vehicle exhaust is already prevalent due to the high levels of vehicle traffic on SR 210.

Solid waste generated by the proposed onsite uses would be collected by a contracted waste hauler, ensuring that any odors resulting from onsite waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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, or by the California Department of Fish and Wildlife 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, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	□	□	□	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	■
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 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?	□	□	□	■

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The project site is located on a fully developed, partially vacant lot that contains an existing vehicle fuel station gas station and convenience market. The vacant portion of the parcel has been developed since 2011. The project would be constructed on the vacant portion of the parcel. Surrounding land uses include the SR 210 to the south and east, open space and Sierra Lakes Parkway to the northwest, and commercial uses to the north. The literature review encompassed the proposed project footprint and a five-mile buffer beyond the limits of the project footprint (study area).

Special-Status Plants

Special-status plant species either have unique biological significance, limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, or a combination of these factors. For the purposes of this report, special-status plant species are those plants listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); and plants on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants with a California Rare Plant Rank (CRPR) of 1A (plants presumed extirpated in California and either rare or extinct elsewhere), 1B (plants considered to be rare, threatened, or endangered species in California and elsewhere), 2A (plants presumed extirpated in California, but more common elsewhere), and 2B (plants considered rare, threatened, or endangered in California, but more common elsewhere).

Plants with a CRPR of 4 are not rare, but rather are included on a "watch list" of species with limited distribution. While plants in this category cannot be called "rare" from a statewide perspective, and very few, if any, are eligible for state listing, many of them are significant locally. For this reason, CNPS strongly recommends that CRPR 4 plants be evaluated for consideration during preparation of environmental documents, which may be particularly appropriate for: the type locality of a CRPR 4 plant; populations at the periphery of a species' range; areas where the taxon is especially uncommon; areas where the taxon has sustained heavy losses; or populations exhibiting unusual morphology or occurring on unusual substrates.

According to the California Natural Diversity Database (CNDDB), 101 special-status plant species have the potential to occur within the study area but are not anticipated to occur within the project site. There is no native vegetation on the project site and since the site is developed the project site does not have the potential to support any special status plants. Most special-status plant species known to occur in the region are precluded from occurring at the site due to lack of suitable habitat or because the site is outside of the known range of the species. No special-status plant species are anticipated to occur within the project area given the site's developed condition and lack of vegetation. Further, no designated Critical Habitat occurs within or adjacent to the sites.

Due to the limited habitat within the project area, the number of individuals affected by the project would be low, if any, and would not result in population-level effects on these species. Indirect impacts to special-status plant species could occur outside of the project area from dust or run-off material generated during construction; however, through typical construction best management

practices such as watering of dust, this would be minimal. Impacts to special-status plants would be less than significant.

Special-Status Wildlife

For the purposes of this assessment, special-status wildlife species are those species that are listed, proposed for listing, or that meet the criteria for listing as endangered, threatened, or rare under the FESA or CESA; and those that are listed on the CDFW Special Animals list with a designation of SSC (California Species of Special Concern), WL (Watch List), or CFP (California Fully Protected). Special-status wildlife species also include species considered to be Locally Sensitive by the County of Los Angeles.

Based upon a review of the resources and databases listed above, 48 special-status wildlife species have been documented in the nine-quad query. The 48 special-status wildlife documented are historic occurrences from CNDDB and the project does not support suitable habitat to support these species due to lack of vegetation.

Excavation and grading for the project would occur in previously disturbed areas with compacted soils and sparse vegetation cover or non-native annual grasslands that do not provide suitable habitat for these species. Indirect impacts and loss of habitat for these species would not be significant because the proposed activities would be temporary and localized.

As a regulatory requirement, the project would comply with California Fish and Game Code Section 3505 which states that "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." With construction isolated to previously disturbed areas of the project site and compliance with regulatory requirements, impacts related to candidate, sensitive, or special status species would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The project site is on a developed vacant site. There are no sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) on the site that would be affected by the project. The nearest riverine habitat is associated with the Cajon Wash that is 3.1 mile northeast of the project site which contains habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens (USFWS 2022). The project, through construction and operation, would not impact this habitat. Therefore, no impacts to sensitive natural communities would occur.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Section 404 of the Clean Water Act (CWA) defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.".

The project site neither supports federally protected wetlands nor abuts a wetland, streambed, or waterway. The nearest wetland to the project site is the Cajon Wash, a federally protected jurisdictional river, which is located 3.1 miles northeast of the site (USFWS 2022). Due to the small size of the project, and the distance the project site is to the river, no impacts would occur to the wetland. Thus, given the distance of 45 miles to the San Gabriel River, direct and indirect impacts to wetlands and/or streambeds from project-related construction and operation would not occur. Therefore, no impacts to federally protected wetlands or jurisdictional features are anticipated.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement includes migration (i.e., usually one way per season), inter-population movement (i.e., long-term genetic flow) and small travel pathways (i.e., daily movement corridors within an animal's territory). While small travel pathways usually facilitate movement for daily home range activities such as foraging or escape from predators, they also provide connection between outlying populations and the main corridor, permitting an increase in gene flow among populations. The project site is located in an urbanized location with developments and heavily traveled roadways bordering the site. The surrounding developments and roadways act as barriers to movement for terrestrial species, thus eliminating connectivity between blocks of core habitat and constraining wildlife movement in the immediate vicinity of the project site. Furthermore, the project is not located within a designated wildlife corridor or an essential connectivity site nor is it a suitable habitat for special status species. Therefore, the proposed project would not result in any significant impacts that would 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.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Chapter 2, *Managing Our Land Supply*, of the City's General Plan contains goals and policies applicable to pursue open space, wildlife corridors, or conservation easements to protect sensitive species and their habitats. None of these goals and policies apply to the project since the project site is developed and there are no wetlands, waterways, riparian habitat, or woodland resources located therein. Therefore, the project would not conflict with local policies and ordinances protecting biological resources, and no impacts would occur.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The General Plan contains policies to conserve and enhance the City of Rialto's biological resources. The City of Rialto is still in the process of developing its Habitat Management Plan. The General Plan has identified it will protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the USFWS and the CDFW to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

The study area is located within the city's boundary, as illustrated in Figure 1. Even though the City's Habitat Management Plan is not yet developed, the project has been designed to comply with the plan's goals and policies. As stated above, the project does not result in significant impacts to biological resources. As such, the project would not conflict with the provisions of an applicable plan, and no impact would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	□	■	□	□
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	□	■	□	□
c. Disturb any human remains, including those interred outside of formal cemeteries?	□	■	□	□

This section provides an analysis of the project's impacts on cultural resources, including historical and archaeological resources, as well as human remains, and is based on the Cultural Resources archival research attached as Appendix B.

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1) and tribal cultural resources (Public Resources Code Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

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

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a-b]).

Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

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

A Cultural Resources archival research was completed for the project by Rincon Consultants Inc., in July 2022. The archival research includes the results of a California Historical Resource Information System (CHRIS) records search, a historic-period map review, and Native American outreach.

The cultural resources records search was conducted on July 18, 2022, at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (File No.: 23794.9967). The purpose of the records search was to identify previously conducted cultural resources studies, as well as previously recorded cultural resources within the project sites and a 0.5-mile radius. The CHRIS records search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list. The SCCIC records search results revealed that six previously conducted cultural resources studies (SB-03634, -04016, -05090, -06966, -06986, and -07960) have been performed within a 0.5-mile radius of the project site (Appendix B). Two (SB-06966 and SB-07960) of the previously conducted cultural resource studies included portions of the project site. Additionally, four cultural resources (P-36-006329, -008696, -015376, -021564) are recorded within a 0.5-mile radius of the project site, none of which are located within or immediately adjacent to the project site. These resources consist of two historic-period archaeological sites (P-36-006329 and P-36-021564) and two historic-period built resources (P-36-008696 and P-36-015376).

Rincon reviewed all available historic topographic maps and aerial imagery to understand the development history of the project site. Historic topographic maps of the project site were available from USGS topoView for various years for the San Bernardino, CA (1896, 1898, 1901, 1905, 1909, 1913, and 1926) and Devore, CA (1936, 1938, 1941, 1946, 1955, 1959, 1960, 1965, 1968, 1974, 1980, 1988, 1999, 2012, 2015, and 2018) Quadrangles. Historic aerial photographs of the APE were available from Nationwide Environmental Title Research (NETR 2021) LLC maps for the years 1938, 1959, 1966, 1980, 1985, 1995, 2002, 2005, 2009, 2010, 2012, 2014, 2016, and 2018.

The historic map and aerial photography review noted that the project site and its vicinity was completely undeveloped, with the exception of unnamed, dirt access roads where present day North Adler Avenue and the SR 210 are located, which were present as early as the late 1800s. The project site remained completely undeveloped until at least the late 1950s when the southern portion of the project site contained a possible farmstead. This possible farmstead was gone by 1980. By the mid-1980s and mid-1990s, additional dirt access roads began to be created in the vicinity of the project site, where by the early 2000s, they would become the paved roads of today. Finally, between 2010 and 2012, the project site was developed with a fuel station, carwash, convenience market, and paved parking lot, and appears as it does today.

Rincon contacted the Native American Heritage Commission (NAHC) on May 6, 2022, to request a Sacred Lands File search of the project site in addition to requesting a list of Native American tribes who may have knowledge of cultural resources within the project area. The Sacred Lands File search results were received on June 8, 2022, and the results were positive. In addition, the letter requested that the Gabrieleno Band of Mission Indians – Kizh Nation be contacted by the Lead Agency during the AB-52 process.

The City of Rialto initiated AB 52 consultation with six Native American tribes that previously requested notification. Gabrieleño Band of Mission Indians were the only tribe to respond. Refer to Section 18, *Tribal Cultural Resources*, for details about the City of Rialto's AB-52 Consultation.

The project site consists of an existing gas station with hardscaping and gravel covering ground surfaces. In addition, none of the structures within or adjacent to the project site are historical in age. As a result, a cultural resources survey would not provide any meaningful information to this study. Therefore, no cultural resources survey was conducted due to the developed nature of the project site, and lack of ground surface visibility.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No historic-period resources were identified within the project site as a result of the SCCIC records search, and the historic topographic maps and aerial imagery revealed the project site does not contain any known historic-period resources. However, as mentioned above, there are four historic-period resources located within 0.5-mile of the project site. Therefore, there is a low to moderate possibility that during that during construction there would be an unanticipated discovery of historic-period resources, that may also be considered historical resources under CEQA. Impacts to unanticipated resources are potentially significant. Mitigation Measures TCR-1 through TCR-3 would reduce impacts to historical resources to less than significant levels by retaining a cultural resources monitor, requiring halting of construction activities in the vicinity of any cultural resources found during construction, and requiring evaluation and treatment of resources determined to be significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No prehistoric archaeological resources were identified within the project site or within 0.5-mile radius as a result of the SCCIC records search. However, the SLF search returned positive results, which increases the general sensitivity of the area for prehistoric archaeological resources. Therefore, there is a low to moderate possibility that during construction there would be an unanticipated discovery of archaeological resources, that may also be considered historical resources under CEQA. Impacts to unanticipated resources are potentially significant. Mitigation Measure TCR-1 through TCR-3 would reduce archaeological impacts to less than significant levels by retaining a cultural resources monitor, requiring halting of construction activities in the vicinity of any cultural resources found during construction, and requiring evaluation and treatment of resources determined to be significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains have been identified within the project sites; however, 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 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 would notify the Native American Heritage Commission, which would determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to State law and incorporation of Mitigation Measures TCR-1 through TCR-3, impacts related to the discovery of human remains would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Mitigation Measures

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned

construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well

as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a 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?	□	□	■	□

California is one of the lowest per capita energy users in the United States, ranked 50th in the nation, due to its energy efficiency programs and mild climate (U.S. Energy Information Administration 2022). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 30 percent imported from the Northwest and Southwest in 2020; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2022a and 2022b). In addition, approximately 33 percent of California's electricity supply in 2020 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2022a). In 2018, Senate Bill 100 (SB 100) accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Electricity would be provided to the project by Southern California Edison (SCE) and natural gas service would be provided by SoCal Gas. Table 7 summarizes the electricity and natural gas consumption for San Bernadino County, in which the project site would be located, and for SCE and SoCal Gas, as compared to statewide consumption.

Table 7 2020 Electricity and Natural Gas Consumption

Energy Type	San Bernadino County	SCE SoCal Gas	California	Proportion SCE and SoCal Gas Consumption	Proportion of Statewide Consumption[1]
Electricity (GWh)	16,180	11,966	280,738	135%	6%
Natural Gas (millions of therms)	561	5,231	11,922	11%	5%

GWh = gigawatt-hours

[1] For reference, the population of San Bernadino County (2,187,665 persons) is approximately 5.5 percent of the population of California (39,185,605 persons) (California Department of Finance 2022).

Source: CEC 2022c

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (U.S. Energy Information Administration 2022). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 12.6 billion gallons sold in 2020 (CEC 2022d). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.7 billion gallons sold in 2020 (CEC 2022d). Table 8 summarizes the petroleum fuel consumption for San Bernadino County, in which the project site would be located, as compared to statewide consumption.

Table 8 2020 Annual Gasoline and Diesel Consumption

Fuel Type	San Bernadino County (gallons)	California (gallons)	Proportion of Statewide Consumption[1]
Gasoline	823	12,572	7%
Diesel	159	1,744	9%

[1] For reference, the population of San Bernadino County (2,187,665 persons) is approximately 5.5 percent of the population of California (39,185,605 persons) (California Department of Finance 2022).

Source: CEC 2022d

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. Applicant-provided information and the CalEEMod outputs for the air pollutant and GHG emissions modeling (Appendix A.

Construction Energy Demand

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 9, project construction would require approximately 1,114 gallons of gasoline and approximately 8,549 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment operating every day.

Table 9 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons) Gasoline	Fuel Consumption (gallons) Diesel
Construction Equipment & Hauling Trips	N/A	8,549
Construction Worker Vehicle Trips	1,114	N/A

Notes: N/A = not applicable

See Appendix C for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. environmental Protection Agency Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as 2022 California Green Building Standards Code (CALGreen), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees; however, according to the Traffic Impact Analysis Scoping Agreement for the project, despite an increase in fuel pumps, the proposed project would result in a reduction of 385 trips per day due to the removal of the car wash. Therefore, energy use from vehicle trips associated with the project would be reduced. Table 10 summarizes estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 0.22 GWh of electricity and 5,586 U.S. therms of natural gas.

Table 10 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption[1]	Energy Consumption[1]
Electricity	0.22 GWh	755 MMBtu
Natural Gas Usage	5,586 U.S. Therms	519 MMBtu

MMBtu = million metric British thermal units; GWh = gigawatt-hours

[1] Energy consumption is converted to MMBtu for each source

See Appendix C for energy calculation sheets and Appendix A for CalEEMod output results for electricity and natural gas usage.

The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize

the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the latest Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are crafted so that buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

Furthermore, the project would further reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SoCalGas continues to increase to comply with State requirements through SB 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. As discussed in Section 8, *Greenhouse Gas Emissions*, the project would implement applicable GHG reduction measures from the City of Rialto Climate Adaptation Plan. Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed in Section 8, *Greenhouse Gas Emissions*, several plans and policies have been adopted to reduce GHG emissions in the project region that would also have the effect on reducing energy use, including the State's 2017 Climate Change Scoping Plan/Senate Bill 32, and the SCAG 2020-2045 RTP/SCS. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the State to achieve the reductions. The 2017 Scoping Plan's goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the project would receive electricity from SCE, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years. Therefore, the project is consistent with these plans that would have the effect of reducing energy use.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	□	□	■	□
2. Strong seismic ground shaking?	□	□	■	□
3. Seismic-related ground failure, including liquefaction?	□	□	■	□
4. 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 direct or indirect 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 wastewater?	□	□	□	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	□	■	□

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

There is an Alquist-Priolo Earthquake Fault Zone located approximately three miles to the northeast of the project site. However, the project site is not located in the Alquist-Priolo Earthquake Fault Zone. The nearest fault is the San Jacinto fault located approximately three miles to the northeast (DOC 2022a, DOC 2022b, City of Rialto 2010). Therefore, because there are no known faults located on project site, the project would not directly or indirectly expose people or structures to substantial adverse effects related to rupture of a known earthquake fault. Furthermore, the project would not include any habitable structure. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The greatest source of earthquake damage is caused by ground shaking. City of Rialto is susceptible to ground shaking caused by the several local fault systems. Historically, City of Rialto has experienced moderate to strong ground shaking associated with such events as the 1812 Wrightwood earthquake (estimated 7.5 magnitude), 1899 Cajon Pass earthquake (estimated 5.7 magnitude), 1933 Long Beach earthquake (6.4 magnitude), 1971 Sylmar earthquake (6.6 magnitude), and 1994 Northridge earthquake (6.7 magnitude). Several earthquakes were associated with the San Jacinto, San Andreas, and Cucamonga faults (City of Rialto 2010).

The San Jacinto, San Andreas, and Cucamonga faults have the potential of generating earthquakes of maximum magnitudes ranging from 6.7 to 8.0. Shaking at these levels would cause even moderate damage to buildings constructed with the latest building codes (City of Rialto 2010). Therefore, the proposed project could be subject to damage during earthquakes, however, adherence to the seismic design requirements would minimize property and structural damage.

City of Rialto Municipal Code Sections 11.12.070 and 17.24.010 require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site specific recommendations contained therein, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems in order to preclude adverse effects involving unstable soils and strong seismic ground-shaking. Additionally, in accordance with California law, project design and construction would be required to comply with provisions of the California Building Code. Therefore, with compliance with existing regulations, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a phenomenon in which saturated silty-to-cohesionless soil above the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic stresses induced by an earthquake. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins below the water table, but after liquefaction has developed, the groundwater table rises and causes the overlying soil to mobilize.

Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine- to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to initiate liquefaction.

According to the City of Rialto 2010 General Plan, the proposed project site is not at high risk of liquefaction. Furthermore, pursuant to General Plan Policy 5-1.2, the project would be built in conformance with the Uniform Building Code (UBC) and the California Building Code (CBC). Additionally, as stated above, the project would be required to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is relatively flat, and it is not located in an identified landslide hazard (DOC 2022a). Therefore, the project would not expose people or structures to risk of loss, injury, or death involving landslides or liquefaction; impacts would be less than significant.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Under existing conditions, the project site is mostly paved and has low potential for soil erosion. Ground-disturbing activities associated with project implementation would result in the removal of some topsoil during construction. Standard construction best management practices would be implemented to avoid or minimize soil erosion associated with ground-disturbing activities.

As discussed further in Section 10, *Hydrology and Water Quality*, pursuant to the requirements of the State Water Resources Control Board, the project applicant would be required to obtain coverage under the State's General Construction Storm Water (NPDES) Permit for construction activities. The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area.

In addition, the project applicant would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities.

The SWPPP will specify the Best Management Practices (BMPs) that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Lastly, the project applicant would be required to implement erosion control measures to minimize water- and windborne erosion pursuant to City of Rialto Municipal Code Section 17.40.010 (and to ensure compliance with SCAQMD Rule 403). Mandatory compliance with the SWPPP and the erosion control measures would ensure that the project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts

associated with construction activities would be less than significant and no mitigation measures would be required.

To meet the requirements of the City's Municipal Storm Water Permit, and in accordance with City of Rialto Municipal Code Section 12.60.260, the project applicant would be required to prepare and implement a Stormwater Quality Management Plan (SWQMP), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants. The SWQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and nonstorm water discharges. Because the project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the project would result in less-than-significant impacts related to soil erosion.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Unstable soils include expansive, compressible, erodible, corrosive, or collapsible soils. Expansive soils are associated with alluvium and bedrock formations that contain minerals susceptible to expansion under wet conditions and contracting under dry conditions. Lateral spreading is defined as the finite, lateral displacement of sloping ground because of pore pressure build-up or liquefaction in a shallow underlying deposit during an earthquake. As previously discussed, according to the City of Rialto 2010 General Plan, the proposed project site is not at high risk of liquefaction and the project site and surrounding area are relatively flat. In addition, as discussed in criterion a.3, a geotechnical report would be required for the project. The civil engineer preparing the geotechnical study would be required to analyze to soil to identify if it is unstable and expansive and offer recommendations to reduce or prevent the effects of unstable soils and/or expansive soils. Therefore, impacts from unstable soils and placing structures on expansive soils would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project would connect to the existing sewer system and would not use septic tanks or another alternative wastewater disposal system. Therefore, there is no impact to soils from proposed septic tanks or wastewater.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed project would include modifications to an existing vehicle fuel station (gas station), consisting of the demolition of an existing car wash, an existing overhead canopy, and diesel fuel dispensers. As a result, the site has been previously graded and the ground previously disturbed. Therefore, due to the historical disturbance to the site, impacts to paleontological resources are considered less than significant.

LESS THAN SIGNIFICANT IMPACT

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	□	■	□
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	□	■

Rincon Consultants, Inc. prepared an Air Quality and Greenhouse Gas Emissions Study to analyze the project's GHG emissions. The analysis considered temporary construction impacts and long-term operation GHG impacts associated with the project. The results of the Air Quality and Greenhouse Gas Emissions Study are used in the analysis and are included as Appendix A.

Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to GHG emissions from the project would be significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

To determine a project-specific threshold, guidance on GHG significance thresholds in the region from SCAQMD, the air district in which the project site is located, was used. The SCAQMD's GHG CEQA Significance Threshold Working Group considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in meeting minutes dated September 29, 2010 (SCAQMD 2010):

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines Sections 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT CO_2e per year for nonindustrial projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT CO_2e per year for land use projects.

Tier 1 would not apply to the project as it is not exempt from environmental analysis. For Tier 2, the City of Rialto does not have a qualified GHG reduction plan in its general plan or climate adaptation plan. Therefore, for a project-specific threshold, the City of Rialto has selected SCAQMD's 3,000 MT CO_2e per year threshold for nonindustrial projects as the applicable project-specific threshold, in accordance with Tier 3. The SCAQMD's 3,000 MT CO_2e per year threshold is frequently used by jurisdictions across Southern California to determine GHG emissions impacts from nonindustrial projects.

Methodology

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO_2 (i.e., CO_2e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG emissions associated with the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Section 3, *Air Quality*, in addition to the following:

- The analysis uses CalEEMod default assumptions for energy, solid waste, and area sources for the gas station and parking spaces.
- In accordance with SCAQMD's recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008).

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects.

Construction Emissions

Construction facilitated by the project would generate temporary GHG emissions primarily from the operation of construction equipment onsite, as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building, concrete, and asphalt materials. As shown in Table 11, construction associated with the project would generate 74 MT of CO_2e. Amortized over a 30-year period pursuant to SCAQMD guidance, construction associated with the project would generate 3 MT of CO_2e per year.

Table 11 Construction GHG Emissions

Year	Emissions (MT of CO_2e)
2023	74
Amortized over 30 years	**3**

MT = metric tons; CO_2e = carbon dioxide equivalents

Source: Table 2.1 "Overall Construction-Mitigated" emissions. Annual emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards. No mitigation measures are required for this project. See CalEEMod worksheets in Appendix A.

Operational and Total Project Emissions

Operation of the project would generate GHG emissions associated with area sources, energy and water usage, vehicle trips, and wastewater and solid waste generation. Annual operational emissions resulting from the project are summarized in Table 12. The annual operational GHG emissions are combined with the amortized construction emissions. The project's GHG emissions would be approximately 92 MT of CO_2e per year, which would not exceed the SCAQMD's screening-level threshold of 3,000 MT of CO_2e per year for small projects. Impacts would be less than significant,

Table 12 Combined Annual Emissions

Emission Source	Annual Emissions (MT CO_2e)
Construction[1]	**3**
Operational	**6**
Area	<1
Energy	5
Solid Waste	<1
Water, Wastewater	1
Total	**9**
SCAQMD Numeric Threshold	3,000
Exceed Threshold?	**No**

MT CO_2e = metric tons of carbon dioxide equivalent

[1] Amortized construction related GHG emissions over 30 years

Source: Table 2.2 "Overall Operation-Mitigated" emissions. Annual emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards. No mitigation measures are required for this project. See CalEEMod worksheets in Appendix A

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Several plans and policies have been adopted to reduce GHG emissions in the project region, including the State's 2017 Climate Change Scoping Plan/Senate Bill 32, and the SCAG 2020-2045 RTP/SCS. The project's consistency with these plans is discussed in the following.

There are numerous State plans, policies, and regulations adopted to reduce GHG emissions. The principal state plan and policy is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the State to achieve the reductions. The 2017 Scoping Plan's goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the project would receive electricity from SCE, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years. Therefore, the project is consistent with the applicable GHG reduction strategies in the 2017 Scoping Plan.

According to the 2020-2045 RTP/SCS, the updated targets for the SCAG region are eight percent below 2005 per capita emission levels by 2020 (this value is unchanged from the previous 2020 CARB target) and 19 percent below 2005 per capita emissions levels by 2035. The revised 2035 target is higher than the previous CARB target of 13 percent for the SCAG region. The 2020-2045 RTP/SCS includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Further specific actions to reduce GHG emissions under the 2020-2045 RTP/SCS include designing transportation options that reduce the reliance on solo car trips, promoting low emission technologies such as electric vehicles and ride sharing, supporting statewide GHG emissions legislation, and pursuing funding opportunities to support local sustainable development projects that reduce GHG emissions. In general, a gas station use is planned to satisfy existing vehicle transportation demand and is inherently not oriented for sustainable transportation uses such as transit or rail. Therefore, sustainable transportation initiatives would not apply to the project.

Given the above considerations regarding SCAG's 2020-2045 RTP/SCS, the 2017 Scoping Plan, and additional state requirements, the project is consistent with State and local policies for reducing GHG emissions, and no impacts would occur.

NO IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 release of hazardous materials into the environment?	□	□	■	□
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	□	□	□	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	□	□	■
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	□	□	□	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	■	□
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	□	□	■	□

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potential hazardous materials, such as fuel, paint products, lubricants, solvents, and cleaning products, may be used and/or stored onsite during the construction of the proposed project. However, due to the limited quantities of these materials to be used during construction, they are not considered hazardous to the public at large. The transport, use, and storage of hazardous materials during project construction would be conducted pursuant to all applicable federal, State, and local policies, including but not limited to Title 49 of the Code of Federal Regulations implemented by California Code of Regulations Title 13, which describes strict regulations for the safe transportation of hazardous materials, and in cooperation with the County Fire Department's Health Hazardous Materials Division.

During operation, the project would be subject to routine inspection by federal, State, and local regulatory agencies with jurisdiction over fuel-dispensing facilities. Hazardous materials regulations, which are codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes physical and mechanical controls of fueling operations, including automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection.

The applicant is also required to comply with applicable provisions of Title 49 of the Code of Federal Regulations Parts 100–185 and all amendments through December 9, 2005 (Hazardous Materials Regulations). Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

The diesel fuel would need to be transported via truck – a routine procedure that is not expected to impose excessive risk. The project would be required to comply with the California Vehicle Code Section 31303, which requires that hazardous materials be transported using routes with the lowest travel time. California Vehicle Code Section 31303 further prohibits the transportation of hazardous materials through residential neighborhoods. Therefore, impacts associated with handling, storing, and dispensing of hazardous materials during construction and operation of the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Although the project involves the storage and use of diesel fuel, compliance with applicable federal and State laws related to the storage of hazardous materials would be required to maximize containment and provide for prompt and effective cleanup if an accidental release occurs. Applicable standards include the California Environmental Protection Agency's Aboveground Petroleum Storage Act, California Division of Occupational Safety and Health operational

requirements, and California Health and Safety Code Section 25270 regarding aboveground storage tanks.

San Bernardino County Hazardous Materials Division is the local Certified Unified Program Agency, the agency responsible for the implementation and regulation of which consolidates the following programs: the Aboveground Petroleum Storage Act Program, California Accidental Release Prevention (CalARP) Program, Hazardous Materials Business Plan Program, Hazardous Materials Management and Inventory Program, Hazardous Waste and Hazardous Waste Treatment Program, and the Underground Storage Tank Program.

Operators or facilities that use or store large quantities of hazardous materials are required by law to prepare a Hazardous Materials Business Plan that lists the hazardous materials stored and their volumes and locations and submit the plan through the California Environmental Reporting System. Users of acutely hazardous materials above prescribed thresholds must prepare and submit a Risk Management Plan under the CalARP Program. The purpose of the CalARP program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. Release reporting is required by several State and federal laws.

With adherence to existing and applicable State, federal, and county laws and programs regarding hazardous materials management, safety and reporting, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction and operation of the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest schools are Wilmer Amina Carter High School, located at 2630 North Linden Avenue approximately one mile to the northeast, and Alder Middle School, located at 7555 Alder Avenue approximately 1.4 miles to the south of the project. The project would comply with federal, State, and local policies to ensure the project would not create significant hazards to the public and environment as described above. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of existing or proposed schools directly, indirectly, or cumulatively. Therefore, no impact would occur.

NO IMPACT

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not listed as a hazardous material site compiled pursuant to Government Code Section 65962.5. The following resources were reviewed to determine if hazardous materials may be present at the project site, including:

- California Department of Toxic Substances Control's (DTSC) online EnviroStor database (DTSC 2022),
- California State Water Resource Control Board's (SWRCB's) online GeoTracker database (SWRCB 2022a),

- State of California Geologic Energy Management Division (CalGEM) Online Mapping System (DOC 2022c),
- National Pipeline Mapping System (NPMS) online Public Map Viewer (Pipeline and Hazardous Materials Safety Administration 2021), and

A review of the DTSC EnviroStor and SWRCB GeoTracker databases found that the project site is not listed as a hazardous materials site or an unauthorized release site. Two unauthorized release sites were identified within 1,000 feet of the subject property. The cases and sites are as follows:

- **DENOVA Environmental Inc (CAT080022148) at 2610 North Alder Avenue.** This facility is approximately 500 feet northwest of project site boundary. Denova Environmental, Inc. is an inactive off-site hazardous waste treatment, storage and transfer facility. While it was active, the facility accepted a variety of hazardous wastes, including waste explosives, reactives, flammables, oxidizers, and corrosives. Until 1994, the facility treated explosive waste in an Open Burn/Open Detonation (OB/OD) unit on the northern portion of the facility property. The facility began operations in 1966 at a parcel of land approximately 1 half mile south of the present location and moved to the present location in 1987 when an explosion at a neighboring explosives bunker destroyed part of the facility. In March 2007, the County submitted a Closure Plan for closure of the site. The Closure Plan includes a proposal to install a low permeability soil cover over the 100 feet of fill to prevent surface water runoff from rain events from infiltrating through the fill to the site soils. This cover would remain in place until the County is ready to utilize the site for landfill expansion in the 2012-time frame.
- **General Dynamics Cleanup Program Site (SL0607191756) at 2610 North Alder Avenue.** 2610 North Alder Avenue has been identified as a Perchlorate contamination cleanup site. Perchlorate contamination was first detected in groundwater in the Rialto, Colton and Chino Subbasins in 1997. At that time, the California Department of Health Services (DHS) Action Level (AL) for perchlorate in drinking water was 18 parts per billion (ppb). Two wells had perchlorate levels exceeding 18 ppb and were shut down. In January 2002, the DHS lowered the AL to 4 ppb. In response to the reduced AL for perchlorate, the local water purveyors in the Rialto, Colton and Chino Groundwater Subbasins restricted or eliminated the use of additional production wells with perchlorate concentrations that exceeded 4 ppb. Between 1997 and the present, various suspected perchlorate dischargers have been identified

CalGEM Online Mapping System indicates that no oil wells are located on the subject property, adjacent properties, or within 0.25 mile of the project site. The NPMS online Public Map Viewer indicates that no natural gas transmission pipelines or hazardous liquid pipelines are located on the project site or adjacent properties.

According to the SWRCB, “PFAS are a large group of human-made substances that do not occur naturally in the environment and are resistant to heat, water, and oil” (SWRCB 2021b). Review of the Statewide PFAS Investigation online Public Map Viewer indicates that there are no current chrome plating, airport, landfill, or publicly owned treatment works PFAS orders at any facilities located within 0.5 mile of the project site (SWRCB 2022b).

Consequently, there are no active hazardous materials sites onsite or within 1,000 feet of the site, and no impacts would occur.

NO IMPACT

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 result in a safety hazard or excessive noise for people residing or working in the project area?

The Rialto Airport is 1.4 miles to the southeast. However, the Rialto Airport is permanently closed. Therefore, the project site is not located in any airport land use plan area or within two miles of a public airport. The project would not result in aviation-related safety hazards or excessive noise for people residing or working in the project area, and no impacts would occur.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The construction and operation of the project would not substantially alter or otherwise interfere with public rights-of-way and would provide adequate internal ingress and egress for necessary emergency response vehicles. According to the City's Multi-hazard Functional Plan and General Plan, law enforcement will be required to determine evacuation routes in the event of an evacuation however, official evacuation routes have not been established (City of Rialto 2010).

No roads would be permanently closed due to the construction or operation of the project, and no structures would be developed that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No structures would be developed that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

In addition, as discussed in Section 17, *Transportation*, the project would not have a significant impact on area intersections that would be used for emergency access or evacuation. As such, operation of the project would not interfere with existing emergency evacuation plans or emergency response plans in the area. Therefore, the operation of the project would not result in any impacts to emergency response or evacuation plans.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The proposed project involves modifications to an existing gas station that is not in a California Department of Forestry and Fire Protection (CalFIRE) Very High Fire Hazard Severity Zone (FHSZ); the project is approximately 1.75 miles to the southeast of the nearest Very High FHSZ (CalFIRE 2022). Additionally, the project is not with a State Responsibility Area.

The project would be designed, constructed, and operated pursuant to applicable standards outlined in the latest California Fire Code published by the California Building Standards Commission. The 2019 California Fire Code requirements include building and emergency access, adequate emergency notification, and means of egress for emergency vehicles. While project construction may require temporary truck and equipment access and parking on and around the project site, construction would not require lane or roadway closures that would temporarily impair emergency response or evacuation. Additional discussion of wildfire risks is included in Section 20, *Wildfire*. The project would not create a significant risk of loss, injury, or death involving wildfires, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	□	□	■	□
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	□	□	■	□
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	□	□	■	□
(i) Result in substantial erosion or siltation on- or off-site;	□	□	■	□
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	□	□	■	□
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	□	□	■	□
(iv) Impede or redirect flood flows?	□	□	■	□
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	□	□	□	■
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	□	□	□	■

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potential water quality impacts associated with the project include short-term construction impacts from erosion and sedimentation as well as potential hazardous material discharge from construction equipment and materials. Construction activities could result in water quality pollutants such as silt, debris, adhesives, paints, and other chemicals with the potential to adversely affect water quality. Because the project would involve development and ground disturbance of over one acre, the project would be required to comply with Section 402 of the Clean Water Act, which authorizes the National Pollution Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. Pursuant to the requirements of the Santa Ana RWQCB and City of Rialto Municipal Code Chapter 12.60 et seq., the Project Applicant would be required to obtain coverage under the State's NPDES Permit.

The Construction General Permit, General Permit Order No. CAS618036, Order No. R8-2002-0012 for the San Bernardino County Flood Control District, would also require the development of a SWPPP by a certified Qualified SWPPP Developer and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP l specifies the BMPs that the Project Applicant would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Project's construction does not violate any water quality standards or waste discharge requirements

During operation, the project would comply with requirements of City of Rialto Municipal Code Chapter 12.60, *Municipal Separate Storm Sewer Systems (MS4)*. The project applicant would be required to implement a Storm Water Quality Management Plan (SWQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The project would comply with all necessary provisions and BMPs, along with preparing a SWPPP. With compliance with all applicable regulations and measures, the project would not violate water quality standards or waste discharge requirements. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project would be served with potable water from the municipal water system and the project applicant does not propose the use of any wells or other groundwater extraction activities. Therefore, the project would not directly draw water from the groundwater table. Implementation of the project has no potential to substantially deplete or decrease groundwater supplies and the project's impact to groundwater supplies would be less than significant.

The project would increase impervious surface coverage onsite, which would reduce the amount of water percolation into the underlying Riverside-Arlington Subbasin aquifer. The Riverside North portion of the Riverside-Arlington Subbasin is an adjudicated basin; adjudicated basins are exempt from the 2014 sustainable Groundwater Management Act (SGMA) as adjudicated basins are

operated under a court-ordered management plan to ensure the long-term sustainability of the. No component of the project would obstruct with or prevent implementation of the management plan for the Riverside-Arlington Subbasin. Furthermore, the project would be required to implement BMPs and submit the required NPDES permit, which would reduce the impacts of increased impervious surfaces. The project would comply with all applicable regulations and policies and would not utilize groundwater for construction or operation; therefore, impacts to groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The project would not alter the course of a stream or river since the project site and its vicinity contain no water bodies. Implementation of the project would alter onsite drainage patterns by changing land use on the site and through the addition of impervious surfaces. Final engineering design of the project would include stormwater conveyance features such as culverts and gutters to direct stormwater runoff into the City's existing MS4 system.

- **Erosion/Siltation.** During construction the project will be required to prepare a SWPPP that would contain BPMs to reduce erosion. During operation, the site would be largely covered by impervious surface that would not be susceptible to substantial erosion.
- **Flooding On- or Off-site.** The project would not substantially increase impervious surfaces such that the rate or amount of surface runoff would substantially increase or that flooding would occur. In addition, drainage features would be installed as part of the project design to convey stormwater runoff into the existing MS4 system and minimize or avoid potential impacts associated with flooding.
- **Stormwater Drainage and Water Quality.** The proposed project would not alter land uses substantially such that existing or planned stormwater drainage systems would be overwhelmed by stormwater runoff from the project site following project implementation. Potential water quality impacts associated with the project are characterized under threshold (a); no further or additional water quality impacts would occur, and the project would not create a substantial new source of polluted runoff.

- **Impede Flood Flows.** According to the City of Rialto General Plan the project site is mapped as outside of the 500-year floodplain (City of Rialto 2010), which indicates minimal flooding potential. The project would not impede or redirect flood flows.

As determined by the analysis, impacts related to the alteration of drainage patterns would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The Pacific Ocean is located approximately 46 miles to the southwest of the project site. Therefore, the project is not in area that is susceptible to tsunamis. The project site is not in a seiche zone, as the nearest large body of water is Lake Arrowhead located approximately 15 miles to the northeast. The project site is mapped as outside of the 500-year floodplain (City of Rialto 2010), which indicates minimal flooding potential. The project would not impede or redirect flood flows. Therefore, impacts resulting in flood hazard, tsunami, or seiche release of pollutants due to project inundation would be less than significant.

NO IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project site is located within the Santa Ana River Basin; project construction and operation would be required to comply with all applicable regulations and measures to reduce potential water quality impacts. Therefore, the project would not conflict with the implementation of Santa Ana RWQCB, which establishes water quality objectives and implementation measures.

The project site is located within the portion of the Riverside-Arlington Subbasin that is adjudicated under the 1969 Western-San Bernardino Judgment. Adjudicated basins, such as the Riverside-Arlington Subbasin, are exempt from the 2014 SGMA because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the subbasin. No component of the project would obstruct with or prevent implementation of the management plan for the Riverside-Arlington Subbasin. No impacts would occur.

NO IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	□	□	□	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	□	■

a. Would the project physically divide an established community?

The project site is located in an urbanized area of the City of Rialto with industrial and commercial uses adjacent to the site. The closest residences are approximately 2,750 feet northwest of the project. The project would not result in the removal of any existing roadways or the construction of barriers that could prevent access within an established community. Therefore, the project would not physically divide an established community and no impact would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site has a Specific Plan designation of Freeway Incubator. Under the City's Renaissance Specific Plan, Freeway Incubator has a maximum floor area ration (FAR) of 0.23 and integrates larger retail and business. Typical uses permitted under the Freeway Incubator designation include furniture showrooms, automobile and boat sales, lodging, travel services, professional office, floor and tile showrooms, and furniture or appliance outlets. Under the City's Renaissance Specific Plan, residential uses are not permitted under Freeway Incubator development (City of Rialto 2018). A Freeway Incubator land use designation has a maximum density of 0.35 FAR. Per the Renaissance Specific Plan, typical uses under the Freeway Incubator land use designation include larger retail and business.

The project would be consistent with the Freeway Incubator land use designation, which would allow a wide range of retail activities and business services. The existing site is a partially vacant parcel that is located in an area that includes Freeway Incubator designated properties. Consistent with Economic Goal 3-4 from the General Plan, the modification of the fuel station would result in revitalization of aging and underperforming commercial and industrial areas. The project would align with the surrounding development by maintaining a positive business climate (Goal 3-1). The project would also be subject to the City's design review process, including a required plan

consistency review. This review would ensure that the proposed developments align with the development and architectural standards set by the City.

Because the project aligns with the General Plan policies and City development standards, the project would be consistent with applicable City land use plans, policies, and regulations. The project would have no impact.

NO IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	□	□	□	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The City of Rialto's location at the edge of an alluvial fan that extends from the base of the San Gabriel Mountains creates opportunities for aggregate mining (City of Rialto 2010). There are two significant aggregate mining operations within Lytle Creek and north of SR 210, along North Alder Avenue (City of Rialto 2010).

Pursuant to the California Surface Mining and Reclamation Act of 1975, the California Geological Survey classifies land through a mineral inventory process intended to ensure that important mineral deposits are identified and protected for future extraction. According to the City of Rialto General Plan, the project site is classified as Mineral Resource Zone (MRZ)-3 zone (City of Rialto 2010). MRZ-3 zones are areas where the significance of mineral deposits cannot be determined. However, the project site is not mapped within an area designated as containing regional significant PCC-grade aggregated resources by the State Mining and Geology Board (City of Rialto 2010). Because the project site is within an urbanized area without known mineral resources of value, the proposed project would have no impact on mineral resources. Furthermore, the proposed uses do not include mining activities and there are no active oil or natural gas wells near the project site (DOC 2022d). Therefore, the project would not have an impact on any known mineral resource and no impacts would occur.

NO IMPACT

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	□	■	□
b. Generation of excessive groundborne vibration or groundborne noise levels?	□	□	■	□
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2020a).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2020a).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as

one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2020a).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a "sound power level" or a "sound pressure level," which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2020a). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), day-night average level (L_{dn}), and the community noise equivalent level (CNEL).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a one-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020b).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 13.

Table 13 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020b

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the general human response to different levels of groundborne vibration velocity levels, are described in Table 14.

Table 14 Vibration Annoyance Potential Criteria

Human Response	Vibration Level (in/sec PPV) Transient Sources	Vibration Level (in/sec PPV) Continuous/Frequent Intermittent Sources[1]
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

[1] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Notes: in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2020b

Project Noise Setting

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Typically, the following land uses are considered noise-sensitive: schools, libraries, hospitals, parks, and residential neighborhoods. The project is not within 500 feet of any noise-sensitive land uses.

The existing noise environment of the project site is relatively loud due to its proximity to SR 210.

Regulatory Setting

City of Rialto General Plan

The City General Plan Safety and Noise Element controls and abates environmental noise and protects the citizens of the city from excessive exposure to noise. The Safety and Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads.

City of Rialto Municipal Code

The City of Rialto Municipal Code sets forth the City's standards, guidelines, and procedures concerning the regulation of operational noise. Specifically, noise levels in the City of Rialto are regulated by City of Rialto Municipal Code Chapter 9.50, Noise Control. These regulations are intended to implement the goals, objectives, and policies of the General Plan, protect the public health, safety, and welfare of City of Rialto residents, and to control unnecessary excessive, and/or annoying noise. City of Rialto Municipal Code Chapter 9.50.070 states that the appropriate hours for construction activities are as follows:

- **October 1st through April 30th:**
  - Monday through Friday: 7:00 a.m. to 5:30 p.m.
  - Saturday: 8:00 a.m. to 5:00 p.m.
  - Sundays and State Holidays: No permissible hours
- **May 1st through September 30th:**
  - Monday through Friday: 6:00 a.m. to 7:00 p.m.
  - Saturday: 8:00 a.m. to 5:00 p.m.
  - Sundays and State Holidays: No permissible hours

FTA Transit and Noise Vibration Impact Assessment Manual

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential, commercial, and industrial uses, the daytime noise threshold is 80 dBA L_{eq}, 85 dBA L_{eq}, and 90 dBA L_{eq} for an 8-hour period, respectively. As the City of Rialto does not have a quantitative construction noise threshold, the FTA standards are used for this analysis.

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

The project site is bonded by West Casmalia Street to the north, vacant land to the east, a drainage channel to the south with SR 210 beyond and North Alder Avenue to the to the west. The closed use with the potential to be sensitive to noise is industrial uses to the north. Over the course of a typical construction day, construction equipment would be located as close as 300 feet to the industrial uses to the north but would typically be located at an average distance farther away due to the nature of construction and the lot size of the project. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 400 feet from the nearest property.

Construction noise was estimated using reference noise levels from the FHWA Roadway Construction Noise Model (RCNM). Due to the size of the project site, a conservative construction scenario including simultaneous operation of a dozer and a front-end loader working during grading to excavate and move soil was analyzed. At 400 feet, a front-end loader and a dozer would generate a noise level of 67 dBA L_{eq}. This would be well below the FTA's 90 dBA L_{eq} threshold for industrial uses. In addition, project construction would comply with the hours stated in the City of Rialto Municipal Code Chapter 9.50.070. Therefore, impacts from construction equipment would be less than significant.

Onsite Operation Noise

The project would include modifications to an existing vehicle fuel station (gas station), consisting of the demolition of an existing car wash, an existing overhead canopy, and diesel fuel dispensers. With the large distances to the nearest land uses (300 feet to industrial uses and 2,750 feet to residential uses), noise levels from project cooling equipment would be minimal. Therefore, noise levels from project operation would be expected to remain consistent with current noise levels and the proposed project would result in less than significant impacts.

Offsite Roadway Noise

The project would generate new vehicle trips that would increase noise levels on nearby roadways. According to the Traffic Impact Analysis (Appendix D), the project would generate 1,408 new trips over the exiting use. Adding these trips to the existing volume on Casmalia Street of 11,735 trips, would result in approximate noise level increases of 0.5 dBA. Therefore, the project's traffic noise increase would not exceed 3 dBA or more, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration would include loaded trucks and dozers. The greatest anticipated source of vibration during general project construction activities would be from a dozer, which may be used within 365 feet of the nearest off-site structure. A dozer creates a vibration level of approximately 0.089 in/sec PPV at a distance of 25 feet. At the distance of 365 feet, vibration levels would attenuate to 0.005 in/sec PPV, which is lower than the threshold of 0.24 in/sec PPV (Caltrans 2020b). Therefore, temporary impacts associated with construction would be less than significant. The project does not include any substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The San Bernardino International Airport is the nearest public airport, located approximately ten miles to the southeast of the project site. Due to the distance from the airport, the project would not be exposed to excessive aircraft noise levels. The Rialto Airport is 1.4 miles to the southeast. However, the Rialto Airport is permanently closed. Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	□	□	□	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would not directly induce population growth in the area as no housing units are proposed. The proposed project includes modifications to an existing fuel station and development of an overhead canopy and diesel fuel stations on a vacant portion of an existing convenience store and gas station. No residential uses or other land uses directly impacting population growth are included as part of the project. The temporary construction jobs associated with the project are expected to be fulfilled by the existing local labor pool, and it is not anticipated that the project would result in indirect population growth. Additionally, the project would use existing utilities and infrastructure onsite, and would not result in off-site improvements that would drive job or population growth; therefore, no impacts associated with population growth inducement would occur.

NO IMPACT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site does not contain housing or habitable structures, and the project would not result in the removal of housing from the city. Therefore, the project would not displace existing people or housing and there would be no impact.

NO IMPACT

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	□	□	□	■
2 Police protection?	□	□	□	■
3 Schools?	□	□	□	■
4 Parks?	□	□	□	■
5 Other public facilities?	□	□	□	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Rialto Fire Department (RFD) responds to a 22 square mile area inclusive of about 100,000 existing residents (City of Rialto 2022). RFD currently operates four fire stations, three paramedic assessment engine companies, one paramedic assessment truck company, four 24-hour paramedic transport ambulances, one Shift Battalion Chief, and one on-call duty Chief (City of Rialto 2015). The project site is located approximately 1.5 miles southeast (driving distance) of Rialto Fire Station No. 203, which would likely be the station serving the proposed project site in an emergency. The proposed project includes modifications to an existing fuel station and development of an overhead canopy and diesel fuel station on a partially vacant site. As identified in Chapter 15.28 of the City of Rialto Municipal Code, the City of Rialto has adopted the 2019 California Fire Code. The Fire Code contains regulations related to construction, maintenance and design of buildings and land uses. The project would be required to adhere to all standards and conditions required by the RFD, including, but not limited to, restrictions on project design, imposition of construction standards, and payment of impact fees.

The proposed project would incrementally increase the need for fire protection services within the city but would not require the construction of new fire facilities to maintain acceptable service ratios, response times, or other performance objectives. Adherence to these standards would result in a less than significant impacts associated with the provision of fire protection.

NO IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Rialto Police Department (RPD) would provide law enforcement and police services for the area (RPD 2022). The nearest police station is located at 128 N Willow Avenue, approximately three miles (driving distance) south from the project site. The Rialto Police Department serves about 28.5 square miles. Residents are served by a staff of over 150 sheriff's deputies, volunteers, and professional staff members (City of Rialto 2022) As discussed in Section 14, *Population and Housing*, the project would not result in a substantial increase in population or employment in the city, and therefore would not cause substantially delayed response times or degraded service ratios or necessitate construction of new facilities.

The project is also located in a developed area that is already served and patrolled by the RPD. The proposed project would incrementally increase the need for police protection services within the city. The proposed project would be required to adhere to all standards and conditions required by the city and the RPD, including the payment of impact fees. While the proposed project would incrementally increase the need for police protection, it would not require the construction of new facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, the proposed project would result in a less than significant impact associated with the provision of police protection.

NO IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The Rialto Unified School District provides facilities serving grade levels elementary through high school and adult education (Rialto Unified School District 2022). The proposed project includes modifications to an existing fuel station and development of an overhead canopy and diesel fuel station on a partially vacant site. The project would not involve new residential development. Likewise, the project would not generate substantial numbers of new employees within the city that could lead to unanticipated population growth. Therefore, the project would not result in a substantial number of additional students in the school district or the need for new or physically altered school facilities, and no impacts would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City of Rialto General Plan sets a parkland standard of 3 acres per 1,000 (City of Rialto 2021). The City currently provides approximately 134 acres of developed parkland with 57 acres of neighborhood parks, 70 acres of community parks, and 0.5 acre of mini-parks. The closest parks to the project site are Cambria Park (0.9 mile southwest) and Frisbie Park (3.3 miles east). The City of Rialto General Plan describes 134 acres of future Community Park space. Approximately 171.9 acres of general future parkland has been allotted through the Planning Department to create a total of 305.9 acres of parkland (City of Rialto 2010).

The proposed project includes modifications to an existing fuel station and development an overhead canopy and diesel fuel station and would not generate new permanent residents. The nominal increase in employees would not be anticipated to affect the ratio of acres of parkland per resident or necessitate the provision of new or physical altered parks in order to maintain acceptable service ratios. Thus, the project would not contribute to population growth that would result in adverse physical impacts to parks or require the provision of new parks, and no impacts would occur.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The nearest library to the proposed project is the Carter Branch Library, which is located at 2630 N Linden Avenue (approximately 0.8 mile northeast). The proposed project includes modifications to an existing fuel station and development of an overhead canopy and diesel fuel station, and would not result in the addition of new permanent residents. The nominal increase in employees would not require the construction or expansion of new library facilities. The project would not require the construction of public roads, parks, or libraries. Therefore, no impacts would occur.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	□	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	□	□	□	■

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As discussed under Section 15, *Public Services*, recreational amenities in the City of Rialto include approximately 134 acres of parkland (City of Rialto 2022). Although the City does not currently meet the desired standard of 3 acres of parkland per 1,000 residents as stated in the General Plan, the City mitigates this deficit through joint-use agreements with the Rialto Unified School District, particularly within the eastern area of the city. Local public elementary, middle, and high schools provide additional open space totaling nearly 172 acres (City of Rialto 2022).

As discussed above in Section 14, *Population and Housing*, and Section 15, *Public Services*, the project would not substantially increase the number of residents or employees in the area. Because residents can easily access open space and recreational opportunities in the city and because the project would not substantially increase the number of permanent residents in the city, the project would not create unanticipated demand on City parks or cause substantial deterioration of existing parks such that new park facilities would be needed. No impacts would occur.

NO IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	□	□	□	■
b. 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 use (e.g., farm equipment)?	□	□	■	□
d. Result in inadequate emergency access?	□	□	□	■

Regulatory Setting

Senate Bill 743 and Vehicle Miles Traveled

SB 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

SB 743 implements changes to the method for performing transportation impact analyses under CEQA. SB 743 requires the Governor's Office of Planning and Research to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, Office of Planning and Research transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resources Code Section 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with vehicle miles traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions.

Methods

The transportation analysis provided herein is based on the Traffic Impact Study Analysis prepared by Kimley-Horn and Associates Inc. in February 2023, which is included as Appendix D.

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

In December 2019, California's Third District Court of Appeal ruled that under SB 743, automobile delay may no longer be treated as a significant impact in CEQA analysis (*Citizens for Positive Growth & Preservation v. City of Sacramento*). Because the significance of traffic-related impacts can no longer be based on LOS, impacts related to LOS standards contained within roadway programs, plans, ordinances, or policies are not addressed in this section. Local circulation system plans adopted by the City include the City's General Plan Making the Connections: the Circulation Element (2010), and the Rialto Safe Routes to School (SRTS) Program.

The project site and surrounding area are served by existing pedestrian and public transit facilities. The pedestrian network in the vicinity of the project site consists of crosswalks, pedestrian crossing, and sidewalks. Sidewalks exist along both sides of Casmalia Street. The project site and vicinity are served by OmniTrans, a public transit agency serving several jurisdictions within the County of San Bernardino. OmniTrans Route 22 currently runs along a section of Casmalia Street with an existing stop at Linden Avenue and Casmalia Street, approximately 0.4 mile to the east of the project. Casmalia Street, Alder Avenue, and Renaissance Parkway provided bike lanes in each direction. The proposed modifications to the existing gas station would not result in any changes to the lane or street configuration of Casmalia Street and would not alter existing bus and transit facilities that could affect service, access, or safety. Therefore, this project impact would have no impacts on transit, bicycle, and pedestrian facilities.

NO IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Analysis for the proposed project was prepared following the California Office or Planning and Research (OPR) Technical Advisory (December 2018) and the San Bernardino County Transportation Authority (SBCTA) Recommended VMT Guidelines. 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.

According to the Traffic Impact Analysis Scoping Agreement for the project, despite an increase in fuel pumps, the proposed project would result in a reduction of 385 trips per day due to the removal of the car wash. Therefore, the project would result in a reduction in VMT. In addition, the project would be screened out from a detailed VMT analysis as the proposed project would consist of 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. For this reason, the VMT generated by the project would be expected to be minimal. Therefore, the project would have a less than significant transportation impact.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The proposed project would not alter existing roadways or circulation, as vehicular access provisions for the project site would be provided via two existing driveways on Casmalia Street. The first existing driveway is a right-in right-out only and the second driveway is an existing signalized intersection at Casmalia Street and Retail Center. Both driveways are accessible for passenger vehicles and trucks. A total of 28 parking spaces would be provided onsite. Furthermore, the proposed project would not change the use of the project site and any changes to the geometric design of the fuel facility site would be to ensure efficient, safe, and adequate access to the fueling stations when entering and exiting the facility. Therefore, potential impacts associated with a substantial increase in hazards due to a design feature or incompatible use would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

As previously discussed, site access for the proposed project would be accessible via two existing driveways on Casmalia Street. The project would be designed, constructed, and operated pursuant to applicable standards outlined in the California Fire Code published by the California Building Standards Commission, 2019 Edition and adopted in Chapter 15 of the City of Rialto Municipal Code. Such requirements include building and emergency access, adequate emergency notification, and means of egress for emergency vehicles. While project construction may require temporary truck and equipment access and parking on and around the project site, construction would not require lane or roadway closures that would temporarily impair emergency response or evacuation. Additionally, as discussed in Section 15, *Public Services*, the RFD would provide fire prevention, fire protection, and emergency response for the proposed project. No impact related to inadequate emergency access would occur.

NO IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a 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:				
a. 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)?	□	■	□	□
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	□	■	□	□

Public Resources Code Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. 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
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that

is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?*

As mentioned above in Section 5, *Cultural Resources*, Rincon contacted the Native American Heritage Commission (NAHC) on May 6, 2022, to request a Sacred Lands File search of the project site in addition to requesting a list of Native American tribes who may have knowledge of cultural resources within the project area. The City of Rialto initiated AB 52 consultation with six Native American tribes that previously requested notification. Gabrieleño Band of Mission Indians were the only tribe to respond.

As discussed in Section 5, *Cultural Resources*, there are no identified cultural resources within the project site. However, the Sacred Lands Files search had positive results. Since the project involves ground disturbance, there is the possibility of encountering undisturbed subsurface tribal cultural resources during construction of the project. Therefore, the project could result in potentially significant impacts to tribal cultural resources. Mitigation Measures TCR-1 through TCR-3, described under Section 5, would be required to reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	□	□	■	□
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	□	□	■	□
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	□	□	■	□
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	□	□	■	□
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	□	□	□	■

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water Facilities

New potable lateral extensions, valves, and other appurtenances would be necessary to serve the existing fuel station and overhead canopy and diesel fuel station fuel station. Such improvements would be installed during project construction and on or immediately adjacent to the project site; therefore, the construction or relocation of these facilities would not increase the project's

disturbance area. The City of Rialto receives water service by the West Valley Water District (WVWD). WVWD or distribution main line improvements would not be necessary to serve the project site. Therefore, impacts with respect to new or expanded water facilities would be less than significant.

The project would result in an increase in wastewater generation relative to existing site conditions. The majority of wastewater generated in the City of Rialto is diverted to the San Bernadino Water Reclamation Facility that has a capacity of 33 million gallons per day (City of San Bernadino 2020). As shown in Table 15, the project would generate approximately 2,685 gallons/day, or approximately 0.002 MGD. Table 16 summarizes the available capacity at the Meadowlark Reclamation Facility and the percentage used by anticipated project wastewater generation.

Table 15 Estimated Wastewater Generation

Land Use	Total* (gallons/year)	Total (gallons/day)
Convenience Market with Pumps	168,664	462
Total	**980,284**	**2,685**

Source: Appendix A, CalEEMod Annual Output

Table 16 Wastewater Treatment Plant Capacity

	San Bernadino Water Reclamation Facility
Average Daily Treatment	20 MGD[1]
Permitted Capacity	33 MGD
Available Capacity	13 MGD
Project Wastewater Generation	0.002 MGD
Percent of Available Capacity Used by Project	.02%

[1] Million Gallons Per Day (MGD)

Source: WVWD 2018

As shown in Table 16, wastewater treatment facilities operated by West Valley Water District (WVWD) possess sufficient capacity to process additional wastewater generated by the project. The project proponent would construct onsite wastewater treatment pipe connections and pay standard sewer connection fees to the City of Rialto and WVWD. No construction or expansion of wastewater facilities would be necessary to serve the project. Consequently, impacts with respect to wastewater treatment facilities would be less than significant.

Stormwater Facilities

As discussed in Section 10, *Hydrology and Water Quality*, the project would implement site design BMPs to capture, filter, evaporate, detain, and/or infiltrate runoff within the development area. As part of the project's final design review, the project proponent would submit a Stormwater Management Plan and a SWPPP to the City demonstrating adequate stormwater discharge mitigation using biofiltration basins, capture and controlled release tanks, or other BMPs. Such BMPs would slow the velocity of water, thereby minimizing the potential for exceedances of stormwater drainage system capacity. Given that stormwater conveyance and storage facilities would be constructed to capture onsite runoff, impacts related to new or expanded stormwater facilities would be less than significant.

Electric Power and Natural Gas

Electrical power service to the project site would be provided by SoCalGas, which maintains substations and transmission lines throughout the County. The project will not use natural gas. The project site is currently served by existing electricity infrastructure. As discussed in Section 5, Cultural Resources, the project would involve an increase in electricity demand to serve the project; however, this demand increase would not require additional electricity substations. Impacts with respect to new or expanded electric power facilities would be less than significant.

Telecommunications

The project would not involve any components requiring telecommunications infrastructure and would not involve the relocation of existing telecommunications facilities. Therefore, no impact related to telecommunications facilities would occur.

Because the project site would be served by existing water, wastewater, electric, natural gas, and telecommunication facilities, construction or relocation of additional facilities would not be necessary and effects would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The project site would be served by the WVWD, which provides water to approximately 82,000 customers in the communities of Bloomington, Colton, Fontana, Rialto, parts of unincorporated areas in San Bernardino, and Jurupa Valley in Riverside County (WVWD 2018). The WVWD utilizes several sources of supply, including groundwater and treated surface water. The WVWD's existing wells extract groundwater from one of the following groundwater basins: Lytle Creek Basin, Bunker Hill Basin, Rialto-Colton Basin, Chino Basin, and Riverside-Arlington Basin. The WVWD also treats the following two sources of surface water at the Oliver P. Roemer Water Filtration Facility (Roemer Water Filtration Facility): Lytle Creek and State Water Project. WVWD imports and treats the SWP water for potable water supply at the Roemer WFF. WVWD operates a domestic water distribution system that consists of 21 groundwater wells, 25 separate storage reservoirs across eight pressure zones, for a total storage over 72 million gallons (MG), and over 375 miles of transmission and distribution pipelines.

The proposed project is consistent with the assumptions made in the 2015 Urban Water Management Plan, as the project site is consistent with the existing land use and zoning designations that are used to calculate population projections. San Bernadino's 2015 Urban Water Management Plan concludes that the WVWD has sufficient water supplies available to serve planned land uses within its service area through at least 2045. The proposed project would not be subject to the provisions of Senate Bill (SB) 610, requiring a Water Supply Assessment, because the proposed project does not involve a use that would result in water demand equivalent to a residential development of more than 500 dwelling units. Therefore, impacts related to water supply would be less than significant.

The project would result in a water demand of approximately 811,620 gallons per year, which would increase the demand for the year 2025 under normal conditions by less than 0.02 percent. There would be enough in surplus volumes during normal year conditions to supply the proposed project with water. During dry year conditions, the additional demand from the project presents potential water supply shortages. However, the WVWD continues to work closely with the Fontana Union

Water Company for future water supply planning, and based on the information provided by the Fontana Union Water Company, the water supply available to WVWD is considered feasible. As a result, adequate supplies are available to serve the project, and remaining excess supply would be available to serve reasonably foreseeable future development. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project site would be served by existing WVWD sewer lines. Sewer line extensions would be necessary to connect the proposed buildings to existing facilities along North Alder Avenue and West Casmalia Street, which would be installed during project construction.

The project would result in an increase in wastewater generation relative to existing site conditions. The majority of wastewater generated in the City of Rialto is diverted to the San Bernadino Reclamation Facility, which has a capacity of 33 million gallons per day (City of San Bernadino 2020). As shown in Table 16, the project is expected to generate approximately 2,685 GPD, which would constitute approximately 0.02 percent of the capacity of San Bernadino Reclamation Facility. Therefore, there is adequate wastewater treatment capacity to serve the project and the project would have a less than significant impact on wastewater treatment capacity at WVWD.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Solid waste service would be provided by Burrtec Disposal Services, which handles residential, commercial, and industrial collections in the City of Rialto. Burrtec transports collected waste to the Mid-Valley Sanitary Landfill located in Santee. The Sycamore Landfill has a permitted capacity of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards (California Department of Resources Recycling and Recovery [CalRecycle] 2019).

According to the CalEEMod results (see Appendix A), operation of the proposed project would generate an estimated 3.4 tons of waste per year (approximately 0.01 ton per day), which is less than 0.001 percent of the permitted daily capacity at the Mid-Valley Sanitary Landfill. Therefore, the proposed project would not generate solid waste in excess of the capacity of the Mid-Valley Sanitary Landfill. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Mid-Valley Sanitary Landfill currently has active permit 36-AA-0055 and undergoes quarterly inspections by the Department of Environmental Health. The facility would cease operation on April 1, 2045. As the project would utilize the Mid-Valley Sanitary Landfill for solid waste disposal, it would comply with existing regulations related to solid waste.

AB 341 mandates businesses and public entities, generating two cubic yards of trash or more and multi-family residential dwellings with five or more units, to establish and maintain recycling service. AB 1826 (AB 1826), approved by the State of California, established mandatory commercial organic recycling requirements statewide. Effective December 2020, all businesses generating more than four cubic yards of solid waste per week are required to arrange for organics recycling services for landscape waste and/or food waste organics generated by the business. The City of Rialto is in compliance with the requirements of solid waste diversion and has achieved an AB 341 among all qualifying commercial accounts. The project would comply with applicable solid waste diversion programs. Therefore, it would have no impact related to solid waste regulations.

NO IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	□	□	■	□

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the Fire Hazard Severity Zones Viewer, the project is not located in a VHFHSZ but is located 1.5 miles south of a VHFHSZ (CalFire 2022). The project would be designed, constructed, and operated pursuant to applicable standards outlined in the California Fire Code published by the California Building Standards Commission, 2019 Edition and adopted in Chapter 15 of the City of Rialto Municipal Code. Such requirements include building and emergency access, adequate emergency notification, and means of egress for emergency vehicles. While project construction may require temporary truck and equipment access and parking on and around the project site, construction would not require lane or roadway closures that would temporarily impair emergency response or evacuation.

As discussed in Section 17, *Transportation*, the project would not impede access to emergency services. Additionally, as discussed in Section 15, *Public Services*, the RFD would provide fire prevention, fire protection, and emergency response for the proposed project. The RFD would review site plans, site construction, and the actual structure prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. In addition, the proposed project would comply with applicable policies and ordinances for fire prevention, protection, and safety as required by the City of Rialto Municipal Code, which include development with modern materials and pursuant to current standards, inclusive of fire-resistant materials, and provision of fire alarms and detection systems, and automatic fire sprinklers. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site is not located within a State Responsibility Area (SRA) nor is it part of a Wildlife Urban Interface (areas subject to high fire hazard) as shown in Figure 5-3 of the City of Rialto General Plan (City of Rialto 2022). Although the project site is not located in a VHFHSZ, it is approximately 1.5 miles south of a VHFHSZ located around Summit Avenue and Sierra Avenue. The project would involve modifications to an existing fuel station and development of an overhead canopy and diesel fuel station. Due to the project site's location near a VHFHSZ, employees and customers could be exposed to pollutant concentrations and landslide risks in the event of a wildfire.

Project structures and infrastructure would be constructed to modern fire code and safety standards through conformance with the City of Rialto Municipal Code Chapter 15.08, which adopts the 2019 California Fire Code and establishes provisions for fire safety related to construction, maintenance and design of buildings and land uses. Facilities would not be located within the steep, vegetated slopes and hillsides where fire risk is greatest. The project site does not include steep slopes and is within an urbanized area of the city that is relatively flat. As Santa Ana winds generally move from northeast to southwest, project development would not exacerbate wildfire risk from winds, since the project site is located downwind of the VHFHSZ. In addition, the project site is easily accessible by the Fire Department, as Rialto Fire Department Station No. 203 is located approximately 1.5 miles (driving distance) southeast of the project site.

The project itself would not exacerbate wildfire risks and expose occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire, and project design features would help to protect project buildings from the effects of wildfire. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is not in an SRA or lands classified as VHFHSZ. It is in proximity to SRA lands classified as VHFHSZ. The project would not involve the construction of new utility infrastructure

that could exacerbate fire risk. All utility infrastructure would be installed below ground, reducing the risk of wildfire caused by overhead power lines. Therefore, the project would not require additional roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk nor cause temporary or ongoing impacts to the environment. Furthermore, roads, fuel clearance, maintained landscaping, and fire-resistant building materials would help to prevent the spread of uncontrolled wildfire. Wildfire impacts from associated project infrastructure would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is located approximately 1.5 miles south of a VHFHSZ. Slope instability from wildfire scarring of the landscape can result in slope instability in the form of more intensive flooding and landslides. These post-fire slope soils and altered drainage patterns can more easily creep away downslope sides of foundations and reduce lateral support. Major post-wildfire hazards are unstable hill slopes and altered drainage patterns. Slopes may suffer landslides, slumping, soil slips, and rockslides. According to Exhibit 5.3 in the City of Rialto General Plan, the project site is not located within an area susceptible to landslides (City of Rialto 2010). In addition, the project is not a FEMA designated flood zone (FEMA 2021). Flooding in this area is unlikely to be caused by post-fire slope instability or drainage changes since project site is not adjacent to steep slopes.

As such, the project would not expose people or structures to downslope or downstream flooding or landslides. Therefore, impacts related to flooding and landslide hazards due to post-fire slope instability or drainage changes would be less than significant.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	□	■	□	□
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	□	□	■	□
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	□	■	□	□

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Regarding biological resources, the existing habitat onsite does not currently support special status species. Therefore, there is low potential for special-status species to occur. In Section 5, *Cultural Resources*, no historical or archaeological resources were identified on the project site. However, there is high potential for unanticipated discovery during construction activities. Therefore, potential impacts to unknown prehistoric archeological sites on the project site would be reduced to a less-than-

significant level with implementation of Mitigation Measures TCR-1 through TCR-3, which would retain a cultural resources monitor and require notification and appropriate protective measures in the event of an unanticipated discovery of cultural resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As concluded in Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues considered in this document. Therefore, as there would be no direct or indirect impacts, the proposed project would not contribute to cumulative impacts to these issue areas. Cumulative impacts of several other resource areas have been addressed in the individual resource sections, including Air Quality, Greenhouse Gas Emissions, Noise, and Transportation (see CEQA Guidelines Section 15064(h)(3)). As discussed in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the proposed project would result in less than significant impacts associated with air quality and GHG emissions. As discussed in Section 3, *Air Quality*, construction, and operational air pollutant emissions from the project would not exceed SCAQMD thresholds. Similarly, GHG emissions generated by the proposed project would not exceed the SCAQMD threshold and the project would not conflict with applicable sustainability plans established for the purpose of reducing GHG emissions. The impact analyses in these sections use thresholds that already account for cumulative (regional) impacts, except for cumulative localized impacts of construction emissions.

As discussed in Section 13, *Noise*, proposed project, including construction and operation, would not result in a perceptible increase in ambient noise levels. Construction and operation of the project would not create noise that exceeds the City's noise ordinance requirements for exterior or interior noise levels at the closest sensitive receivers. Some of the other resource areas (agricultural, mineral resources, population and housing, and recreation) were determined to have no impact in comparison to existing conditions. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., biological resources, cultural resources, geology, hazards, hazardous materials, and tribal cultural resources) are by their nature project specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant (not cumulatively considerable).

LESS THAN SIGNIFICANT IMPACT

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Effects on human beings are generally associated with impacts related to issue areas such as air quality, geology and soils, hazards and hazardous materials, noise, and transportation. As discussed in this Initial Study, the project would have a less than significant impact or a less than significant impact with mitigation in each of these resource areas. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly, and impacts associated with the project would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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Appendix A

Air Quality and Greenhouse Gas Emissions Study

Appendix B

Cultural Resources Assessment

Appendix C

Energy Calculations

Appendix D

Traffic Scoping Agreement