2720 S. Willow Avenue Development Project Draft Initial Study and Mitigated Negative Declaration

Prepared for: City of Rialto

Prepared by: Kimley-Horn and Associates

April 2024

Kimley»Horn

2720 S. Willow Avenue Development Project

Draft Initial Study and Mitigated Negative Declaration

Prepared for	City of Rialto 150 South Palm Avenue Rialto, California 92376
Prepared by	Kimley-Horn and Associates, Inc. 401 B Street, Suite 600 San Diego, California 92101
Date	April 2024

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1.0 INTRODUCTION

1.1 Purpose and Scope of the Initial Study

Pursuant to State CEQA Guidelines Section 15367, the City of Rialto (City) is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation.

The Initial Study evaluates the potential environmental effects associated with construction and operation of the proposed 2720 S. Willow Avenue Development Project (Project or proposed Project) in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, §15000 et seq. Pursuant to CEQA requirements, this Initial Study includes a description of the Project; an evaluation of the Project's potential environmental impacts; the findings of the environmental analyses; and recommended standard conditions and mitigation measures to avoid or lessen the Project's significant adverse environmental impacts.

This Initial Study evaluates each of the environmental issue areas contained in the Environmental Checklist Form provided in Section 3.0. It provides decision-makers and the public with information concerning the potential environmental effects associated with Project implementation, and ways to avoid or reduce potential environmental impacts. The City will use this Initial Study as a resource for decision-making when considering and taking action on the proposed Project. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with Project implementation.

1.2 Summary of Findings

Based on the Environmental Checklist Form completed for the Project and supporting environmental analyses, the Project would result in no impact or a less than significant impact on the majority of the environmental issues analyzed in this Initial Study. The following environmental issue areas would have no impact or a less than significant impact: Aesthetics, Agricultural Resources, Energy, Greenhouse Gas Emissions, Hydrology, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfires. The Project's impacts on the following issue areas would be less than significant with mitigation incorporated: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources. All impacts would be less than significant after mitigation.

As set forth in the State CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration), a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identifies potentially significant effects, but:

    (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would

avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The City has provided the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) to the San Bernadino County Clerk-Recorder and mailed the NOI to responsible agencies, nearby property owners, and others who expressed interest in receiving the NOI. In conjunction with the NOI, the City has released the IS/MND for a 20-day public review period in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND, including the technical appendices, can be accessed on the City's website and is available for review at the location listed below.

https://www.yourrialto.com/314/Current-Projects

City of Rialto
Department of Development Services, Planning Division
150 South Palm Avenue
Rialto, CA 92376

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the Project's potential environmental impacts and the ways in which the potentially significant impacts can be avoided or mitigated. If public agencies or any members of the public have comments on the IS/MND, they can send them to:

Daniel Rosas, Senior Planner
City of Rialto
150 South Palm Avenue
Rialto, CA 92376
909-820-8047
drosas@rialtoca.gov

Comments sent via email should include the Project title in the subject line and a valid mailing address.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether these comments raise any substantial new environmental issues. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND and the Project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document includes the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the Initial Study conclusions.

Section 2.0 – Project Description. This section identifies the location and key characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Environmental Checklist. The Environmental Checklist Form provides an overview of the potential impacts from Project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts for each resource area identified in the Environmental Checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 PROJECT DESCRIPTION

2.1 Project Location and Setting

The project site (Assessor Parcel Numbers [APN] 0258-171-57 and 0258-171-31) is located in the City of Rialto, California. The City encompasses approximately 22 square miles in San Bernardino County. The site is in the southern area of the City, approximately 1.10 mile north of State Route (SR) 210. Specifically, the project site is located directly west of S. Willow Avenue, approximately 1,450 linear feet south of Santa Ana Avenue, approximately 565 linear feet east of Lilac Avenue, and approximately 1,100 linear feet north of Jurupa Avenue within the Rialto Agua Mansa Industrial Corridor Specific Plan (Specific Plan) area. **Figure 1: Regional Location Map** and **Figure 2: Project Vicinity Map** depict the project site in a regional and local context, respectively.

As proposed, the 2720 S. Willow Avenue Development Project (Project or proposed Project) would allow for an industrial warehouse on 5.63 acres. The western portion of the project site contains two industrial buildings for the manufacturing and storing of chemical resins and epoxies, and the eastern portion of the project site is a vacant lot consisting of non-native grassland. The project site is partially paved with lighted surface parking and two driveways accessing the western portion of the project site from S. Willow Avenue. The western portion of the site is enclosed by chain-link fencing (barbed) and iron gates. The eastern portion of the project site is unfenced. There is a 6-foot on-site easement for Southern California Edison (SCE) through the project site, parallel with the north property line from S. Willow Avenue. Minimal ornamental landscaping is provided along the building frontages and in the surface parking lot. Overhead utility lines are located along the project frontage on S. Willow Avenue. The average elevation is approximately 990 feet above mean sea level (amsl).

Table 2-1: Existing Land Uses summarizes the land uses on and surrounding the project site, which predominantly consist of industrial and warehouse uses.

Table 2-1: Existing Land Uses

Direction	Land Uses
Project Site	Developed industrial facility and a vacant lot consisting of non-native grassland
North	Transportation facility
South	Delivery and freight facility
East	S. Willow Avenue. A steel fabricating facility east of S. Willow Avenue.
West	Undeveloped land zoned as Medium Industrial

2.2 Existing Land Use Designations

The City's General Plan Land Use Plan Map depicts the City's land use designations and indicates that the project site has a General Industrial land use designation with a Specific Plan Overlay. The General Industrial land use designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail.

The City's Zoning Map identifies the project site as Agua Mansa Industrial Corridor Specific Plan. The Specific Plan was adopted in 1986 and provides a master economic development plan to facilitate the logical, planned development of the Specific Plan area. The project site is in the Medium Industrial zone

which allows for manufacturing, compounding of material, processing, assembly, packaging, treatment, metal fabrication, and warehousing.

2.3 Proposed Project

As proposed, the Project would include the construction of one warehouse building with associated on-site improvements on the approximately 5.63-acre site. The 118,000-square-foot (sf) warehouse building would be oriented north-to-south and would include 111,000 sf of warehouse space and 7,000 sf of office uses, which would be located on two levels, and 16 dock doors and one drive thru door on the south side of the building. The 118,000-sf building size would be less than the 50% maximum lot coverage allowed in the Specific Plan. The building would be rectangular with dimensions of approximately 586 feet wide (east-to-west) by 160 feet long (north-to-south); the maximum building elevation would be approximately 39-feet and 6-inches, which is lower than the maximum allowed height of 45 feet. The truck yard would be screened on the east with a 14-foot high wall and enclosed by an 8-foot wrought iron fence and 8-foot manual metal gates with knox box locks. Employee parking and landscaping would be provided along the property boundaries and building frontages. Trucks and passenger vehicles would access the project site from two driveways located on S. Willow Avenue. **Figure 3: Site Plan**, depicts the proposed development. **Table 2-2: Land Use Summary**, summarizes the proposed Project's characteristics.

Table 2-2: Land Use Summary

Site (ac)	Office Level 1 (sf)	Office Level 2 (sf)	Warehouse (sf)	Total Building (sf)	Dock Doors	Drive Thru Door	Automobile Parking Stalls	
							Required	Provided
5.63	3,500	3,500	111,000	118,000	16	1	85	89

Architecture, Landscaping, and Lighting

As shown in **Figure 4: Conceptual Exterior Elevations**, the conceptual architectural design for the Project assumes concrete tilt-up panels with architectural treatments, such as panel reveals and articulation to provide visual interest to the building facades. The exterior elevations would be white and shades of grey accents. The entrances at the southwest and southeast corners of the building would have additional architectural articulation through the use of windows with blue glazing and white metal canopies. Rooftop screening of mechanical equipment is assumed as a part of the warehouse building.

Figure 5: Conceptual Landscape Plan depicts the proposed landscaping plan for the project site. Of the 5.63-acre project site, approximately 29,559 sf (or approximately 12%) of the project site would be landscaped. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 18.61.250 and Section 18.61.270 which specify landscape design guidelines.

Existing on-site landscaping would be removed and replaced. Landscaping would be provided along the project boundary frontages, including the S. Willow Avenue frontage, as well as adjacent to the warehouse building and the surface parking area. Landscaping along S. Willow Avenue would include a mix of trees (blue palo verde, desert willow, Africa sumac, Chinese pistache, and chitalpa) and a mix of shrubs and groundcover plants. The driveway entrances on both roadways would have stamped decorative concrete and be bordered by blue palo verde and Africa sumac trees. Landscaping adjacent to the northern and western property boundaries would consist of Brisbane box trees and African sumac along with shrubs and groundcover. Landscaping along the southern property boundary would be blue palo verde, chitalpa,

and African sumac trees along with and a mix of shrubs and groundcover. Landscaping adjacent to the building would consist of Brisbane box trees, desert willow, Africa sumac, and a mix of shrubs and groundcover.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. The proposed Project would include outdoor security lighting on the building and in the parking lots, which would be directed downward onto the project site and installed in accordance with applicable City ordinances, including Municipal Code Section 18.61.140 and the Specific Plan lighting performance standards, which requires that lighting not exceed one footcandle at any nonresidential property line. The Project assumes that night lighting would be provided seven days per week.

Site Access and Parking

Vehicular access provisions for the project site would consist of two full-movement, 32-foot to 72-foot and 5-inch-wide driveways on S. Willow Avenue. Both driveways would be unsignalized and would provide full movement access for trucks and passenger vehicles to the project site. Drive aisles along the northern, southern and western frontages would range from 26 to 35 feet in width.

The warehouse development requires 85 passenger vehicle parking stalls and would provide 89 passenger vehicle parking stalls. In compliance with Section 18.58.030 of the City's Municipal Code, the Project would provide 16 dock doors, more than the minimum three loading spaces required. Due to the smaller scale of the warehouse building, the operator would likely not maintain their own truck trailer fleets and would use dock door locations for truck parking as needed.

Omnitrans provides public transportation throughout San Bernardino County, including the City of Rialto. Bus stops in the project vicinity are located along Riverside Avenue and Valley Boulevard, approximately 1 mile to the north and Spruce Avenue approximately 1.5 mile to the west.

Infrastructure and Off-Site Improvements

Project implementation would require construction of new on-site utility infrastructure. The Project would connect utilities to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities occurring during final building design and plan check. The Project would also complete the remaining half-width improvements of S. Willow Avenue along the Project frontage, consistent with the Specific Plan cross-section for Collector Streets. This would include two 11-foot lanes and a 4-foot sidewalk.

Water and Sewer

The project site is within the service area of West Valley Water District (WVWD) for the provision of water; sewer treatment is provided by the City of Rialto. The proposed Project would connect to the existing municipal water system and would utilize an on-site lift station to connect to existing sewer infrastructure in Santa Ana Avenue.

Drainage and Water Quality

Proposed drainage improvements would include an on-site storm drain and catch basins. Runoff from the project site would be conveyed via storm drain through the project site before being discharged to S. Willow Avenue.

Dry Utilities and Solid Waste Management

Southern California Edison (SCE) provides electrical power to the area, inclusive of the project site and the Southern California Gas Company (SoCalGas) provides natural gas to the area. the proposed Project would connect to existing utility lines, with new electrical communication utility lines placed underground along the project site frontage. The City's Waste Management Office provides environmental services to the City's residents and businesses. The Waste Management Office oversees the City's refuse and recycling service contract provided by Burrtec Disposal.

Off-Site Improvements

The Project would include striping, and parkway improvements including sidewalks, landscaping, streetlights, a fire hydrant, a parkway drain, and signage along the S. Willow Avenue frontage.

2.4 Construction Activities

Project construction is anticipated to begin in September 2024 with a construction duration of approximately eleven months. Construction would occur in a single phase. Based on information provided by the Applicant, earthwork is expected to balance on-site.

2.5 Discretionary and Ministerial Approvals

The following discretionary and ministerial actions and/or approvals are required for the proposed Project:

- **Conditional Development Permit No. 2022-0036** to allow the development of a warehouse, which is considered a conditionally permitted use in industrial zones within the City.
- **Precise Plan of Design No. 2022-0060** for the development and operation of a 118,000 -sf warehouse building and associated loading area, paving, screening, landscaping, lighting, stormwater retention, etc. on 5.63 acres (APN 0258-171-57 and 0258-171-31) located at 2720 S. Willow Avenue, on the west side of S. Willow Avenue between Santa Ana Avenue and Jurupa Avenue within the Medium Industrial zone of the Agua Mansa Industrial Corridor Specific Plan.
- **Lot Line Adjustment** to merge two (2) parcels (Assessor Parcel No(s). APN 0258-171-57 and 0258-171-31) into one (1) parcel for the development of a proposed 118,000 square foot speculative distribution warehouse building.

Source: Google Maps, 2023

FIGURE 1: Regional Location Map
2720 S. Willow Avenue
Rialto, CA

Kimley»Horn

Source: Nearmap 2023

FIGURE 2: Project Vicinity Map
2720 S. Willow Avenue
Rialto, CA

Kimley»Horn

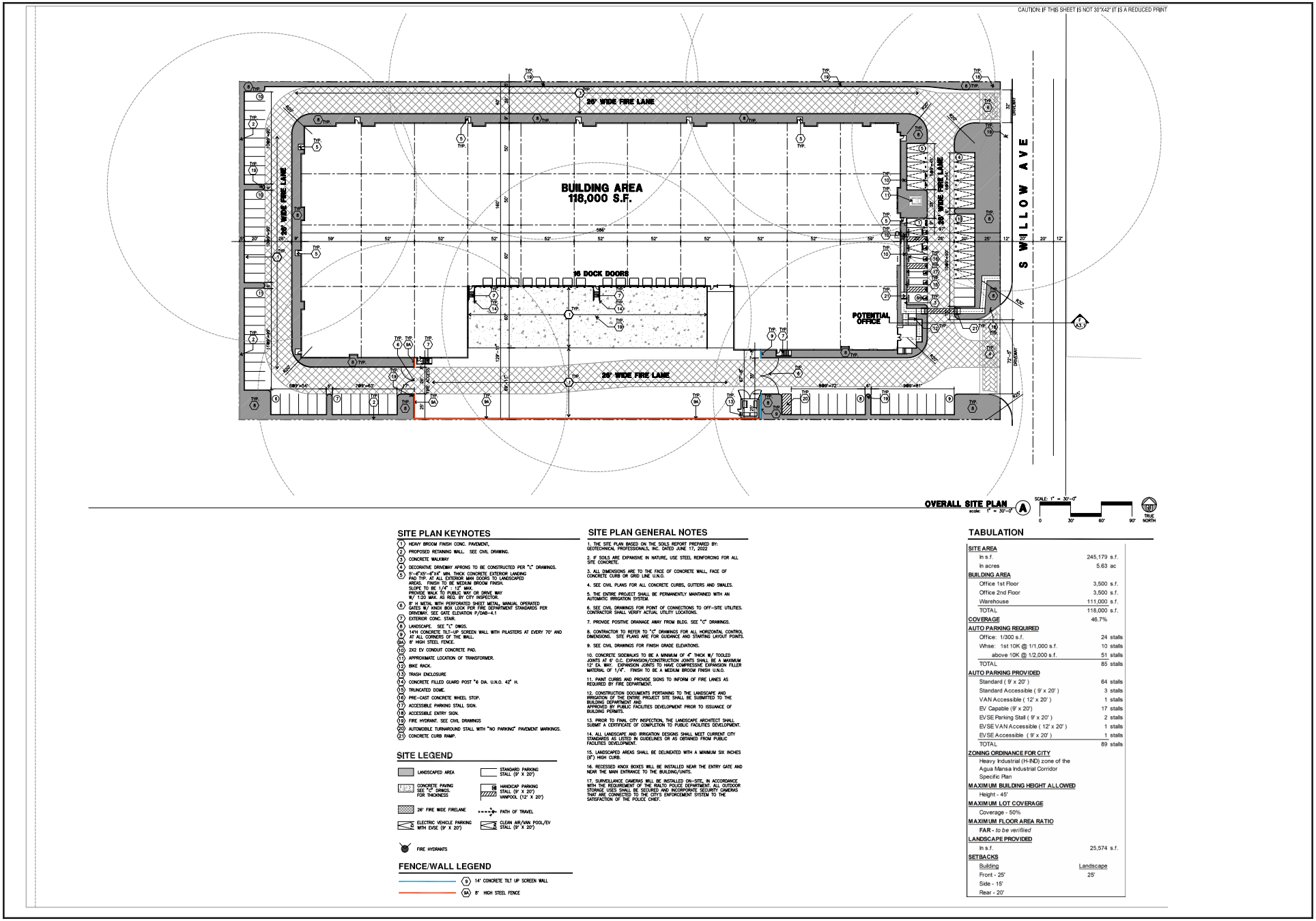


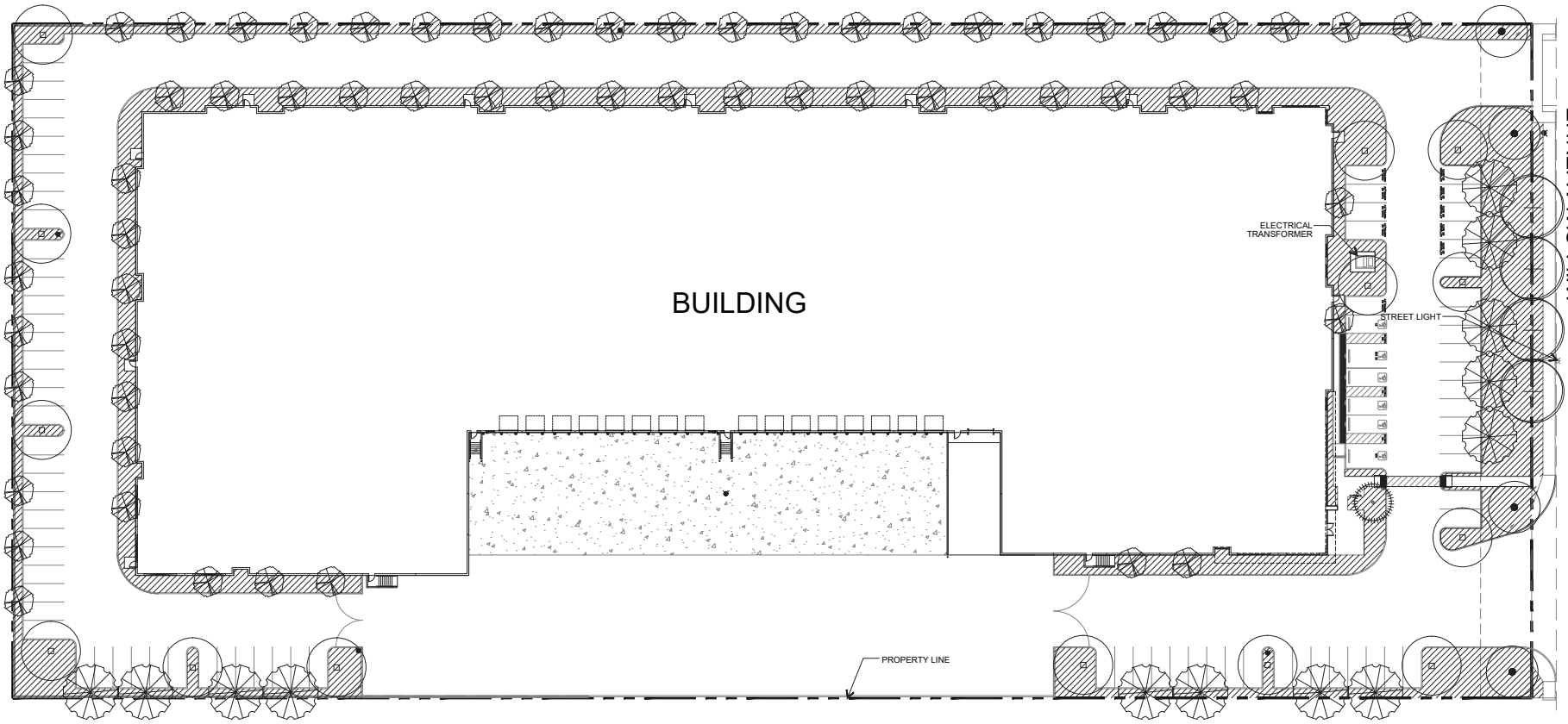
FIGURE 3: Site Plan
2720 S. Willow Avenue
Rialto, CA

Kimley»Horn

Source: HPA Architecture

FIGURE 4: Conceptual Exterior Elevations
2720 S. Willow Avenue
Rialto, CA

Kimley»Horn



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	4	L	Multi
	Chilopsis linearis Desert Willow	24" Box	1	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	13	L	Standard
	Rhus lancea African Sumac	24" Box	14	L	Standard
	Tristania conferta Brisbane Box	15 Gal	63	M	Standard
	Pistacia chinensis Chinese Pistache	24" Box	4	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Acca sellowiana Pineapple Gauva	5 Gal	0	M	3' OC 2' from hardscape
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	3' OC 2' from hardscape
	Cassia phyllodenia Silverleaf Cassia	5 Gal	0	L	4' OC 2.5' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal	0	M	3' OC 2' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	3' OC 2' from hardscape
	Muhlenbergia capillaris Pink Muhly	5 Gal	0	M	3' OC 2' from hardscape
	Muhlenbergia rigens Deer Grass	5 Gal	0	M	4' OC 2.5' from hardscape
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal	0	L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	5' OC 3' from hardscape
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal	0	L	3' OC 2' from hardscape

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	

N

0 10' 20' 40'

Source: Hunter Landscape

FIGURE 5: Conceptual Landscape Plan
2720 S. Willow Avenue
Rialto, CA

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☒ Air Quality
- ☐ Agricultural and Forestry Resources
- ☒ 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:

On the basis of this initial evaluation (check one):

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

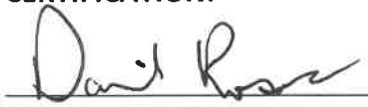
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ 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 "potentially significant unless mitigated" 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 potentially 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.

CERTIFICATION:



Daniel Rosas, City of Rialto

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS. Except as provided in Public Resources Code §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 which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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 §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. 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?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. 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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with	☐	☒	☐	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
8. GREENHOUSE GAS EMISSIONS. 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?	☐	☐	☒	☐
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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?	☐	☐	☒	☐
10. HYDROLOGY AND WATER QUALITY. 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:				

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 offsite?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
11. LAND USE AND PLANNING. 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?	☐	☐	☒	☐
12. MINERAL RESOURCES. 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?	☐	☐	☐	☒
13. NOISE. 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	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project result in				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION. Would the project:				
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?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	☐	☒	☐	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				
19. UTILITIES AND SERVICE SYSTEMS. 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?				
i) Water	☐	☐	☒	☐
ii) Wastewater Treatment	☐	☐	☒	☐
iii) Electric Power, Natural Gas, Telecommunications	☐	☐	☒	☐
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?	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20.	**WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
21.	**MANDATORY FINDINGS OF SIGNIFICANCE. 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)	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)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

Threshold (a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. According to the City of Rialto General Plan, views of the San Gabriel and San Bernadino Mountains and the foothills are considered the City's primary aesthetic resources.[1] The project site is located approximately 11.5 miles west of the San Bernadino Mountains and 9.5 miles south of the San Gabriel Mountains. The project site is characterized with previously developed land including existing industrial uses, with an elevation of 990 feet amsl. Existing views of the San Bernadino Mountains and foothills from the project site are obstructed by intervening topography and development. As such, the Project would not significantly affect public viewpoints of these scenic vistas and no impact would occur.

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

No Impact. According to the Caltrans *State Scenic Highway System Map,* there are no officially designated or eligible scenic highways in the project site vicinity.[2] The nearest eligible scenic highway is SR 38 located approximately 11 miles east of the project site. The nearest officially designated scenic highway is SR 91 located approximately 26 miles west of the project site. Further, the project site features a vacant parcel and existing industrial uses; there are no scenic resources (e.g., trees of significance, rock outcroppings, or historic buildings) on-site. Therefore, the Project would not damage scenic resources within a State scenic highway.

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

Less Than Significant Impact. The project site is within an urbanized area in San Bernadino County. The project site features a vacant parcel and existing industrial uses, including two warehouses located within the central and western portion of the site. The project site is zoned Medium Industrial and is adjacent to existing industrial uses. The Project would demolish the existing warehouses to construct one industrial warehouse and associated on-site improvements. As such, upon completion of construction, the project site appearance would be similar to existing conditions. In addition, the Project would enhance the site's visual quality with landscaping throughout the site, including ornamental trees and a mix of shrubs and groundcover plants along the warehouse building (except for the truck loading bay). Upon completion of construction, the visual quality of the project site would be similar to other warehouse developments in the City. Project development would comply with the City's design guidelines for industrial development included in Chapter 18.61.080, Design Guidelines, of the City's Municipal Code. Specifically, the Project would provide visual interest with the incorporation of door overhangs, alteration of colors and materials,

[1] City of Rialto. (2010). Rialto General Plan. Available at https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan?bidId=.
[2] Caltrans. (2023). *California State Scenic Highway System Map.* Available at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed October 2023.

and trim elements. With compliance with the City's design guidelines for industrial land uses, impacts would be less than significant.

Threshold (d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The existing sources of light and glare within the existing developed portion of the proposed Project and from the surrounding areas is consistent with a predominately urbanized area. Sources of glare during the day come from vehicle windshields, and windows on businesses and homes; and nighttime light comes from sources in the surrounding commercial and industrial buildings, homes, schools, streets, intersections, and vehicles. The proposed Project would introduce new sources of light needed to illuminate the outside of the warehouse, building entrance areas, the parking lots, and vehicles on-site. Additionally, the proposed Project would create new sources of glare from reflection off windows and walls on new buildings, reflection from windshields of vehicles, and from new surface parking lots. Moreover, construction at the Project site would be restricted to daytime hours consistent with City of Rialto Municipal Code (Ord. 1417 § 1 (part), 2008) unless otherwise permitted by the City of Rialto, thereby limiting temporary nighttime construction lighting. Therefore, the proposed Project would not require construction lighting, except security and safety lighting.

The City's Planning Division would review any proposed lighting to ensure conformance with the California Building Code, Title 24, as well as the California Green Building Standard Code (Part 11 of Title 24, California Code of Regulations), such that only the minimum amount of lighting is used, and no light spillage occurs. The Project would include additional light sources on the project site; however, in accordance with Municipal Code Section 18.61.140, lighting would be directed downward onto the project site, minimizing light spillage to the surrounding area. Although the Project would introduce new light sources, the surrounding area is predominately developed and has sources of illumination. Accordingly, the proposed lighting conditions would be similar to that currently found near the project site and associated with warehouse facilities in Rialto, which would not cause adverse effects; therefore, a less than significant impact would occur.

4.2 Agriculture and Forestry Resources

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

No Impact. The project site and surrounding area are in a developed urban environment. According to the State of California Department of Conservation's California Important Farmland Finder, the project site is designated as Urban and Built-Up Land.[3] There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on the project site. As such, the Project would not convert any farmland to non-agricultural use. Therefore, no impact would occur.

Threshold (b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The project site is zoned Medium Industrial, which allows for manufacturing, compounding of material, processing, assembly, packaging, treatment metal fabrication and warehousing.[4] Agricultural uses are not permitted within the M-1 zone. Further, the project site is not zoned for agricultural use, therefore, is not under a Williamson Act Contract[5]. Thus, the Project would not conflict with existing zoning for agricultural use or an active Williamson Act Contract and no impact would occur.

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

and

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

No Impact. The project site is zoned Medium Industrial within the Specific Plan; the Municipal Code does not have zoning for forest land, timberland, or timberland production. The project site consists of developed land and a vacant lot. The Project would not conflict with existing zoning or result in the loss of forest land. Therefore, no impact would occur.

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

No Impact. As previously discussed, the project site is zoned Medium Industrial and does not contain farmland or forest land. Therefore, Project implementation would not result in the conversion of property from agricultural or timberland uses to non-agricultural or non-forest land uses. No impact would occur.

[3] Department of Conservation (DOC). (2023a). California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2023.
[4] City of Rialto. (1986). Agua Mansa Industrial Corridor Specific Plan. https://www.sbcounty.gov/uploads/lus/specificplans/amsp.pdf.
[5] DOC. (2017). State of California Williamson Act Contract Land. https://maps.conservation.ca.gov/agriculture/.

4.3 Air Quality

The basis for the following information and analysis for Air Quality are the Air Quality Assessment and Health Risk Assessment prepared by Kimley-Horn (February 2024) for the proposed Project. The Air Quality Assessment and Health Risk Assessment are included as **Appendix A-1: Air Quality Assessment** and **Appendix A-2: Health Risk Assessment**.

Threshold (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernadino, and San Jacinto Mountains, the SCAB is a coastal plain with broad valleys and low hills, and a semi-arid climate. The SCAQMD and the California Air Resources Board (CARB) monitor air quality within the SCAB.

The SCAQMD and the Southern California Association of Governments (SCAG) have prepared the 2022 Air Quality Management Plan (AQMP). The AQMP includes strategies to control air pollution and measures for implementation by a city, county, region, and/or air district. An AQMP's primary purpose is to bring an area that does not attain federal and State air quality standards into compliance with the federal Clean Air Act and California Clean Air Act requirements. The AQMP uses the term "non-attainment" to describe an air basin that exceeds one or more ambient air quality standards. In addition, the goal of AQMPs is to ensure that an area maintains a healthful level of air quality based on National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

The current plan is the 2022 AQMP adopted on December 2, 2022. The 2022 AQMP meets the State and federal Clean Air Act planning requirements and focuses on federal ozone and ultra-fine particulate matter ($PM_{2.5}$) standards. the 2022 AQMP was prepared to accommodate growth; reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD; attain clean air within the region. In order for a project to be consistent with the AQMP, it would have been included in the projections used to formulate the AQMP.

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

- The project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- The project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

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

As shown in **Table 4-1: Construction-Related Emissions** and **Table 4-2: Operational Emissions**, the Project would not exceed construction or operation emission standards. Therefore, the Project would not contribute to an existing air quality violation and the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is consistent with the land use designation and development density presented in the City's General Plan and Specific Plan, and therefore

would not exceed the population or job growth projections used by the SCAQMD to develop the AQMPs. Thus, the Project is consistent with the second criterion.

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

Threshold (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?

Less Than Significant Impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (O_3) (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_X]) and particulate matter less than 10 microns in diameter (PM_{10}) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Construction-generated emissions would cease upon completion of construction but would be considered a significant air quality impact in the event the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

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

Project construction is anticipated to begin in the fall of 2024 and is estimated to occur for 11 months. Construction-generated emissions associated with the Project were calculated using the current California Emissions Estimator Model (CalEEMod) Program. See **Appendix A-1** for more information regarding the construction assumptions used for the Air Quality analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4-1**. As shown in **Table 4-1**, all criteria pollutant emission would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rule 402, 403, and 1113.

Table 4-1: Construction-Related Emissions

	Pollutant (pounds per day)					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2023	2.73	27.22	20.27	0.04	8.70	4.93
2024	29.41	35.45	49.81	0.09	5.43	3.06
Maximum Emissions	29.41	35.45	49.81	0.09	8.70	4.93
South Coast AQMD Threshold	***75***	***100***	***550***	***150***	***150***	***55***
South Coast AQMD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

ROG: reactive organic gases; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter.

Notes:
SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction /credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; cover stockpiles with tarps; water all haul

Table 4-1: Construction-Related Emissions						
	Pollutant (pounds per day)					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reduction percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.						
Source: **Appendix A-1**						

Fugitive dust emissions may have a temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 are applicable to the proposed Project and were applied in CalEEMod to minimize fugitive dust emissions. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust.

Operational Emissions

The Project's operational emissions would be associated with area sources, energy sources, mobile sources, and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions associated with the Project are summarized in **Table 4-2.**

Table 4-2: Operational Emissions						
	Maximum Pounds Per Day[1]					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	2.67	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.06	0.05	0.00	0.00	0.00
Mobile	0.20	12.17	2.90	0.07	2.61	0.82
Off-Road Emissions - Forklift[2]	0.39	0.37	5.26	0.01	1.57	0.42
Off-Road Emissions – Yard Truck[3]	0.64	5.78	7.32	0.01	0.29	0.27
Emergency Generator[4]	1.69	4.71	4.30	0.01	0.25	0.25
Total	**5.59**	**23.10**	**19.85**	**0.10**	**4.72**	**1.76**
South Coast AQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
SCA South Coast AQMD QMD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
ROG: reactive organic gases; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter.						
Note: Total values are from CalEEMod and may not add up to 100% due to rounding. 1. The highest values between summer and winter results were used as a worst-case scenario. 2. Includes two forklifts. 3. Includes one yard truck. 4. Include one emergency generator.						
Source: **Appendix A-1.**						

As shown in **Table 4-2**, operational emissions would not exceed SCAQMD thresholds for all criteria pollutants. Pursuant to SCAQMD Rule 2305, all warehouses over 100,000 sf are required to implement various emission reduction measures related to warehouse operations and mobile sources. Compliance with SCAQMD Rule 2305 would further reduce criteria pollutants, specifically NO_X and particulate matter emissions. Therefore, the Project would not violate any air quality standards or contribute substantially

to an existing or projected air quality violation. As a result, operational air quality impacts would be less than significant.

Cumulative Construction Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for federal standards. the SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* notes that projects that result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown above, Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants (**Table 4-1**). Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the Federal Clean Air Act (FCAA) mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Emissions

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

The Project operational emissions would not exceed the SCAQMD thresholds. As a result, operational emissions associated with the Project would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, cumulative operational impacts would be less than significant (**Table 4-2**).

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

The Project's emissions would not exceed the SCAQMD thresholds during both construction and operations. Thus, impacts would be less than significant and no mitigation is required.

Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. A significant impact could occur if the Project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. This section addresses the exposure of sensitive receptors for the following situations: CO hotspots; localized emissions concentrations, and toxic air contaminants (TACs, specifically diesel PM) from on-site construction.

Localized Construction Significance Analysis

The nearest sensitive receptors are the single-family residences located approximately 550 feet (168 meters to the south of the project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4-3 Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with the size of the site, the LSTs for a 2.5-acre threshold were interpolated and utilized for this analysis.

Table 4-3: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1.0	8	0.0
				Total Acres Graded per Day	**2.5**

Source: **Appendix A-1.**

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences located approximately 550 feet (168 meters) to the west of the project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 100 meters were utilized in this analysis. **Table 4-4: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase. The table shows

that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized construction emissions would be less than significant.

Table 4-4: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	20.88	19.71	1.05	0.91
Site Preparation	27.18	18.34	8.51	4.87
Grading	17.03	14.76	3.35	1.94
Infrastructure Improvements	11.86	12.95	2.94	1.72
Building Construction	8.58	14.58	0.42	0.39
Paving	1.15	1.81	0.05	0.05
Infrastructure Improvements/ Building Construction/ Paving/ Architectural Coating	34.05	45.42	3.94	2.65
Maximum Daily Emissions	34.05	45.42	8.51	4.87
SCAQMD Localized Significance Threshold: (Adjusted for 3.5 acre of daily disturbance at 25 meters)	***282***	***2,972***	***46***	***13***
SCAQMD Threshold Exceeded?	**No**	**No**	**No**	**No**

Note: NO_x: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter

Source: **Appendix A-1.**

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. warehouse or transfer facilities). Since the Project includes the development of a warehouse building, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions. As the closest receptors are located approximately 550 feet to the south of the project site, the LST thresholds for 100 meters for Source Receptor Area 34 were utilized in this analysis. Additionally, the maximum LST threshold (5-acre) was utilized as the project site encompasses 5.63 acres.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4-5: Localized Significance of Operational Emissions**, conservatively include all on-site Project-related stationary sources, on-site off-road equipment (forklifts and yard trucks), and three percent of the Project-related mobile sources, since a portion of mobile sources could include trucks idling on the site.[6] **Table 4-5** shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized operational emissions would be less than significant.

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

Table 4-5: Localized Significance of Operational Emissions				
	Maximum Pounds per Day			
Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site and Mobile Source Emissions	14.32	14.14	1.80	0.89
SCAQMD Localized Significance Threshold: (Adjusted for 3.5 acre of daily disturbance at 25 meters)	***378***	***4,142***	***16***	***5***
SCAQMD Threshold Exceeded?	**No**	**No**	**No**	**No**
NO_x: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter.				
Source: **Appendix A-1.**				

Criteria Pollutant Health Impacts

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria for pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 4-4** and **Table 4-5**). Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hot Spots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. The CO standard in California is a maximum of 3.4 grams per mile for passenger cars. With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is below the 35-ppm federal standard. As such, the Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections as the Project would result in 205 daily trips. Therefore, impacts would be less than significant.

Toxic Air Contaminants

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

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 550 feet from the property boundary and major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the Project would have a less than significant impact.

Table 4-6: Carcinogenic Risk Assessment shows the health risk for the following scenarios: construction, operation, and combined construction and operation of the Project. Based on OEHHA Risk Assessment Guidelines, the exposure duration for a resident is 30 years, beginning with the third trimester. Operations would commence following construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the entire 11 months of the exposure duration and operational concentrations for the remainder of the exposure duration. As shown in **Table 4-6**, the unmitigated construction risk at residential and worker receptors would be 1.11 and 0.43 in one million, respectively. Additionally, the unmitigated operational cancer risk at residential and worker receptors would be 22.03 and 26.12 in one million, respectively. Further, the unmitigated combined construction and operational cancer risk at residential and worker receptors would be 19.58 and 25.54 in one million, respectively. Therefore, the maximum unmitigated operational cancer risk and unmitigated combined construction and operational cancer risk would exceed the SCAQMD threshold of 10 in one million. The Project would implement **MM HRA-1** to reduce cancer risk. **MM HRA-1** requires all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity. Implementation of **MM HRA-1** would reduce cancer risk from Project operations to below the SCAQMD's 10 in one million threshold; refer to **Table 4-6**. With **MM HRA-1** incorporated, the operational cancer risk would be reduced to 0.11 in one million for residential receptors and 0.02 in one million for worker receptors. Further, the combined construction and operational cancer risk would be reduced to 1.12 for residential receptors and 0.39 for worker receptors. Therefore, the Project's cancer risk would not exceed the SCAQMD's 10 in one million threshold and impacts associated with carcinogenic risk would be less than significant.

Table 4-6: Carcinogenic Risk Assessment

Exposure Scenario	Cancer Risk (Per Million)[1, 2, 3, 4]		Specific Threshold (per Million)	Mitigated Risk Exceeds Thresholds
	Without Mitigation	With Mitigation		
Construction				
Residential Receptors – Adjacent to the north of the project site	1.11	NA	10	No
Work Receptors – Adjacent to the north of the project site	0.43	NA	10	No
Operations				
Residential Receptors – Adjacent to the south of the project site	22.03	0.11	10	No
Worker Receptors – Adjacent to the north of the project site	26.12	0.02	10	No
Construction and Operations Combined				
Residential Receptors – Adjacent to the south of the project site	19.58	1.12	10	No
Workers Receptors – Adjacent to the north of the project site	25.54	0.39	10	No

NA = Not Applicable

1. Refer to **Appendix A-1** for modeling data.
2. The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the project site. the "Without Mitigation" scenario conservatively assumes that cargo handling equipment (i.e., yard trucks and forklifts) would be diesel powered.
3. The "With Mitigation" exposure scenario shows the risk with the incorporation of MM HRA-1 (zero emission cargo handling equipment).

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. RELs are designed to protect sensitive individuals within the population. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system.

Table 4-7: Equipment-Specific Grading Rates. shows the chronic non-cancer risk hazard index from Project construction and operations. The chronic hazard was calculated based on the highest annual average concentration at the MEIR. It should be noted that there is no acute REL for DPM and acute health risk cannot be calculated. The highest maximum chronic hazard index associated with DPM emissions from project construction would be 0.0018 at the residential receptors and 0.0382 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from project operations would be 0.0058 at the residential receptors and 0.0844 at the worker receptors. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur. Implementation of **MM HRA-1** would further reduce chronic non-carcinogenic impacts by requiring all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity.

Table 4-7: Equipment-Specific Grading Rates		
Exposure Scenario	**Annual Concentration (µg/m3) [1, 2]**	**Chronic Hazard [1]**
Construction		
Residential Receptors	0.0090	0.0018
Worker Receptors	0.1911	0.0382
Operation		
Residential Receptors	0.0289	0.0058
Worker Receptors	0.4220	0.0844
SCAQMD Threshold	*N/A*	*1.0*
Threshold Exceeded?	**N/A**	**No**
1. The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).		
Source: **Appendix A-2**		

As described above, impacts related to cancer risk would be less than significant with mitigation incorporated. Additionally, non-carcinogenic hazards are calculated to be within acceptable limits. It should be noted that the impacts assess the Project's incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific thresholds to generally not be cumulatively significant. Therefore, impacts related to health risk from the Project would be less than significant with implementation of **MM HRA-1**, and the Project's contribution would be less than cumulatively considerable.

Mitigation Measures

MM HRA-1 All outdoor cargo handling equipment (such as yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be zero emission (i.e., powered by electricity or other alternative fuels). The warehouse building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements.

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

Less Than Significant Impact.

Construction

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

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

Odors may be generated during construction activities such as, equipment diesel exhaust, architectural coatings volatile organic compounds, and paving activities. However, these odors would be temporary,

are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and no impact would occur.

4.4 Biological Resources

The basis for the following information and analysis for Biological Resources is the Biological Technical Report (BTR) prepared for the proposed Project by Rocks Biological Consulting (October 2022) The BTR is included as **Appendix B: Biological Technical Report** and summarized below.

Threshold (a) Would the project have a substantial 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?

Less Than Significant Impact with Mitigation Incorporated. The project site supports disturbed, developed, and non-native grassland habitats. No natural habitats are present within the project site. As such, special-status plant species are not anticipated to occur on the site due to a lack of suitable habitat.

The project site has a low potential to support burrowing owl; however, the project site is located within the burrowing owl overlay and could support the species. Project implementation would result in direct impacts to burrowing owl as a result of habitat destruction during construction activities. As such, to reduce potentially significant impacts to burrowing owls, the Project would implement Mitigation Measures (MM) **BIO-1A** and **BIO-1B** which require pre-construction surveys and implementation of a Burrowing Owl Relocation and Mitigation Plan when avoidance is not possible.

With the implementation **MM BIO-1A** and **MM BIO-1B**, the proposed Project would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species and impacts would be less than significant.

Threshold (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, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

and

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

No Impact. According to the BTR, there are no riparian habitats or federally protected wetlands or resources on the project site or within the surrounding area. The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would any of the proposed land uses potentially affect wetlands. The proposed Project would not directly or indirectly impact this habitat. The project site does not contain riparian habitat, sensitive natural communities, or wetlands. Therefore, no impact to riparian habitat or wetlands would occur.

Threshold (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 species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact with Mitigation. Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site consists of a vacant lot and previously disturbed land which features existing industrial uses. The project site and surrounding area are zoned for urban uses and are not wildlife corridors.

The proposed Project has the potential to result in impacts to nesting birds as a result of ground-disturbing activities and the removal of existing vegetation. Nesting migratory birds are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). However, the Project would implement **MM BIO-2**, which would require ground-disturbing activities and vegetation clearing to occur outside of bird nesting season (February 15 to August 31). If avoidance is not feasible, a qualified biologist shall conduct a nesting bird survey prior to any ground disturbing activities. With the implementation of **MM BIO-2**, impacts to nesting migratory birds would be less than significant.

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

Less Than Significant Impact. The project site consists of developed land and a vacant lot. Project implementation would include the removal of ornamental trees during construction. The City does not have a tree preservation policy or ordinance. The Project would include the planting of ornamental trees and various shrubs and groundcover plants as landscaping throughout the project site, as required by Section 18.61.270 of the City's Municipal Code. Following compliance with the City's Municipal Code, impacts would be less than significant.

Threshold (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?

No Impact. The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project would include the construction of one industrial warehouse building on land zoned Medium Industrial. No impact would occur.

Mitigation Measures

MM BIO-1A No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project area and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during the clearance survey, no additional conditions may be required to avoid impacts to burrowing owl.

If burrowing owl is documented on site, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg laying and incubation, or that juveniles from the occupied burrows are foraging independently and capable of independent survival. Disturbance avoidance buffers shall be determined and set up by a qualified biologist in accordance with the recommendations included in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). A biologist shall be contracted to perform monitoring during all construction activities approximately every other day. The definitive frequency and duration of monitoring shall be dependent on whether it is the breeding versus non-breeding season and the efficacy of the exclusion buffers, as determined by a qualified biologist and in coordination with CDFW.

If burrowing owl is observed during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a non-disturbance buffer between the project activities and the occupied burrow shall be installed by a qualified biologist in accordance with the recommendations included in the Staff Report on Burrowing Owl Mitigation.

MM BIO-1B If avoidance is not possible, either directly or indirectly, a Burrowing Owl Relocation and Mitigation Plan (Plan) shall be prepared and submitted for approval by CDFW. Once approved, the Plan would be implemented to relocate non-breeding burrowing owls from the project site. The Plan shall detail methods for passive relocation of burrowing owls from the project site, provide guidance for the monitoring and management of the replacement burrow sites and associated reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off site for every burrowing owl or pair of burrowing owls to be passively relocated. Compensatory mitigation of habitat would be required if occupied burrows or territories occur within the permanent impact footprint. Habitat compensation shall be approved by CDFW and detailed in the Burrowing Owl Relocation and Mitigation Plan.

The project applicant shall submit at least one burrowing owl preconstruction survey report to the satisfaction of the City of Rialto and CDFW to document compliance with this standard condition. For the purposes of this standard condition, 'qualified biologist' is a biologist who meets the requirements set forth in the Staff Report on Burrowing Owl Mitigation.

MM BIO-2 To ensure compliance with CFGC sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted, and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid take of nesting birds. If nesting birds are not documented during the preconstruction survey, adherence to additional standard conditions may not be necessary to avoid impacts to nesting birds.

4.5 Cultural Resources

The basis for the following information and analysis for Cultural Resources is the Cultural Resources Technical Letter Report (Cultural Report) prepared for the proposed Project by ASM Affiliates (November 2022). The Cultural Report is included as **Appendix C: Cultural Resources Technical Letter Report** and summarized below.

Threshold (a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

No Impact. State CEQA Guidelines Section 15064.5, define "historic resources" as resources listed in the California Register of Historical Resources (CRHR), or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.[7] CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

The project site currently features previously developed land and a vacant lot. The project site features two existing industrial buildings which would be demolished during Project construction. The existing industrial buildings are not eligible to be considered historical resources. As such, the project site would not cause a substantial adverse change in the significance of a historical resource. No impact would occur.

Threshold (b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. A South Central Coast Information Center (SCCIC) records search was requested on July 26, 2022. Results of the SCCIC records search identified 39 previous reports were identified within the one-mile records search radius. However, none of the reports include the project site. Additionally, the SCCIC results identified 15 previously identified cultural resources; none of these resources occur within the project site. The nearest previously identified cultural resource is located approximately 0.5 miles from the project site.

A pedestrian archaeological survey was conducted by ASM Affiliates for the project site. No previously undocumented cultural resources were encountered during the pedestrian archaeological survey. Due to the previously disturbed land, it is unlikely that unknown archaeological resources would be unearthed during Project implementation.

It is unlikely that archaeological resources are present on the project site, given the prior construction of the existing industrial buildings and industrial uses on the site. Project construction would include demolition, excavation, and grading. While unlikely, there is the potential for the proposed Project to result in an adverse change in the significance of a previously unidentified archaeological resource. To reduce potential impacts to unidentified archaeological resources the Project would be subject to compliance with **MM CUL-1 and MM CUL-2**. Compliance with **MM CUL-1 and MM CUL-2** would reduce potential impacts to a less than significant level.

[7] California Public Resources Code §5020.1(k), §5024.1(g).

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

Less Than Significant with Mitigation Incorporated. No dedicated cemeteries are within or near the project site. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the project site is not near an identified archaeological resource. Given the extent of on-site disturbances from previous development, there is low potential for the Project's ground-disturbing activities to encounter human remains. However, the proposed Project could result in a significant impact in the event unknown human remains are unearthed during project construction. The Project would implement **MM CUL-3**, which requires work within a 100-foot buffer of unanticipated funerary objects of human remains shall cease. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code (HSC) Sections 7050.5 and work within 100 feet of the find shall cease. HSC Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the proposed Project would implement the procedures set forth in PRC Section 5087.98, including evaluation by the County Coroner and notification of the Native American Heritage Commission (NAHC). The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. If excavation results in the discovery of human remains, the proposed Project would halt excavation near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC §§7050.5-7055 and PRC §5097.98 and §5097.99), the Project's potential impacts concerning human remains would be less than significant.

Mitigation Measures

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

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

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

4.6 Energy

The basis for the following information and analysis for Energy is the Energy Memorandum prepared for the proposed Project by Kimley-Horn (February 2024). The memorandum is included as **Appendix D: Energy Memorandum** and summarized below.

Building Energy Conservation Standards

In June 1977, the California Energy Resources Conservation and Development Commission (now the California Energy Commission) adopted energy conservation standards for new residential and non-residential buildings, which the Commission updates every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The periodic update of these standards allow for consideration and possible incorporation of new energy efficiency technologies and methods. On August 11, 2022, the California Energy Commission (CEC) adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2023.

The 2022 Standards improved upon the previous 2019 Standards for new construction of and additions and alterations to residential and non-residential buildings. The 2022 Title 24 Standards focuses on encouraging electric heal pump technology, establishing electric-ready requirements, expanding solar photovoltaic system and battery storage standards, and strengthening ventilation standards.

Senate Bill 350

In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 into law. This legislation established tiered increases to the Renewable Portfolio Standard: 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. This legislation, referred to as "The 100 Percent Clean Energy Act of 2019," increased the required Renewable Portfolio Standards. Under SB 100, the total kilowatt-hours (kWh)of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

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

Less Than Significant Impact.

Construction Energy

The energy associated with Project construction includes electricity use associated with water utilized for dust control; diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment; and gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The energy use analysis relies on the construction equipment list and operational characteristics from CalEEMod. Energy consumption associated with the proposed Project is summarized in **Table 4-6: Energy Use During Construction**.

Table 4-6: Energy Use During Construction			
Project Source	**Total Construction Energy[4]**	**San Bernadino County Annual Energy Consumption**	**Percentage of Countywide Consumption**
Electricity Use			
Water[1]	0.0092 GWh	16,181 GWh	<0.0001%
Diesel Use			
On-Road Construction Trips[2]	2,424 gallons	280,907,070 gallons	0.0009%
Off-Road Construction Equipment[3]	47,531 gallons		0.0169%
Construction Diesel Total	49,954 gallons		0.0178%
Gasoline Use			
On-Road Construction Trips	5,374 gallons	846,846,001 gallons	0.0006%
Notes: 1. Construction water use based on acres disturbed per day during grading and site preparation and estimated water use per acre. 2. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino County for construction year 2024. 3. Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. 4. Total Construction Energy is the combined energy usage over approximately 7 months of construction.			
Source: **Appendix D.**			

Electricity

Water for Construction Dust Control. Electricity use associated with water usage for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: http://www.caleemod.com/.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Bernardino County. As summarized in **Table 4-6**, the total electricity demand associated with water use for construction dust control would be approximately 0.0092 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. In summary, the total diesel fuel associated with on-road construction trips would be approximately 2,424 gallons over the duration of buildout of the Project; refer to **Table 4-6**.

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios

from the Climate Registry. The total diesel fuel associated with off-road construction equipment is approximately 47,531 gallons for duration of buildout of the Project; refer to **Table 4-6**.

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with on-road construction trips would be approximately 5,374 gallons over the duration of buildout of the Project; refer to **Table 4-6**.

In total, construction of the Project would use approximately 0.0092 GWh of electricity, 5,374 gallons of gasoline, and 49,954 gallons of diesel. In 2021, San Bernardino County used 16,181 GWh of electricity. Project construction electricity use would represent less than 0.0001 percent of the current electricity use in San Bernardino County.

In 2024, the year Project construction is anticipated to commence, San Bernardino County is anticipated to use approximately 846,846,001 gallons of gasoline and approximately 280,907,070 gallons of diesel fuel. During construction, gasoline fuel consumption would constitute 0.0006 percent of average annual gasoline usage in the County and diesel fuel consumption would constitute 0.0178 percent of average annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

SCE's total energy sales are projected to be 101,958 GWh of electricity in 2024. Therefore, the Project's construction-related annual electricity consumption of 0.0092 GWh would represent less than 0.0001 percent of SCE's projected annual sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel and electricity. Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials,

energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As previously discussed, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guidelines Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

There are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential construction impacts are considered less than significant.

Operational Energy

The energy consumption associated with Project operation would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The Project is anticipated to be operational in 2025. The Project's annual energy use during operations is shown in **Table 4-8: Annual Energy Use During Operations**.

Table 4-8: Annual Energy Use During Operations

Project Source	Project Annual Energy Consumption	San Bernadino County Annual Energy Consumption	Percentage of Countywide Consumption
Electricity Use			
Area[1]	0.2885 GWh	16,181 GWh	0.0018%
Water[1]	0.3654 GWh		0.0023%
Total Electricity	0.6539 GWh		0.0040%
Natural Gas Use			
Area[1]	2,381 therms	561,360,617 therms	0.0004%
Diesel Use			
Mobile[2]	122,254 gallons	280,907,070 gallons	0.0434%
Gasoline Use			
Mobile[2]	34,576 gallons	846,846,002 gallons	0.0042%

Notes:
1. The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
2. Calculated based on the mobile source fuel use based on VMT and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2024.

Source: **Appendix D.**

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within CalEEMod and average fuel efficiency from the EMFAC model. As summarized in **Table 4-78**, the Project's total gasoline and diesel fuel would be approximately 34,576 gallons per year and 122,254 gallons per year, respectively.

Electricity

The electricity use during Project operation is based on CalEEMod defaults. The Project would use approximately 0.6539 GWh of electricity onsite per year; refer to **Table 4-8**. The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 28.2 million gallons annually of water annually which would require approximately 0.3654 GWh per year for conveyance and treatment.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. The Project would use 2,381 therms of natural gas per year; refer to **Table 4-8**.

As shown in **Table 4-8**, the Project's electricity and automotive fuel consumption compared to existing conditions is minimal (less than one percent of existing consumption). For the reasons described above, the Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand. Therefore, the Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during Project operations or preempt future energy development or future energy conservation. Therefore, impacts associated with operational energy use would be less than significant.

Threshold (b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

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

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

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have (a) 50 percent of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency;

(c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards; and (d) a 20 percent reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

The Project would not conflict with any of the federal, state, or local plans for renewable energy and energy efficiency. Because the Project would comply with Parts 6 and 11 of Title 24, no conflict with existing energy standards and regulations would occur. Therefore, impacts associated with renewable energy or energy efficiency plans would be considered less than significant.

The Project's energy consumption would exceed less than one percent of the corresponding energy sources within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; therefore, the Project would not be wasteful or inefficient. Thus, the Project would result in a less than significant impact.

4.7 Geology and Soils

The basis for the following information and analysis for Geology and Soils is the Geotechnical Investigation Prepared by Geotechnical Professionals, Inc. GPI, Inc., (June 2022) prepared for the proposed Project. The report is included as **Appendix E: Geotechnical Investigation** and summarized below. Paleontological record search results provided by the Natural History Museum of Los Angeles County (November 2023) are included as **Appendix F: Paleontological Records Results**.

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

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). Based on the Geotechnical Investigation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active fault traverses the project site. The nearest fault zone is the San Jacinto Fault Zone, located approximately 4.5 miles northeast of the project site. In addition, the Project would be subject to the current California Building Code (CBC) guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce potential seismic impacts. Therefore, the Project would not directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault. Thus, impacts would be less than significant.

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

Less Than Significant Impact. The City, as well as most of Southern California, is located in a region of historic seismic activity. As previously discussed, the nearest fault zone to the project site is the San Jacinto Fault zone, located approximately 4.5 miles to the northeast. During seismic events, the project site could experience moderate ground shaking associated with the fault described above. Strong levels of seismic ground shaking can cause damage to buildings. The intensity of ground shaking on the project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the project site and the epicenter. The City would impose regulatory controls to address potential seismic hazards through the permitting process. The Project would be subject to the current CBC guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce the effects of seismic ground shaking.

As discussed in the Geotechnical Investigation, the project site is not located within an active fault zone. As such, the potential for damage to occur as a result of ground shaking is considered low. Following compliance with standard engineering practices and the CBC guidelines, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant.

Threshold (a.iii) 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?

No Impact. Liquefaction is a phenomenon where cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, soil particles can become suspended in groundwater, resulting in the soils deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils. For liquefaction to occur, a project site must be subject to three factors: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes. As determined in the Geotechnical Investigation, the project site is not located within a liquefaction zone. No impacts associated with liquefaction would occur.

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

No Impact. Landslides can occur if ground shaking and/or heavy rainfall disturb areas of steep slopes consisting of unstable soils. The project site consists flat, previously disturbed land with an elevation of approximately 990 feet amsl and is not located within a landslide zone. [8] Therefore, no impacts related to landslides would occur.

Threshold (b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock and soil by natural processes. According to the Geotechnical Investigation, the subsurface profile of the project site consists of undocumented fill and disturbed soils. The undocumented fill materials encountered consisted of loose to medium dense, dry to slightly moist silty sands and dry to slightly moist sandy silts. Given the site's topography and geology, the potential for loss of topsoil is considered low.

Ground disturbing activities associated with Project construction has the potential to expose soil to short-term erosion. The Project would be required to implement a Storm Water Pollution Prevention Program (SWPPP), which would include general Best Management Practices (BMPs) to ensure erosion and sedimentation is prevented from leaving the site. Erosion BMPs may include sandbag barriers, storm drain inlet protection, or hydroseeding. Further, the Project would comply with Section 17.40.010 of the Rialto Municipal Code, which requires erosion control to prevent off-site damage.

With compliance with the City's Municipal Code and implementation of the SWPPP, the Project's potential to result in substantial soil erosion or loss of topsoil would be less than significant.

Threshold (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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. As discussed above in response to Threshold 4.7, a.iii, the project site is not located in a liquefaction zone, and the potential for liquefaction to occur is considered very low. As such, the potential for lateral spreading is also considered very low, as lateral spreading is a type of liquefaction.

[8] DOC. (2023b) *Earthquake Zones of Required Investigation*. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed October 2023.

As discussed in Threshold 4.7, a.iv, the project site is not located within a landslide zone.[9] Subsidence occurs when the withdrawal of groundwater, oil, or natural gas vertically displaces a large portion of land. Soils that are particularly subject to subsidence include those with high silt or clay content. Undocumented fill and disturbed soils which consists predominantly of sands underlie the project site. Groundwater was not encountered in the borings performed for the Geotechnical Investigation. No large-scale extraction of gas, oil, or geothermal energy is occurring or planned at the project site. The Geotechnical Investigation concluded that subsidence of up to 0.1 feet could occur.

The Geotechnical Investigation makes recommendations concerning design and construction. The Rialto Building Division would review construction plans to verify compliance with standard engineering practices, the CBC, and the Geotechnical Investigation's recommendations. Further, the Project would not be located on a geologic unit of soil that would become unstable and potentially result in subsidence. Therefore, impacts would be less than significant.

Threshold (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?

Less Than Significant Impact. The Geotechnical Investigation concluded that site soils have a very low expansion potential. As discussed in Threshold 4.7, c, the Geotechnical Investigation makes recommendations concerning design and construction. The Rialto Building Division would review construction plans to verify compliance with standard engineering practices, the CBC guidelines, and the Geotechnical Investigation's recommendations. The Project would not create substantial direct or indirect risks to life or property concerning expansive soils. Therefore, impacts would be less than significant.

Threshold (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?

No Impact. The Project would not include the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

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

Less Than Significant Impact with Mitigation. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. The City's General Plan does not identify areas with paleontological sensitivity within the City. The project site and surrounding area consists of previously disturbed land. No paleontological resources are known to be on or adjacent to the project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities. Should evidence of paleontological resources be encountered during grading and construction, operations would be required to cease, and the City of Rialto would be required to be contacted for determination of appropriate procedures. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils

[9] DOC. (2023b) *Earthquake Zones of Required Investigation*. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed October 2023.

encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial.

To reduce this potentially significant impact to a less than significant level, all construction related impacts of fossils or fossil-bearing deposits shall be monitored in accordance with Mitigation Measure GEO-1, to the satisfaction of the City Public Works/Engineering Department. Accordingly, with implementation of **MM GEO-1**, potential impacts to a unique paleontological resource or unique geologic feature would be reduced to a less than significant impact level.

Mitigation Measure

MM GEO-1 In the event an unanticipated paleontological resource in unearthed during construction, ground disturbing activities within a 50-foot buffer of the find shall halt until a City-approved qualified paleontologist determines the significance of the find. The qualified paleontologist shall document the find in accordance with the Society of Vertebrate Paleontology standards, evaluate the find, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15604.5. The appropriate agencies shall be notified of the find by the qualified paleontologist to determine the appropriate procedures before construction activities within the 50-foot buffer of the find can resume. If avoidance of the find is not feasible, the qualified paleontologist shall prepare an excavation plan for mitigating the effect of the construction activities on the find. The excavation plan shall be submitted to the City for review and approval prior to implementation.

4.8 Greenhouse Gas Emissions

A Greenhouse Gas Emissions Assessment was prepared by Kimley-Horn (February 2024) for the proposed Project. The GHG modeling outputs and results are included in **Appendix G: Greenhouse Gas Emissions Assessment** of this Initial Study and summarized below.

Background

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would "leak" into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61˚F (16˚C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat retained is proportional to the concentration of GHGs in the atmosphere. As human activities and natural sources release more GHGs into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. The Kyoto Protocol identified six gases for emission reduction targets: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

CO_2, CH_4, and N_2O cause approximately 80 percent of the total heat stored in the atmosphere. Human activities, as well as natural sources, emit these three gases. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. Global warming potential (GWP) is the relative measure of the potential for a GHG to trap heat in the atmosphere. The GWP allows comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period, relative to the emissions of one ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces emit GHGs, primarily CO_2, CH_4, and N_2O. GHGs also emit from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power, which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.[10]

Regulations and Significance Criteria

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful

[10] California Air Resources Board (CARB). (2008). *Climate Change Scoping Plan*.

judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (**Appendix G**).

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

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

South Coast Air Quality Management District Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where the SCAQMD is the lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project. Further, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions such as electricity and water use.

Although the screening threshold for industrial projects is 10,000 $MTCO_2e$ per year, the GHG analysis conservatively uses 3,000 $MTCO_2e$ per year as the Project GHG threshold.

Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO_2 N_2O, and CH_4 emissions from construction equipment, transport or materials, and construction workers commuting to and from the project site. Total GHG emissions generated during all construction phases were combined and are presented in **Table 4-9: Construction-Related Greenhouse Gas Emissions**.

Table 4-9: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
2023 Construction	349.60
30-Year Amortized Construction	11.65

Source: **Appendix G**

As indicated in **Table 4-11,** the Project would result in the generation of approximately 349.60 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[11] The amortized Project construction emissions

[11] The amortized period of 30-years is based on the standard assumption of the SCAQMD (SCAQMD, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26,2009).

would be 11.65 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operation Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in **Table 4-10: Project Greenhouse Gas Emissions**. As shown in **Table 4-10**, the Project would generate approximately 1,930.41 MTCO2e annually from both construction and operations.

Table 4-10: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$
Construction Amortized Over 30 Years	11.65
Area Source	0.01
Energy	64.21
Mobile	1,444.60
Off-Road – Forklifts	134.09
Off-Road – Yard Trucks	97.84
Emergency Generators	19.56
Waste	56.02
Water and Wastewater	102.42
Total Project Emissions	**1,930.41**
Threshold	*3,000*
Exceeds Threshold?	**No**

Note: **Appendix G.**

The majority of Project emissions (approximately 87 percent) would occur from mobile sources. CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon

intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

As such, the City has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with mobile source emissions associated with the Project. As shown in **Table 4-10**, the Project GHG emissions would not exceed the SCAQMD's 3,000 $MTCO_2e$ per year threshold and impacts would be less than significant. As such, the Project would not be cumulatively considerable.

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

Less Than Significant Impact.

City of Rialto Climate Adaptation Plan

The City has adopted the Rialto Climate Adaptation Plan, which outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The Project would be required to comply with the applicable building codes which include energy conservation measures mandated by the Title 24 of the California Building Standards Code and the California Green Building Standards. Because Title 24 standards require energy conservation features in new construction, these standards indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The more recent 2022 standards went into effect January 1, 2023.

Further, the Project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulation during construction and operation and would not interfere with the State's AB 32 goals.

CARB Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce human GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation. Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced

through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

Approximately 96 percent of the Project's mitigated GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures. It should be noted that the City has no control over vehicle emissions (approximately 87 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- **CARB's Advanced Clean Truck Regulation:** Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- **CARB's Mobile Source Strategy:** CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- **CARB's Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB's Emissions Reduction Plan for Ports and Good Movements:** CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with good movement would be required to comply with these measures as adopted. The Project would not obstruct of interfere with efforts to increase ZEVs of State effort to improv e system efficiency. As such, the Project would not interfere with their implementation.

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

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the SCAG Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy [RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from

local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. The Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

San Bernadino County Regional Greenhouse Gas Reduction Plan

The Project's GHG emissions would not conflict with the County GHG Reduction Plan. The Project would be consistent with the applicable Rialto General Plan policies that form the foundation for the City's GHG emissions reduction measures outlined in the County GHG Reduction Plan. Therefore, the proposed Project would be consistent with the County GHG Reduction Plan and supports the goals of the County GHG Reduction Plan.

The Project would be consistent with the SCAG's RTP/SCS and the CARB Scoping Plan, and would be required to comply with existing regulations, including applicable measures from the City's General Plan. The Project would be directly affected by the outcomes. As such, the Project would not conflict with any other State-level regulations pertaining to GHGs.

As discussed above, 96 percent of the Project's GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan goals described above, achieving 100 percent zero emission vehicle sales in 2035, and implementing the Advanced Clean Fleets regulation. These emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. SCAG's 2020 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.

The proposed Project does not conflict with the applicable plans that are discussed above. Therefore, impacts would be less than significant.

4.9 Hazards and Hazardous Materials

The basis for the information provided in this section is the Phase I Environmental Site Assessment (ESA) and Phase II ESA prepared by Orion Environmental Inc., which are included as **Appendix H** and **Appendix I**, respectively. Additional information is also provided in a Phase II Site Investigation Results Memo prepared by Hazard Management Consulting, included as **Appendix J**.

Regulatory Setting

Various federal, State, and local agencies regulate hazardous materials management. Federal and State agencies include the U.S. EPA, United States Department of Transportation (DOT), California Environmental Protection Agency (Cal EPA), California Department of Toxic Substances (DTSC), California State Water Resources Control Board (SWRCB), RWQCB, and the California Highway Patrol.

Existing Site Conditions

Recognized environmental condition (REC) refers to the presence of likely presence of any hazardous substances or petroleum products in, on, or at a property; due to release to the environment; under conditions indicative of release to the environment; or under conditions that pose a material threat of future release to the environment.

The project site consists of developed land and a vacant lot. The Phase I ESA performed in May 2022, identified one REC and one VEC on-site. Historical land use at the Subject Property, adjoining, and nearby properties included large-scale orchards from at least the 1930's until the 1990's. Orchards are known to require heavy application of pesticides and herbicides resulting in a potential release of hazardous materials to the environment. Additionally, the current land use involves the storing and mixing of a large volume of chemicals including acetones, ketones, xylenes, and dye materials. The large volume of chemicals stored and mixed on site could be a potential hazard and possible Vapor Encroachment Screen (VEC). The historical presence of orchards and volume of chemicals on-site warrants additional investigation.

In May 2022, Orion conducted a Phase II ESA for the site as a result of the recommendations in the Phase I ESA (May 2022). The report indicated that metal, organochlorine pesticides (OCP), organophosphate pesticides (OPP), and herbicide concentrations in shallow soil were below background or regulatory screening levels (DTSL screening levels or EPA regulatory screening levels) for human health risks associated with direct contact under commercial/industrial land and not a likely risk for groundwater. Additionally, soil vapor sampling results indicated that VOCs, except benzene and ethylbenzene, were below commercial/industrial screening levels for human health risks associated with vapor intrusion to indoor air. However, benzene and ethylbenzene soil vapor sampling results were above commercial/industrial screening levels for human health risks in samples surrounding the Dura Technologies building. As a result, the Phase II recommended that additional sampling be conducted to determine if a vapor barrier and collection system under future buildings may be required to protect the health of future building occupants from vapor intrusion.

The Phase II Site Investigation performed by Hazard Management Consulting (March 2023) included the collection of soil and soil gas that were analyzed for volatile organic compounds (VOCs) by U.S Environmental Protection Agency (EPA) Method TO-15, and shallow soil samples were analyzed for organochlorine pesticides (OCPs), organophosphorus pesticides (OPPs), herbicides, and Title 22 Metals by EPA Method Nos. 8081A, 8141A, 8151A, 6010B and 7471A, respectively. The soil vapor samples generally reported no to low detections of volatile organic compounds (VOCs) in soil vapor at the project site with

the exception of benzene and chloroform. Benzene was detected in all thirteen soil vapor samples at concentrations ranging from above laboratory reporting limits to slightly above regulatory screening criteria. Chloroform was detected in one sample at a concentration that is slightly above regulatory screening criteria. The pattern and distribution of VOCs detected in soil vapor did not appear to represent a source area, but rather low-level hits that could be a mix of small releases that went completely into a vapor phase and/or contributions from the industrial nature of the project site vicinity. The Phase II Site Investigation concluded that there are VOCs present in soil vapor at generally low concentrations across the project site with no apparent source area that would require remediation.

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

Less Than Significant Impact. Project construction would involve the transport, storage, use, and/or disposal of limited quantities of hazards materials, such as fuels, solvents, degreasers, and paints. The use of these materials during Project construction would be short-term, and would occur in accordance with standard construction practices, as well as with applicable federal, State, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities include fueling and servicing construction equipment and applying paints and other coatings. Project construction would be temporary, and existing regulations of several agencies would govern these activities. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. The primary regulatory requirements include SCAQMD Rule 1166 (volatile organic compound emissions) and Rule 1466 (fugitive dust-toxic air contaminants).

The Project would include the construction of one warehouse building and associated on-site improvements. The Project would not emit hazardous emissions or involve the use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The use of these materials would not involve the routine transport, use, or disposal of quantities of hazardous materials that could create a significant hazard to the public or environment. The hazardous materials used during operation would be store, handled, and disposed of in accordance with applicable regulations. Therefore, following compliance with the regulatory requirements, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Threshold (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?

Less Than Significant Impact with Mitigation Incorporated. Federal, State, and local laws, regulations, and programs address the storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that the Project Applicant might use during construction. Compliance with applicable laws and regulations would reduce the risk of hazardous material incidents during construction to a less than significant level. Therefore, Project construction activities would not create a significant hazard to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Project operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As discussed above, the Phase I ESA reported

one REC and one VEC associated with the project site. However, the Phase II site investigation concluded that VOCs present in soil vapor at generally low concentrations across the project site with no apparent source area that would require remediation. The Phase II Site Investigation also recommended that a Soil Management Plan be developed to minimize potential impacts from unanticipated subsurface features or soil conditions during demolition and grading. The report further recommended that vapor intrusion should be re-evaluated via additional subsurface investigation and/or a human health risk assessment prior to the development of a new structure. With the implementation of Mitigation Measures **HAZ-1** and **HAZ-2**, impacts would be reduced to a less than significant level.

Threshold (c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The school nearest the project site is Crestmore Elementary School (16670 Jurupa Avenue) located approximately one mile to the west. Additionally, the Project does not propose uses which would potentially generate hazardous materials in significant quantities that would have an impact to surrounding schools. No impact would occur.

Threshold (d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination; sites with known USTs having a reportable release; and solid waste disposal facilities from which there is a known migration. The Cortese list also includes hazardous substance sites selected for remedial action; historic Cortese sites and sites with known toxic material identified through the abandoned site assessment program. The proposed Project would not be located on a site which is included on a hazardous materials site list compiled pursuant to California Government Code Section 65962.5.[12] Therefore, the Project would not create a significant hazard to the public or the environment. No impact would occur.

Threshold (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?

No Impact. The airports located nearest to the project site include Flabob Airport located approximately 4.6 miles southwest of the site and San Bernadino International Airport located approximately 7.5 miles northeast of the project site. The project site is not within the Airport Influence Areas of these two airports.[13] Therefore, the Project would not result in a safety hazard or excessive noise for people working or residing at the project site. No impact would occur.

[12] Department of Toxic Substances Control (DTSC). (2023). DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at https://dtsc.ca.gov/dtscs-cortese-list/. Accessed November 2023.

[13] Riverside County Airport Land Use Commission. (2004) ALUCP – Flabob Airport Compatibility Map. https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Flabob.pdf.

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

Less Than Significant Impact. The City has adopted an Emergency Operations Plan (EOP), which provides comprehensive policy and guidance for emergency and response operations to natural and manmade hazards. Further, primary access to all roadways would be maintained during the construction of the proposed Project. Temporary construction activities would not impede emergency access to the project site or surrounding area. Impacts would be less than significant.

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

Less Than Significant Impact. According to the CalFire Fire Hazard Severity Zone Viewer, the project site is no located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA).[14] The nearest VHFHZ is located approximately 1.7 miles east of the project site. The Project would comply with the 2022 California Fire Code (CFC), which requires an automatic extinguishing system. With compliance with the CFC, impacts would be less than significant.

Mitigation Measures

MM HAZ-1 Prior to any project related ground disturbance activities, a Soil Management Plan for the proposed project site shall be prepared by the contractor to evaluate the potential for upset or release of hazardous materials to the environment. The Soil Management Plan shall identify the nearby contaminated site(s), affected media, and corresponding contaminants of concern. Specific procedures shall be identified for handling the potentially impacted media during construction. The Soil Management Plan shall contain a contingency plan in the event that gross contamination is discovered during construction. The Soil Management Plan shall also outline health and safety concerns for workers that may come in contact with potentially contaminated media.

MM HAZ-2 The contractor shall retain a licensed hazardous materials professional to test for vapor encroachment conditions (VEC) on the proposed project site. If the licensed professional finds that VEC conditions do exist or are likely to occur, the licensed professional or other qualified party at the request of the contractor and to the satisfaction of the City of Rialto, shall install a vapor mitigation system (such as a vapor barrier or other mechanism) in order to mitigate potential risks to human health and safety. The plan for implementation and remediation shall conform to all applicable local and state hazardous materials requirements. A complete report of all findings and any measures taken to reduce risk shall be submitted to the Public Works Director for review and approval prior to initiation of any other project related ground disturbance.

[14] CAL FIRE. (2023). Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/. Accessed October 2023.

4.10 Hydrology and Water Quality

The basis for the following information and analysis for Hydrology and Water Quality are the Preliminary Hydrology Calculations (Hydrology Report) and a Water Quality Management Plan (WQMP) that were prepared for the proposed Project by Thienes Engineering, Inc., (July 2022). The Hydrology Report and WQMP are included as **Appendix K** and **Appendix L**, respectively, and are summarized below.

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

Less Than Significant Impact. The Project would not violate any water quality standards or waste discharge requirements. The Project has the potential to result in water quality impacts during short-term construction activities. Ground-disturbing activities would temporarily expose soils of the project site which may be subject to wind and water erosion. Although erosion occurs naturally in the environment, construction activities have the potential to accelerate the rate of erosion, resulting in adverse environmental impacts. As such, Project construction has the potential to result in short-term water quality impacts. The Project would be required to obtain a General Construction Storm Water Permit (NPDES Permit) as well as comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. In addition, compliance with both the NPDES Permit and the Water Quality Control Program would require the preparation of a SWPPP, which will include BMPs to reduce potential impacts associated with pollutants to ensure Project construction does not violate any water quality standards or waste discharge requirements.

During operation, potential stormwater pollutants associated with the Project could include metals, oil, trash, and pesticides/herbicides. The Project has prepared a Water Quality Management Plan (WQMP) in compliance with Section 12.060.260 of the City's Municipal Code and includes measures to minimize potential release of pollutants into downstream receiving waters. The purpose of the project-specific WQMP is to provide a post-construction water quality management program to provide BMPs to reduce potential impacts associated with Project development. The Project would discharge runoff from the project site through a storm drain to S. Willow Avenue. In addition, the Project would comply with NPDES Permit requirements associated with operation activities. Impacts would be less than significant.

Threshold (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?

Less Than Significant Impact. Groundwater recharge occurs through the percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. Project implementation would result in an increase in impervious surfaces on-site. The increase in impervious area would reduce the surface area available for groundwater recharge through percolation. However, as discussed in Section 4.7, Geology and Soils, groundwater was not encountered in the borings performed for the Geotechnical Investigation. Further, the on-site improvements such as landscape areas would allow for infiltration. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

Threshold (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?

and

Threshold (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?

Less Than Significant Impact. The Project site currently consists of developed land and a vacant lot. Under existing conditions, runoff generally drains southeasterly towards S. Willow Avenue, into the existing public drain system within S. Willow Avenue. As discussed in the Hydrology Report prepared for the proposed Project, runoff from the project site would be conveyed via a proposed storm drain to discharge flow to S. Willow Avenue. The Project would not include the alteration of the course of a stream or river. Further, the project site is not located within a designated flood hazard zone, and no flooding is anticipated to occur on-site. impacts would be less than significant.

Threshold (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 which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The runoff from the project site would increase due to the addition of impervious surfaces. However, the Hydrology Report has demonstrated that the proposed Project does not significantly affect the downstream drainage systems by the slight increases in runoff. Runoff from the project site would be conveyed via the proposed storm drain through the project site and discharge to S. Willow Avenue. During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the Project would be required to comply with NPDES requirements to ensure that any potential impacts associated with runoff and water quality during grading and Project construction would be addressed. Impacts would be less than significant.

Threshold (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?

No Impact. The Project would increase impervious surfaces on the site, which would alter the existing drainage pattern of the project site. As discussed in the Hydrology Report, the project site is not located within the 100-year hazard flood zone area. Flood Insurance Rate Maps (FIRMs) 06071C8686H and 06071C8667H indicates the project site is within Zone X, which defines areas determined outside the 0.2 percent chance floodplain. Because the project site is not subject to flooding and would not impede or redirect flood flows, no impact associated with the alteration of the existing drainage pattern of the site would occur.

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

No Impact. The project site is not located within the 100-year hazard flood zone area. Therefore, the Project does not have the potential to release pollutants due to inundation. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as

lakes, that can occur in response to ground shaking. The project site is approximately 45 miles east of the Pacific Ocean and there are no nearby bodies of standing water. Therefore, due to location, the Project would not be subject to seiche or tsunami related inundation that would risk the release of pollutants. No impact would occur.

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

Less Than Significant Impact. Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by implementing a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant.

4.11 Land Use and Planning

Threshold (a) Would the project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project proposes the construction of one warehouse building on an approximately 5.63-acre site at 2720 S. Willow Avenue. The Project does not propose any new streets or other physical barriers, which could physically divide an established community. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur.

Threshold (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?

Less Than Significant Impact.

The City's Zoning Map identifies the project site as Agua Mansa Industrial Corridor Specific Plan. The Specific Plan was adopted in 1986 and provides a master economic development plan to facilitate the logical, planned development of the Specific Plan area. The project site is in the Medium Industrial zone which allows for manufacturing, compounding of material, processing, assembly, packaging, treatment, metal fabrication, and warehousing.

The General Plan Land Use Plan Map depicts the City's land use designations and designates the project site General Industrial.[15] Uses permitted within the General Industrial designation include manufacturing and processing, warehousing and distribution, chemical and petroleum products processing and refining, heavy equipment operations, and similar heavy industrial uses. The Project proposes to construct an approximately 118,000 sf warehouse building and associated on-site improvements. As such, the Project would be consistent with the General Industrial designation. The Project is consistent with the following applicable General Plan policies:

Policy 2-8.4 Discourage extreme changes in scale between adjacent structures (i.e., multi-story building walls immediately adjacent to single-unit residences). Encourage appropriate setbacks and other architectural features that provide a gradual change in scale.

Consistency Analysis: The project site would be located adjacent to existing industrial uses. The proposed development would comply with building height and setback requirements included in the Specific Plan.

Policy 2-9.2 Require all industrial development to the front on an improved street with appropriate front yard setbacks, landscaping, and façade and entrance treatments.

Consistency Analysis: The Project would front S. Willow Avenue to the east. The Project would include landscaping throughout the site and Project design would comply with the City's design requirements. In addition, the visual character of the proposed development would be consisted with the surrounding area.

[15] City of Rialto. (2010). The City of Rialto General Plan. https://www.yourrialto.com/653/General-Plan.

Policy 2-19.1 Require that new construction, additions, renovations, and infill developments be sensitive to neighborhood context and building form and scale.

Consistency Analysis: The nearest residence is located approximately 550 feet south of the project site. Project development would comply with setback and building height requirements included in the Specific Plan. Additionally, the Project would include landscaping along the boundaries and throughout the project site.

Policy 2-22.2 Encourage architecture which disaggregates massive buildings into smaller parts with greater human scale.

Consistency Analysis: The proposed development would include visual interest with the use of various colors and materials, including blue glass, metal trimming, and door overhangs.

Policy 2-22.3 Require that landscape plantings be incorporated into commercial and industrial projects to define and emphasize entrances, inclusive of those areas along the front of a building facing a parking lot.

Consistency Analysis: The proposed landscaping on the site would include ornamental trees and various shrubs and groundcover plants. Landscaping improvements would be located along the boundaries of the project site and within the parking areas.

Policy 2-22.5 Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.

Consistency Analysis: Pedestrian pathway to the project site would be provided via a walkway on S. Willow Avenue. Additionally, passenger vehicles would access the project site via the two proposed driveways located along S. Willow Avenue.

Policy 2-22.6 Require delivery areas to be separated from pedestrian areas.

Consistency Analysis: The Project would include 16 dock doors located along the southern side of the building and are separate from the proposed walkway along S. Willow Avenue.

Policy 2-22.8 Insists that full architectural treatments and details be provided on all facades visible to the street of development projects.

Consistency Analysis: The contemporary architectural design would provide visual interest with the use of various colors and materials, metal trimming along the doors and blue reflective glass, and door overhangs.

Policy 5-2.2 Require the implementation of adequate erosion control measures for development Projects to minimize sedimentation damage to drainage facilities.

Consistency Analysis: The Project would prepare a WQMP, which would include erosion and sedimentation control measures. The Project would comply with Section 17.40.010 of the City's Municipal Code, which requires the Project to implement erosion and sedimentation control measures to prevent off-site impacts. Additionally, the Project would comply with Section 12.60,260, which requires the preparation of a SWQMP. The project specific SWQMP would include erosion control measures the Project would implement during construction activities.

Policy 5.2-4 Require water retention devices in new developments to minimize flooding of the surface drainage system by peak flows.

Consistency Analysis: The Project would include a storm drain system that includes catch basins and discharges to S. Willow Avenue.

The proposed Project is consistent with the General Industrial designation and compatible with the Specific Plan's Medium Industrial zone. Following the City's approval of the requested entitlements (i.e., Conditional Development Permit), the Project would not conflict with the General Plan. Impacts would be less than significant.

4.12 Mineral Resources

Threshold (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?

Threshold (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?

No Impact. The project site consists of developed land and a vacant lot. The project site is zoned Medium Industrial within the Specific Plan and is not historically or currently a site for mineral recovery. General Plan Exhibit 2.7, Mineral Resource Zones, designated the project site as Mineral Resource Zone (MRZ) 3. MRZ 3 includes areas containing mineral resources of undetermined mineral resource significance. As such, there would be no loss of a known mineral resource as a result of Project implementation. No impact would occur and no mitigation is required.

4.13 Noise

An Acoustical Assessment was prepared for the proposed Project in February 2024, by Kimley-Horn and Associates Inc. and is included in **Appendix M**. The analysis describes sound in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is in relation to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, the A-weighted decibel scale (dBA) relates noise to human sensitivity. The A-weighted decibel scale provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is an unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the acoustic energy content of noise for a stated period; therefore, the L_{eq} of a time-varying noise and that of a steady noise are the same if they delivered the same acoustic energy to the ear during exposure. The Day-Night Sound Level (L_{dn}) is a 24-hour average L_{eq} with a 10dBA "weighting" added to noise during the hours of 10:00 OM to 7:00 AM to account for noise sensitivity during nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime.

Existing Setting

The project site consists of approximately 5.63 acres, which features previously developed land and a vacant lot. The project site is surrounded by existing industrial land uses. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses such as residential, commercial, institutional, and recreational activities throughout the City that generate stationary-source noise. The existing mobile sources near the project site are generated by motor vehicles traveling along S. Willow Avenue. The existing mobile noise sources of stationary noise within the project area are those associated with surrounding industrial uses. Industrial stationary noise sources may include mechanical equipment and parking lot activities. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term continuous noise.

Noise-Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the project site are the single-family residences located approximately 550 feet to the south.

Noise Measurements

To quantify existing ambient noise levels in the project area, Kimley-Horn conducted two short-term noise measurements on August 10, 2022. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute measurements were taken between 3:16 PM and 4:05 PM. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise level measurement locations are listed in **Table 4-11: Existing Noise Measurements**.

Table 4-11: Existing Noise Measurements

Site	Location	Time	L_{eq} (dBA)
1	Northeast boundary of the project site, along S. Willow Avenue	3:16 PM	65.5
2	Approximately 500 feet south of the project site, along S. Willow Avenue	3:32 PM	65.6
3	Along Jurupa Avenue, south of the project site	3:49 PM	61.0
4	Along Lilac Street, southwest of the project site	4:05 PM	60.8

Source: **Appendix M.**

Regulatory Setting

California Code of Regulations, Title 24

The California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code codifies the State's noise insulation standards. These noise standards apply to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the design of the structure would limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of Rialto General Plan

The General Plan Safety and Noise Element contains noise and land use compatibility standards for various land uses throughout the City; see **Table 4-12: Noise Guidelines for Land Use Planning.** The City uses these standards and criteria in the land use planning process to reduce future noise and land use incompatibilities. The standards shown in the table are the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Table 4-12: Noise Guidelines for Land Use Planning

Land Use Category	CNEL, dB						
	55	60	65	70	75	80	85
R2 – Residential 2 R6 – Residential 6							
R12 – Residential 12							
R21 – Residential 21 R45 – Residential 45							
DMU – Downtown Mixed-Use							
CC – Community Commercial							
GC – General Commercial							
BP – Business Park O – Office							
LI – Light Industrial							
GI – General Industrial							
P – Public Facility P – School Facility							
OSRC – Open Space – Recreation							
OSRS – Open Space – Resources							

	Normally Acceptable – Specified land use is satisfactory, assuming the building are of conventional construction.
	Conditionally Acceptable – New development should be undertaken only after detailed analysis of noise reduction requirements are made.
	Normally Unacceptable – New development should be generally discouraged, if not, a detailed analysis of noise reduction requirements must be made.
	Clearly Unacceptable – New development should generally not be undertaken.

Source: *City of Rialto General Plan*, Exhibit 5-5 Rialto Noise Guidelines for Land Use Planning, December 2010

Threshold (a) Would the project result in the 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 ordinances, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the construction site. The nearest sensitive receptors to the project site are the single-family residences located approximately 550 feet to the south. As construction would occur up to the Project boundary line, construction activities may occur as close as 550 feet from the nearest sensitive receptors. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include demolition, site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating applications. Such activities would require concrete saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, dozers, and tractors during grading; excavators, dozers, and tractors during infrastructure improvements; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating applications. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Construction noise was calculated accounting for each piece of equipment's usage factor, or fraction of time that the equipment would be in use at full power over a specific period of time.[16] Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment when operating at full power are listed in **Table 4-13: Typical Construction Noise Levels**.

[16] Federal Transit Administration (FTA). (2018). Transit Noise and Vibration Impact Assessment Manual.

Table 4-13: Typical Construction Noise Levels	
Equipment	**Typical Noise Level (dBA L_{max}) at 50 feet from Source**
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
Source: **Appendix M.**	

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to calculate the worst-case construction noise levels at nearby sensitive receptors surrounding the project site during construction. The modeled receptor locations represent the closest existing receiving land uses to Project construction activities. Noise levels at other sensitive receptors surrounding the project site would be located further away and would experience lower construction noise levels than the closest receptors modeled.

The Municipal Code does not establish quantitative exterior construction noise standards. While the Municipal Code does not establish quantitative construction noise standards, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.[17]

The noise levels calculated in **Table 4-14: Project Construction Noise Levels** shows estimated exterior noise levels for the worst-case construction noise scenario without accounting for attenuation from intervening barriers, structures, or topography. The nearest noise sensitive receptors to the project site

[17] FTA. (2028), Transit Noise and Vibration Impact Assessment Manual, Table 7-3, Page 179.

are the single-family residences located approximately 550 feet to the south and the nearest non-residential receptors are the industrial uses located adjacent to the north and the south of the project site. Noise levels at other receptors in the Project vicinity would be located further away and would experience lower construction noise levels than the closest receptors modeled. Due to grading, building construction, paving, and architectural coating activities are anticipated to overlap, the equipment from these phases have been combined. All construction equipment for each individual phase was assumed to operate simultaneously to represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site and would operate at different intervals.

Table 4-14: Project Construction Noise Levels

Construction Phase	Land Use	Receptor Location			Noise Threshold[2] (dBA L_{eq})	Exceeded?
		Direction	Distance (feet)	Worst Case Modeled Exterior Noise Level (dBA L_{eq})		
Demolition	Residential	North	715	63.3	80	**No**
	Industrial	North/ South	295	71.0	90	**No**
Site Preparation	Residential	North	715	64.5	80	**No**
	Industrial	North/ South	295	72.2	90	**No**
Grading	Residential	North	715	64.2	80	**No**
	Industrial	North/ South	295	71.9	90	**No**
Infrastructure Improvements	Residential	North	715	63.0	80	**No**
	Industrial	North/ South	295	70.7	90	**No**
Building Construction	Residential	North	715	63.1	80	**No**
	Industrial	North/ South	295	70.8	90	**No**
Paving	Residential	North	715	58.5	80	**No**
	Industrial	North/ South	295	66.2	90	**No**
Architectural Coating	Residential	North	715	50.6	80	**No**
	Industrial	North/ South	295	58.3	90	**No**
Grading/ Building Construction/ Paving/ Architectural Coating	Residential	North	715	63.6	80	**No**
	Industrial	North/ South	295	71.3	90	**No**

1. Per the methodology described in the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018), distances are measured from the nearby buildings to the center of the Project construction site.
2. The City does not have a quantitative noise threshold for construction and only limits the hours of the construction activities. Therefore, FTA's construction noise threshold are conservatively used for this analysis (FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018).

Source: **Appendix M.**

As shown in **Table 4-14** the worst-case scenario construction noise levels would not exceed the applicable FTA construction thresholds. The highest exterior noise level at residential receptors would occur during the site preparation phase and would be 64.5 dBA which is below the FTA's 80 dBA threshold. Additionally, the highest exterior noise level at non-residential (industrial) receptors would also occur during the site preparation phase and would be 72.2 dBA which is below the FTA's 90 dBA threshold. Construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the Project site and not concentrated in one area near surrounding sensitive uses.

The City has set restrictions on construction hours to control noise impacts from construction activities. Municipal Code Section 9.50.070 states that construction activities may only take place between the hours of 7:00 AM and 5:30 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from October 1 through April 30 and shall only occur between 6:00 AM and 7:00 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from May 1 through September 30. Although the Municipal Code limits the hours of construction, it does not provide specific noise level performance standards for construction. By following the City's standards, construction noise impacts would be less than significant.

Operation

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment;
- Slow moving trucks on the project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site traffic.

Mechanical Equipment

Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. HVAC units would be installed on the roof of the proposed structure. Sound levels decrease by 6 dBA for each doubling of distance from the source. The nearest sensitive receptors (residential uses to the south) would be located as close as 610 feet from the HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 30.3 dBA, which is well below the City's normally acceptable residential exterior noise standard (60 dBA). Further, intervening structures are located between the proposed warehouse structure and the receptors to the south, which would further attenuate HVAC noise levels. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to mechanical equipment noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting/braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading/unloading activities would occur on the south side of the project site.

Typically, heavy truck and loading dock operations generate a noise level of 68 dBA at a distance of 30 feet. The closest sensitive receptors would be the single-family residences located approximately 680 feet south of the loading dock areas. At this distance, heavy truck and loading dock noise levels would be 40.9 dBA, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA). Heavy truck and loading dock noise levels at the nearest sensitive receptors would be further attenuated by intervening structures. Additionally, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. As described above, noise levels associated with trucks and loading/unloading activities would not exceed the City's standards and impacts would be less than significant.

Back-Up Alarms

Medium and heavy-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up beepers produce a typical volume of 97 dBA at one meter (3.28 feet) from the source. The property line of the nearest sensitive receptor would be located approximately 680 feet south of the loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up beepers would be approximately 50.7 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Therefore, back-up alarm noise impacts would be less than significant.

Parking Noise

The proposed Project would provide 89 surface parking spaces. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-by range from 60 to 63 dBA and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site. It is also noted that parking lot noise occurs at the project site and surrounding industrial uses under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along surrounding roadways. As surface parking lot areas would be located up to the Project boundary line, sensitive receptors to the south would be located approximately 550 feet from the nearest parking area. Noise attenuation based strictly on distance and not taking into account intervening barriers or structures would reduce parking lot noise to 42.2 dBA. Noise associated

with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise

Project operations would result in an increase of traffic trips to the surrounding roadways. As discussed in Section 4.17 Transportation, the Project would generate 205 daily trips. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase. Project access would be provided via two driveways along S. Willow Avenue, which has existing average daily traffic (ADT) of 2,070 vehicles. The proposed Project would result in approximately 205 daily trips, which is not enough to double the existing traffic volumes on roadways surrounding the Project site. Therefore, the proposed Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. Impacts would be less than significant.

Threshold (b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Upon completion of construction, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The City does not provide numerical vibration standards for construction activities. Therefore, this impact discussion uses the FTA and Caltrans standard of 0.20 in/sec PPV with respect to the prevention of structural damage for normal buildings and human annoyance.

The FTA has published standard vibration velocities for construction equipment operations. **Table 4-15: Typical Construction Equipment Vibration Levels**, lists vibration levels for typical construction equipment. It should be noted that the Project would not require the use of pile drivers. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4-15** based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.210 in/sec PPV at 25 feet from the source of activity.

Table 4-15: Typical Construction Equipment Vibration Levels

Equipment	PPV in/sec at 25 feet	PPV in/sec at 62 feet
Vibratory Roller	0.210	0.054
Large Bulldozer	0.089	0.023
Loaded Trucks	0.076	0.019
Jackhammer	0.035	0.009
Small Bulldozer/Tractors	0.003	0.001

Notes:
Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 12-2 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, 2006.
D = the distance from the equipment to the receiver

Source: **Appendix M.**

The nearest structure to any construction activity is an industrial building located approximately 62 feet to the south. Vibration velocities from construction equipment would range from less than 0.001 to 0.054 in/sec PPV at the nearest structure, which would not exceed the structural damage or human annoyance criteria of 0.2 in/sec PPV; refer to **Table 4-15**. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure or sensitive receptor. Therefore, vibration impacts associated with the proposed Project would be less than significant.

Threshold (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?

No Impact. The public airport nearest to the project site is the Flabob Airport located approximately 4.6 miles southwest of the site. As such, the Project would not be located within two miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels and no impact would occur.

4.14 Population and Housing

Threshold (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 the extension of roads or other infrastructure)?

No Impact. The Project would include the construction of one warehouse building and associated on-site improvements including approximately 7,000 sf of office space and two driveways that would provide access to the project site on S. Willow Avenue. There is no proposal to widen or extend these or any other roadways. In addition, the Project would be served by existing infrastructure (water, natural gas, and electrical), located in the immediate vicinity of the project site. These services would be extended to the site and would not require the extension of infrastructure beyond areas currently served. Further, it is anticipated that construction workers and future employees of the proposed Project would commute to the project site from within the City or surrounding area; Thus, Project implementation is not anticipated to result in the relocation of construction workers or future employees. The Project would not include the construction of habitable structures or infrastructure that would induce unplanned population growth.

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

No Impact. The project site features a vacant lot and developed land including existing industrial uses. There are no residential uses on the project site. No impact would occur.

4.15 Public Services

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

Less Than Significant Impact. The Project would include the development of a warehouse building and associated on-site improvements on previously developed land, which includes two existing industrial buildings. As such, upon completion of construction demand for fire protection service at the project site would be similar to existing conditions. The City of Rialto Fire Department provides fire protection services to the area. The nearest fire station to the project site is Station 205 (1485 S. Willow Avenue) located approximately 1.5 miles to the north.

As discussed in Section 4.14, *Population and Housing*, the Project would not induce substantial unplanned population growth within the City. As such, the City's existing fire protection services are anticipated to adequately serve the Project. The Project would be required to comply with applicable building and fire codes and pay development impact fees to fund required improvements to existing fire protection facilities to maintain acceptable service ratios/response times. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning fire protection facilities.

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

Less Than Significant Impact. The Project would include the development of a warehouse building and associated on-site improvements on previously developed land, which includes two existing industrial buildings. As such, upon completion of construction demand for police protection service at the project site would be similar to existing conditions. The City of Rialto Police Department provides police protection and law enforcement services to the City. The police department provides emergency police response, non-emergency police response, routine police patrol, traffic violation enforcement, traffic accident investigation, animal control, and parking code enforcement. The City of Rialto Police Department (128 N. Willow Avenue) is located approximately 3.3 miles north of the project site.

As discussed in Section 4.14, Population and Housing, the Project would not induce substantial unplanned population growth. As such, the Police Department is anticipated to adequately serve the Project. The Project would not require the need for new/physically altered police protection facilities to maintain acceptable service ratios/response times. Further, the Project would be required to pay development impact fees, which would fund any required alterations to existing or new police protection facilities. Impacts would be less than significant.

Threshold (a.iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause

significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives schools?

Less Than Significant Impact. As discussed above, the Project would allow for the construction of one warehouse building and would not result in substantial unplanned population growth within the City. Project implementation would not result in a direct increase in demand for school services. Construction workers and future employees are anticipated to commute to the project site from within the City or surrounding areas. Therefore, the Project would not indirectly increase the demand for school services. Although the Project would not require the construction or expansion of existing school facilities, the Project would be required to pay development impact fees to the Rialto Unified School District in compliance with Senate Bill 50, which allows school districts to collect fees from development projects to fund the costs associated with an increase in demand for school services. With the payment of the development impact fees, impacts would be less than significant.

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

No Impact. Please refer to Section 4.16, *Recreation*, of this Initial Study. No impact would occur.

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

No Impact. As discussed above, the Project would include the construction of one warehouse building and would not result in substantial unplanned population growth within the City. As such, the Project is not anticipated to result in an increase demand for other public facilities, such as libraries. Project implementation would not adversely affect other public facilities or require the construction of new of altered public facilities. No impact would occur.

4.16 Recreation

Would the project:

Threshold (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?**

and

Threshold (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?**

No Impact. The Project would include the construction of one warehouse building and associated on-site improvements. The project site consists of previously developed land and a vacant lot. The project site is zoned Medium Industrial. The project site does not feature existing recreational facilities. As discussed in Section 4.14, *Population and Housing*, the Project would not include the construction of habitable structures and would not induce substantial population growth. Future employees are anticipated to commute to the project site from the City and surrounding areas. As such, the Project would not increase the use of existing recreational facilities therefore necessitating the construction or expansion of recreational facilities. No impact would occur.

4.17 Transportation

Information in this section is based on the Focused Traffic Study prepared for the proposed Project by Kimley-Horn (November 2023). The Focused Traffic Study is included as **Appendix N: Focused Traffic Study** , summarized below.

Site Access

Regional access to the site is provided primarily by Interstate (I) 10, approximately 1.1 miles to the north of the project site. In addition, I-215 is located approximately 3.5 miles to the east of the project site.

Santa Ana Avenue. Santa Ana Avenue is a two lane east-west roadway. The posted speed limit on Santa Ana Avenue is 40 miles per hour (mph) and on-street parking is permitted. Santa Ana Avenue is designated as a Collector Street east of Riverside Avenue and a Secondary Arterial west of Riverside Avenue in the City's Circulation Element. Santa Ana Avenue is a designated truck route for its entire length within the City.

Riverside Avenue. Riverside Avenue is currently a four- to six-lane north-south roadway divided by a painted median near the project site. The posted speed limit is 55 mph. Riverside Avenue is designated in the City's Circulation Element as a Modified Major Arterial II between San Bernardino Avenue and Slover Avenue, and a Modified Arterial I between Slover Avenue and the southern City boundary. Riverside Avenue provides direct access to I-10 to the north of the project site.

South Willow Avenue. S. Willow Avenue is a two lane, north-south undivided roadway. The posted speed limit on S. Willow Avenue is 40 miles mph and on-street parking is permitted on the east side of the roadway. S. Willow Avenue is designated as a Collector Street in the City's Circulation Element. The Project would include two full-movement driveways on S. Willow Avenue.

Jurupa Avenue. Jurupa Avenue is a two- to four-lane east-west roadway through the project area. The posted speed limit is 40 mph and on-street parking are prohibited on both sides of the roadway. Jurupa Avenue is designated as a Secondary Arterial in the City's Circulation Element.

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

Less Than Significant Impact.

Project Construction Trip Generation

Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon completion of constriction.

Project Operations Trip Generation

Daily and peak hour trips were estimated for the proposed Project based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) trip rates for Warehousing.

Table 4-16: Project Trip Generation provides the trip generation rates and the Project's net estimated trip generation. The Project would generate an estimated 205 average daily vehicle trips, including 21 average daily trips in the morning peak hour and 22 average daily trips in the evening peak hour.

Table 4-16: Project Trip Generation										
				Trip Generation Estimates						
					AM Peak Hour			PM Peak Hour		
Land Use		Quantity	Unit	Daily	In	Out	Total	In	Out	Total
Warehousing		118.00	KSF	205	15	5	20	6	16	22
Passenger Vehicles	60.00%			123	9	3	12	4	10	14
Trucks	40.00%			82	6	2	8	2	6	8
Source: **Appendix N.**										

Public Transit

Transit service to the Project area is provided via OmniTrans transit lines, which serve various cities in San Bernardino County. Bus stops in the project vicinity are located along Riverside Avenue and Valley Boulevard, approximately one mile to the north and Spruce Avenue approximately 1.5 miles to the west of the project site.

Bicycle facilities in the area include an existing Class III Bike Route located along Riverside Avenue, approximately 1.3 miles north of the project site. In addition, a Capital Improvement Project Bike Lane is proposed along Riverside Avenue approximately 1 mile north of the project site.[18] Project implementation would not result in impacts to existing bicycle facilities or conflict with proposed improvements.

There are no sidewalks on S. Willow Avenue along the project site frontage or near the site. Therefore, Project implementation would not affect existing pedestrian facilities. The Project would include a pedestrian walkway from S. Willow Avenue to access the proposed development. Project construction and operation would not conflict with an applicable plan, ordinance, or policy concerning the circulation system. Impacts would be less than significant.

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

Less Than Significant Impact. The project site is currently occupied by two industrial buildings totaling approximately 44,500 square feet. Per direction from City staff, the "Redevelopment Projects" criteria per the State OPR Technical Advisory was evaluated for the proposed Project. The project site is currently occupied by two industrial buildings totaling approximately 44,500 square feet. The OPR Technical Advisory states that "where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact." It should also be noted that consistent with the OPR Technical Advisory (page 4), "'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project," where automobile refers to passenger vehicles, specifically cars and light trucks.

Driveway counts were conducted at the existing project site driveway for two days. The data collection determined the average daily number of passenger cars trips is 138 trips. As previously mentioned, the Project is estimated to generate 123 passenger car trips, or 15 fewer passenger car trips, compared to the existing use. Therefore, compared to the existing use of the project site, Project implementation would result in a decrease in VMT and impacts would be less than significant.

[18] City of Rialto. (2020). Rialto Active Plan.

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

Less Than Significant Impact. The proposed Project would include the construction of two driveways along S. Willow Avenue. The northern 32-foot-wide driveway and the southern 72.5-foot-wide driveway would provide full-movement access for trucks and passenger vehicles to the project site. All driveways would provide emergency access to the project site. The Project does not include the use of any incompatible vehicles or equipment. The Project's industrial uses would be compatible with the existing land use and would not increase hazards to the public due to any incompatible uses. Therefore, such impacts are less than significant.

Threshold (d) Would the project result in inadequate emergency access?

Less Than Significant Impact. As noted above, the Project would provide vehicular access from S. Willow Avenue. The Rialto Fire Department would review Project plans for final approval prior to issuance of a building permit. Compliance with Rialto Fire Department requirements would ensure that no impacts associated with emergency access would occur. Additionally, the Project would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede the use of the road for emergencies or access for emergency response vehicles. Therefore, impacts would be less than significant.

4.18 Tribal Cultural Resources

Threshold (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation. Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission (NAHC). Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074. The City has contacted the tribal representatives noted below.

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño-Tongva Nation
- Gabrieleño-Tongva San Gabriel Band of Mission Indians
- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians

To date, two responses have been received by the Gabrieleño Band of Mission Indians – Kizh Nation, and San Manuel Band of Mission Indians.

It is unlikely that Native American tribal cultural resources are present on the project site, given the construction of previous development on the project site. Therefore, while low, there is the potential for the Project to affect previously unidentified Native American tribal cultural resources. The Project would be subject to compliance with **MM TCR-1** through **MM TCR-5** to reduce potential impacts to tribal cultural resources. Requirements of the Mitigation Measures includes, but is not limited to, retainment of a Native American Monitor prior to ground-disturbing activities, contact of applicable tribes in the event of a previously unknown find, and cultural resources documents to be supplied to the Lead Agency/Project Applicant. Compliance with **MM TCR-1 through MM TCR-5** would reduce potential impacts to tribal cultural resources to a less than significant level.

Mitigation Measures

MM TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in **MM CUL-1**, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project, should YSMN elect to place a monitor on-site.

MM TCR-2 Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the Project.

MM TCR-3 **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.

MM TCR-4 **Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial):** 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.

MM TCR-5 **Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial 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 are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 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. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

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

4.19 Utilities and Service Systems

Threshold (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?

a.i) Water - Less Than Significant Impact. The City uses local groundwater, surface water, imported water, and recycled water to meet its water needs. According to the General Plan, the City is served by three water agencies: the City of Rialto Department of Public Works Water Division, the West Valley Water District (WVWD), and the Fontana Water Company (FWC). As concluded by the 2020 San Bernadino Valley Regional Urban Water Management Plan (UWMP), the City's projected demand for 2040 is 11,613 acre-feet per year (AFY).

The Project would include the construction and operation of an approximately 118,000 sf warehouse building on a 5.63-acre site. The project site currently features two industrial buildings. As such, Project implementation would result in a minimal increase in water demand at the project site. The Project would connect to existing water utilities located within S. Willow Avenue. The increase in water demand at the project site is anticipated with the Medium Industrial zoning designation. Impacts would be less than significant.

a.ii) Wastewater Treatment - Less Than Significant Impact. The City's Utilities Division is responsible for maintenance of the City's sewer system. The project site currently features two industrial buildings. The Project would utilize an onsite lift station to connect to existing sewer infrastructure in Santa Ana Avenue.

a.iii) Electric Power, Natural Gas, Telecommunication – Less Than Significant Impact. Southern California Edison (SCE) provides electrical power to the City and SoCal Gas provides natural gas to the City. Various companies including AT&T, Spectrum, and Cox provide telecommunications services. The Project would connect to existing natural gas services on-site. As discussed in the Energy Memo (**Appendix D**) the Project's electricity and automotive fuel consumption is minimal (less than one percent). The Project would include the undergrounding of aboveground utilities located along the Project frontage on S. Willow Avenue. The Project would not substantially increase service demand for utility providers through substantial unplanned population growth and existing capacity would be sufficient to support Project operation. Therefore, impacts would be less than significant.

Threshold (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?

Less Than Significant Impact. The 2020 San Bernadino Valley Regional Urban Water Management Plan (RUWMP) was prepared in compliance with Urban Water Management Planning Act requirements. The 2020 RUWMP provides a summary of anticipated supplies and demands from 2020 to 2045 for a normal year, a single dry year, and multiple dry years.

As previously discussed, the City's water is supplied by imported water, local groundwater, surface water, and recycled water. The City categorizes its customers into three categories: Residential, Commercial, and Government. Because the project site is designated Light Industrial, the UWMP's forecast water demands would assume a Commercial land use for the project site. The Project's water demand would be nominal, and it is anticipated sufficient water supplies would be available to serve the Project. Therefore, impacts would be less than significant.

Threshold (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?

Less Than Significant Impact. As previously discussed, the Project would connect to existing wastewater connections on-site. The project site currently features two industrial buildings. Project implementation would result in a nominal increase in wastewater demand. No impact would occur.

Threshold (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?

Less Than Significant Impact. The Project would be served by the Mid-Valley Sanitary Landfill (2390 North Alder Avenue), located approximately 6.8 miles north of the project site. The landfill has a daily throughput of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards.[19] Waste generation may vary greatly depending upon individual tenants; however, the Project does not propose a land use or zone change. Therefore, the uses allowed to operate on the project site would be consistent with the assumptions for solid waste use in the City's General Plan EIR. Further, the Project tenants will pay standard collection and processing fees established by the City's franchise agreement with Burrtec. Accordingly, compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Impacts would be less than significant.

Threshold (e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. AB 341 increased the diversion goal to 75 percent by 2020. Chapter 8.08 of the City's Municipal Code stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the Integrated Waste Management Act.

The 2022 CalGreen Code Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris. During the construction phase, the Project would be required to comply with the CalGreen Code through the recycling and reuse of at least 65 percent of the nonhazardous construction and demolition debris from the project site.

As previously discussed, the Project would be consistent with the assumptions for solid waste use in the City's General Plan EIR. Disposal of solid waste would comply with all federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.

[19] CalRecycle. (2023). SWIS Facility/Site Activity Details. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed October 2023.

4.20 Wildfire

Threshold (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?

No Impact. According to the CalFire *Fire Hazard Severity Zone Viewer,* the project site is located within a non- very high fire hazard severity zones (VHFHSZ) within a Local Responsibility Area (LRA). The Project would adhere to the City's regulations regarding fire prevention. Further, Project construction would not require the partial or complete closure of any public or private streets or roadways. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the Project would not result in inadequate emergency access, and no impact would occur.

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

No Impact. As discussed above, the project site is not within a VHFHSZ.[20] The project site is relatively flat and consists of previously disturbed land and with an elevation of approximately 990 feet amsl. The project site does not feature factors that would exacerbate wildfire risks. No impact would occur.

Threshold (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?

No Impact. The project site is located within a non-VHFHSZ within an LRA. The project site would include the construction of one warehouse building and associated on-site improvements. Any utilities would be located underground. As such, Project implementation would not result in the new construction, installation, or maintenance of new infrastructure that would exacerbate fire risk. No impact would occur.

Threshold (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 downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The project site is located within a non-VHFHSZ within an LRA. The project site consists of previously developed land and a vacant lot, with an average elevation of approximately 990 feet amsl. As discussed in Section 4.7, *Geology and Soils*, the project site is not located within a landslide zone or flood hazard zone. No impact would occur.

[20] CAL FIRE. (2023). Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/. Accessed October 2023.

4.21 Mandatory Findings of Significance

Threshold (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?

Less than Significant Impact. On the basis of the foregoing analysis, the proposed Project does not have the potential to significantly 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 or 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. The project site is in an urbanized area of the City bordered by existing development. The Project would not conflict with the General Plan and the Municipal Code subject to the approval of a General Plan Amendment and Reclassification.

Threshold (b) Does the project have possible environmental effects which are individually limited, but cumulatively considerable?

Less Than Significant Impact. The Project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from Project construction and operations and other cumulative projects that would be under construction include air quality, biological resources, cultural resources, geology and soils, and tribal resources. The analysis concluded that these incremental impacts are each less than significant or can be mitigated to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. There would be no cumulative impacts in connection with this or other projects. The proposed Project complies with long-term regional air quality plans, and regional population forecasts, and is within the service capabilities of utility purveyors. There would be no significant adverse environmental impacts. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with Project development, and possible environmental cumulative impacts. The Project does not have any impact on projected growth or planned projects for the City or neighboring jurisdictions known as of the date of this analysis.

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

Less Than Significant Impact. There are no known substantial adverse effects on human beings, which the proposed Project would cause, either directly or indirectly. The environmental evaluation has concluded that no significant environmental impacts would result from the Project.

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