PEPPER AVENUE SPECIFIC PLAN AMENDMENT AND INDUSTRIAL DEVELOPMENT PROJECT
SCH #2022030161

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
µg/m³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
amsl	above mean sea level
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act
CAAA	CAA Amendment
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CHAPIS	Community Health Air Pollution Information System
CHRIS	California Historical Resources Inventory System
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CHRIS	California Historical Resources Inventory System
CTP	Clean Truck Program

CUP	Conditional Use Permit
dB	decibel
dBA	A-weighted decibels
DCV	design capture volume
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	electric vehicle
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
gal/day	gallons per day
GHG	greenhouse gas
gpm	gallons per minute
GWP	global warming potential
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydrofluorocarbons
HMMP	Habitat Mitigation and Monitoring Plan
HP	horsepower
HPLV	High Pressure Low Volume
HRA	Health Risk Assessment
HUD	Housing and Urban Development
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
ITE	Institute of Transportation Engineers
LBP	lead-based paint
lbs	pounds
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MEIR	maximum incremental cancer risk
MEIW	maximally exposed individual worker
MWELO	Water Resources' Model Water Efficient
mgd	million gallons per day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons

mph	miles per hour
MPO	metropolitan planning organization
MT	metric tons
MT CO_2e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH_3	ammonia
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO_2	nitrogen oxide
NO_x	nitrogen oxide
NOI	Notice of Intent
NOx	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
NZE	near net zerp
O_3	ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
$PM_{2.5}$	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM_{10}	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PPV	peak particle velocity
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
psi	pounds per square inch
PV	photovoltaic
RAFSS	Riversidean Alluvial Fan Sage Scrub
REC	recognized environmental conditions
ROG	reactive organic gas
RMS	root mean square
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SARWS	Santa Ana River woollystar
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SBKR	San Bernardino kangaroo rat
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District

SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SEIR	Subsequent Environmental Impact Report
SF	square feet
SF_6	sulfur hexafluoride
SIP	state implementation plan
SJVAPD	San Joaquin Valley Unified Air Pollution Control District
SLF	Sacred Lands File
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_4	sulfates
SoCalGas	Southern California Gas Company
SO_x	sulfur oxides
SP	Specific Plan
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TCR	tribal cultural resource
TIA	Traffic Impact Analysis
TMA	Transportation Management Association
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
TWSC	Two-Way Stop Control
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
vph	vehicles per hour
WAIRE	Warehouse Actions and Investments to Reduce Emissions Program
WDR	Waste Discharge Requirements
WPCO	Warehouse Points Compliance Obligation
WQC	Water Quality Certification
WQMP	Water Quality Management Plan
WVWD	West Valley Water District
ZE	zero emissions

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1. Executive Summary

This Draft Subsequent Environmental Impact Report (Draft Subsequent EIR) evaluates the environmental effects that may result from the adoption, construction, and operation of the proposed Pepper Avenue Specific Plan Amendment and industrial development Project (Project). This Draft Subsequent EIR has been prepared in conformance with State environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The Draft Subsequent EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and Section 15105. During the 45-day review period, the Draft Subsequent EIR will be available for public review at the City's website: (https://www.yourrialto.com/314/Current-Projects) or physically at the following location:

City of Rialto
Community Development Department – Planning Division
150 S. Palm Avenue
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Written comments related to environmental issues in the Draft Subsequent EIR should be addressed to:

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A Notice of Availability (NOA) of the Draft Subsequent EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The Project site includes the Pepper Avenue Specific Plan ("Specific Plan") area, which is located within the northeast portion of the City of Rialto. As depicted in Figure 3-1, *Regional Location*, the City of Rialto is located in the southwestern portion of San Bernardino County in the largely developed San Bernardino Valley Region. Rialto is adjacent to the Cities of Fontana, Colton, and San Bernardino and located in the San Bernardino North United States Geological Survey (USGS) 7.5' topographic quadrangle. As depicted on Figure 3-2, *Local Vicinity,* the Specific Plan area is located east of Eucalyptus Avenue, south of State Route 210 (SR-210), west of Meridian Avenue (extended), and north of Walnut Avenue (extended). Pepper Avenue bisects the Specific Plan area into east and west halves.

The proposed industrial development site is 23.82 acres and is located within the Specific Plan area in Planning Areas (PAs) 2 and 3, on the eastern side of Pepper Avenue, as shown on Figure 3-2. The center point latitude and longitude for the proposed industrial development site is 34.13153802° North and 117.35110039° West.

Regional access to the Specific Plan area is provided via SR-210 and the Pepper Avenue interchange to the north. Local access is provided by Pepper Avenue.

1.2 PROJECT BACKGROUND

The Pepper Avenue Specific Plan (Specific Plan 2017-0001) and Final Environmental Impact Report (EIR) (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) was adopted by the City of Rialto in 2017 to guide development of the largely vacant and undeveloped Specific Plan area. The 101.7-acre existing Specific Plan includes zoning for 462,000 square feet (SF) of retail shopping center, 125,000 SF of business park uses, 29.5 acres of natural open space, and 13.7 acres of water facilities, including water wells, a pump station, and a reservoir. The existing adopted Specific Plan also has an overlay zone, which allows for development of up to 275 residential units subject to approval of a Conditional Use Permit (CUP).

The 2017 Final EIR included standard regulations, mitigation measures, and Project Design Features (PDFs) that apply to development projects within the Pepper Avenue Specific Plan area. The 2017 Final EIR PDFs are related to: Aesthetics, Geology, Hazards and Hazardous Material, Public Services, Traffic/Transportation, and Utilities and Service Systems. The mitigation measures adopted as part of the 2017 Final EIR are related to: Air Quality, Biological Resources, Cultural Resources, Noise, and Transportation. The 2017 Final EIR determined that cumulative off-site traffic-related noise impacts would be significant and unavoidable after implementation of feasible mitigation.

The applicable mitigation measures that are related to the proposed Project are summarized in Table 1-1, *Summary of Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance*, and they are detailed within each topical environmental impact section within this Draft Subsequent EIR. The mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) included as part of the Final Subsequent EIR.

1.3 BASIS FOR A SUBSEQUENT EIR

When an EIR has been adopted and a project is proposed to be modified or expanded upon, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines §15162.

Pursuant to CEQA Guidelines §15162, no subsequent EIR shall be prepared unless one or more of the following conditions is present:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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

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

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

As detailed below, the proposed Project involves amending the Pepper Avenue Specific Plan to modify the Planning Areas and land use designations of three PAs. The Project also involves development and operation of a light industrial warehouse that would be allowable pursuant to the proposed Specific Plan Amendment. These actions involve substantial changes to the approved Project and the potential involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, the City has determined that the preparation of a Subsequent EIR is the appropriate approach to CEQA compliance in accordance with CEQA Guidelines §15162(a)(1). Consistent with CEQA Guidelines §15050, the 2017 Final EIR is incorporated into this document by reference.

1.4 PROJECT DESCRIPTION SUMMARY

Specific Plan Amendment

The proposed Specific Plan Amendment includes refining the Specific Plan Project objectives to continue to meet the overall goal to provide a high-quality development that meets realistic and achievable objectives. The refined project objectives are detailed below in Section 1.5, *Project Objectives*.

The Specific Plan Amendment would also redesignate the Specific Plan land use designation of approximately 35.56-acres of land within the 101.7-acre Specific Plan area on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, allowed development of this portion of the Specific Plan area would change from 125,000 SF of business park uses and 351,650 SF of retail uses to 735,185 SF of light industrial uses and 13,000 SF of retail uses. In summary the proposed, Specific Plan Amendment includes the following:

- Provision of a new Light Industrial land use designation that allows warehouse and logistic centers as permitted uses;
- provision of development standards for the new Light Industrial land use designation;
- splitting PA 1 into two PAs: PA 1, encompassing 2.63 acres, and new PA 10, encompassing 11.64 acres;
- amending the land use designations of existing PAs 2 and 3, and new PA 10, from Community Commercial with a development maximum of 476,650 SF to the new Light Industrial designation with a development maximum of 735,185 SF; the residential overlay on PA 3 will remain;
- various circulation improvements, such as provision of new access points and new medians;
- and various textual and graphic amendments related to the introduction of the new Light Industrial land use designation and related changes listed above.

Industrial Development Project

The proposed light industrial development component of the Project includes development of a 470,000 SF unrefrigerated industrial warehousing building on PAs 2 and 3 that would be accessed from Pepper Avenue.

However, to provide an evaluation of maximum buildout of the proposed Specific Plan Amendment related to PA 2 and PA 3, this Subsequent Draft EIR evaluates development and operation of 485,000 SF of unrefrigerated light industrial warehouse use. Vehicular and truck parking would be provided on the site, which would be gated and surrounded by landscaping. The Project includes sustainable design features and various measures from the California Attorney General's Warehouse Projects Best Practices that are detailed in Section 3.0, *Project Description*.

1.5 PROJECT OBJECTIVES

The proposed amendment to the Pepper Avenue Specific Plan includes refined Project objectives that all development within the Specific Plan area, including the proposed industrial development, would implement and are identified below:

1. Revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities.
2. Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.
3. Expand Rialto's industrial uses in proximity to regional transportation networks.
4. Create an economic engine to drive future growth in Rialto, spur infrastructure improvements in the area and implement the Specific Plan vision.
5. Provide local, well-paying jobs to residents that otherwise travel out of the region for employment.
6. Provide freeway-oriented commercial and industrial opportunities to serve regional needs and stimulate job and revenue growth in the City.
7. Incorporate "Green" and sustainable practices, as practicable, in developing buildings and infrastructure.
8. Undertake development of the Project site in a manner that is economically feasible and balanced to address both the property owners' and the City's economic concerns.
9. Locate and integrate the design of native habitat open space areas into the community, such as providing a pedestrian bridge inclusive of interpretive signage that connects the development area with the adjacent Frisbie Park.
10. Maximize the use of native plant materials/species in the Project landscaping, especially in areas located in proximity to preserved native habitat.

1.6 SUBSEQUENT EIR LEVEL OF ANALYSIS

This Subsequent EIR analyzes the two Project components in the following manner:

- **Specific Plan Amendment (PA 1, PA 2, PA 3, and new PA 10).** The Subsequent EIR analyzes the Specific Plan Amendments to PAs 1, 2, 3, and 10 at a programmatic level. There is no project-specific development proposed within PA 1 and a future cumulative project is anticipated in PA 10.
- **Proposed Industrial Development (PAs 2 and 3).** The proposed industrial development within PAs 2 and 3, along with the proposed Specific Plan Amendments to PAs 2 and 3, are analyzed at a project-specific level because a development application has been received for the construction and operation of an approximately 470,000 SF unrefrigerated industrial warehousing building on the

site, which is detailed herein. To provide an evaluation of maximum buildout of the proposed Specific Plan Amendment related to PA 2 and PA 3, this Subsequent EIR evaluates development and operation of 485,000 SF of unrefrigerated light industrial warehouse uses.

1.7 SUMMARY OF ALTERNATIVES

Section 6.0, *Alternatives*, of this Draft Subsequent EIR analyzes a range of reasonable alternatives to the proposed Project, that include the following.

- **Alternative 1: No Project/Existing Specific Plan Alternative.** Under this alternative, the proposed Project would not be approved, and no amendment to the existing Specific Plan would occur. The existing land use designations would remain. In accordance with the CEQA Guidelines, the No Project Alternative consists of the circumstance under which the Project does not proceed. Section 15126.6(e)(3)(A) of the *CEQA Guidelines* states that, when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

  Accordingly, Alternative 1: No Project/Existing Specific Plan Alternative provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. Thus, this alternative is intended to meet the requirements of *CEQA Guidelines* Section 15126.6(e) for evaluation of a no project alternative.

  As detailed in Section 6.0, *Alternatives*, the No Project/Existing Specific Plan Alternative would not eliminate the significant and unavoidable impacts related to air quality and greenhouse gas emissions that would occur from implementation of the proposed Project. This alterative would result in an 86 percent increase in vehicular trips in comparison to the proposed Project. Thus, the increase in air quality emissions, greenhouse gas emissions, fuel energy, and vehicular noise would be increased in comparison to the proposed Project. In addition, this alternative would not eliminate the potential impacts to cultural resources that would require mitigation to be reduced to a less than significant level. Implementation of the No Project/Existing Specific Plan Alternative would meet most of the Project objectives, however, they would not be met to the same extent as the proposed Project.

- **Alternative 2: Reduced Intensity Alternative.** The Reduced Intensity Alternative would reduce the intensity of the proposed light industrial uses. Alternative 2 would allow for a maximum of 339,500 SF of unrefrigerated light industrial development on PAs 2 and 3 and 175,130 SF of light industrial development on PA 10, which represents a 30 percent reduction in buildout compared to the Project's 735,185 SF of light industrial space at buildout of the proposed Specific Plan Amendment and industrial development Project. A proportional reduction in the amount of surface parking area would also occur by the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on Pepper Avenue. PA 1 would be developed with 13,000 SF of Community Commercial uses, consistent with the proposed Project, and no change to the buildout of the Specific Plan areas on the west side of Pepper Avenue would occur under this alternative.

  As detailed in Section 6.0, *Alternatives*, the Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality emissions and greenhouse gas emissions. However, significant and unavoidable impacts related to air quality and greenhouse gas emissions would continue to occur from implementation of this alternative. This alterative would also reduce potential impacts related to cultural resources and tribal cultural resources compared to

the proposed Project; but the mitigation required for implementation of the proposed Project would continue to be required for the Reduced Intensity Alternative to reduce impacts to a less than significant level. Overall, although the severity of impacts would be less under the Reduced Intensity Alternative in comparison to the proposed Project, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the proposed Project or eliminate the need for mitigation. In addition, this alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project.

- **Alternative 3: Business Park Alternative.** Under this alternative PA 2, PA 3, and PA 10 would be redeveloped with multi-tenant industrial/office/commercial small freestanding buildings ranging from 10,000 SF to 35,000 SF. Approximately 735,000 SF of total business park building area would be provided within these three PAs, consistent with the proposed Project. The business park buildings would allow a wide range of industrial uses, such as small-scale workshops and light manufacturing, that also feature office and warehouse components. Also, business park/flex buildings typically have loading areas comprised of only a few ground-level, roll-up doors in-lieu of numerous dock-high doors found at larger industrial buildings. This alternative was used to evaluate a scenario that would develop the Specific Plan Amendment area with industrial land uses that are less reliant on heavy truck activity. Under this alternative, PA 1 would be developed with 13,000 SF of Community Commercial uses, consistent with the proposed Project, and no change to the buildout of the Specific Plan areas on the west side of Pepper Avenue would occur.

  As detailed in Section 6.0, *Alternatives*, the Business Park Alternative would reduce heavy truck trips and the related DPM emissions that were determined to be less than significant. However, this alternative would not eliminate the significant and unavoidable impacts related to air quality and greenhouse gas emissions that would occur from implementation of the proposed Project. This alterative would result in a 6.9 (588 trips) percent daily increase in vehicular trips in comparison to the proposed Project. Thus, an increase in air quality emissions, greenhouse gas emissions, and fuel energy would occur in comparison to the proposed Project. In addition, this alternative would not eliminate the potential impacts to cultural resources that would require mitigation to be reduced to a less than significant level. Implementation of the Business Park Alternative would meet most of the Project objectives; however, they would not be met to the same extent as the proposed Project.

1.8 SUMMARY OF PROPOSED PROJECT IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft Subsequent EIR for the proposed Project. Relevant regulatory requirements and PDFs from this Draft Subsequent EIR are identified, and mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Also, the PDFs and mitigation measures from the 2017 Final EIR pertaining to environmental topics, not detailed within this Draft Subsequent EIR but determined by the Initial Study (Appendix A) to be appliable to the proposed Project are included in Table 1-1 to ensure appropriate implementation for the proposed Project.

Table 1-1: Summary of Proposed Project Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Draft Subsequent EIR Section 5.1, Aesthetics				
Impact AE-1: The Project would not have a substantial adverse effect on a scenic vista.		Less than significant	None required	Less than significant
Impact AE-3: Development in the Specific Plan Area would create shade and shadow impacts on shadow-sensitive receptors.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
Draft Subsequent EIR Section 5.2, Air Quality				
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan	**Regulatory Requirement CALGreen.** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). **Regulatory Requirement Idling.** Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less. **Regulatory Requirement AQMD Rules.** Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District	Specific Plan Amendment and Industrial Development Project: Potentially significant	**Mitigation Measures Required for the Specific Plan Amendment and Industrial Development Project:** **2017 Final EIR Mitigation Measures** **Mitigation Measure AQ-1: Tier 4.** All off-road construction equipment with a horsepower (HP) greater than 50 shall be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the emission ratings for USEPA Tier 4 engines. In the event that all construction equipment cannot meet the Tier 4 engine certification, the applicant must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies that reductions in the daily NOx and $PM_{2.5}$ emissions can be achieved by other technologies/strategies so that emissions from all concurrent construction would not exceed applicable SCAQMD daily emission thresholds. Alternative measures may include, but would not be limited to: reduction in the number and/or horsepower rating of	Significant and Unavoidable
Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.		Specific Plan Amendment and Industrial Development Project: Potentially significant		Significant and Unavoidable
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.		Specific Plan Amendment and Industrial Development Project: Potentially significant		Less than significant
Cumulative		Specific Plan Amendment and Industrial Development Project: Potentially significant		Significant and Unavoidable

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	(SCAQMD) rules and regulations, including but not limited to: • Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants. • Rule 402, Nuisance, which states that a project 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." Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rending facilities be controlled. • Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. • Rule 445, for limiting the installment of wood-burning fireplaces. • Rule 1113, which limits the volatile organic compound content of architectural coatings. • Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads. • Rule 2305, Warehouse Indirect Source Rule.		construction equipment, limiting the number of daily construction haul truck trips to and from the Specific Plan area, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously. **Proposed Project Mitigation Measures** **Mitigation Measure AQ-2: PA 1 and PA 10 Emissions Modeling.** Prior to approval of a construction permit for development within PA 1 and PA 10, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of regional construction emissions and localized on-site emissions associated with daily grading activities required for construction and operation of PA 1 and PA 10. During the City's review process of development applications in the PA 1 and PA 10 areas, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading and other construction and operational activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading and/or operational activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions; and/or use of higher tiered construction equipment shall be required to	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Proposed Project Design Features **PDF AQ-1:** The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager. **PDF AQ-2:** During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft Subsequent EIR Air Quality Impact Analysis. **PDF AQ-3:** Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible. **PDF AQ-4:** The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and shall use electric tools whenever feasible. **PDF AQ-5:** The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on"		reduce the exceedance of emissions to below the SCAQMD thresholds. **Mitigation Measure AQ-3: Idling Regulation Signage.** The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit. **Mitigation Measure AQ-4: Environmental Protection Agency (EPA) Smartway Features.** The Project plans and specifications shall include requirements (by contract specifications) that building operators/tenants to ensure that haul trucks incorporate EPA Smartway features, as required by CARB. Tenants shall be required to maintain a daily log of incoming and outgoing haul trucks that are fitted with the combination of aerodynamic kits and low rolling resistance tires to reduce fuel consumption. The daily logs shall be submitted to the City Public Works Division regularly for verification. **Mitigation Measure AQ-5: Energy Efficient Vendor Trucks.** The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	position for more than 10 hours per day during Project construction. **PDF AQ-6:** During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request. **PDF AQ-7:** The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees. **PDF AQ-8:** The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees. **PDF AQ-9:** The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating		Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption. **Mitigation Measure AQ-6: Electric Vehicle Charging Stations and Carpool Parking.** The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use. **Mitigation Measure AQ-7: Electric Interior Vehicles.** The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. **Mitigation Measure AQ-8: Transportation Management.** The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request. **PDF AQ-10:** The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the Project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible. **PDF AQ-11:** The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided. **PDF AQ-12:** The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible. **PDF AQ-13:** The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible. **PDF AQ-14:** The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of			

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project. **PDF AQ-15:** The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs. **PDF AQ-16:** The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel. **PDF AQ-17:** The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. **PDF AQ-18:** The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. **PDF AQ-19:** The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.			

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards. **PDF AQ-21:** The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations. **PDF AQ-22:** The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route. **PDF AQ-23:** The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. **PDF AQ-24:** The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers. **PDF AQ-25:** The Project Applicant/Developer/Owner shall			

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets. **PDF AQ-26:** The Project Applicant/Developer/Owner shall post signs that all parking of trucks must be within designated on-site areas and not within the surrounding community or public streets. Install signs in residential areas noting that truck and employee parking is prohibited. **PDF AQ-27:** The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. **PDF AQ-28:** The Project Applicant/Developer/Contractor shall prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area.			
Initial Study Section 4, Biological Resources				
IMPACT BIO 4.a): The Project would not 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		Specific Plan Amendment: Potentially significant Industrial Development Project: Less than significant	**Mitigation Measures Required for the Specific Plan Amendment. The following are not required for the industrial development Project on PA 2 and PA 3:** **2017 Final EIR Mitigation Measures**	Less than significant

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Wildlife or U.S. Fish and Wildlife Service.			**Mitigation Measure BIO-1:** Prior to and during construction within and adjacent to Riversidean alluvial fan sage scrub habitat the following measures shall be implemented to minimize temporary direct and indirect effects to special-status plant and wildlife species: • Construction limits shall be temporarily fenced prior to construction activities to avoid the inadvertent disturbance of areas adjacent to the construction limits. This fence shall be constructed as SBKR proof within alluvial fan sage scrub habitat (see Mitigation Measure BIO-2); • A biological monitor shall be present during clearing and grubbing of the Project Site; • All movement of construction contractors, including ingress and egress of equipment and personnel, shall be limited to the designated construction zones; • Construction staging areas shall be located as far from the wash area as feasible; • The use or rodenticides, herbicides, insecticides, or other chemicals that could potentially harm special-status plant and animal species shall be prohibited; • The proposed use and disposal of oil, gasoline, and diesel fuel shall be enforced; • Orientation meetings shall be conducted for construction personnel to review construction limits, conservation measures, and the locations of any listed species that must be avoided; and • Best Management Practices (BMPs) shall be implemented with a storm water pollution prevention plan to avoid and minimize impacts to biological resources outside of construction areas.	
IMPACT BIO 4.b): The Project would not 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 US Fish and Wildlife Service.		Specific Plan Amendment: Potentially significant Industrial Development Project: Less than significant		Less than significant
IMPACT BIO 4.c): The Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.		Specific Plan Amendment: Potentially significant Industrial Development Project: Less than significant		Less than significant
IMPACT BIO 4.d): The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.		Specific Plan Amendment: Potentially significant Industrial Development Project: Less than significant		Less than significant

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Mitigation Measure BIO-2: Prior to construction within and adjacent to Riversidean alluvial fan sage scrub habitat the following design features shall be implemented to minimize long-term indirect effects to San Bernardino kangaroo rat (SBKR) and the Santa Ana River woollystar (SARWS): • The Project shall be designed to avoid Riversidean alluvial fan sage scrub habitat, where possible. • The pedestrian crossing shall be designed to minimize changes in the hydrology that could impact the ability of the SARWS to disperse or to establish in sandy soils created by scour, and also minimize the amount of habitat that could become less suitable for SBKR with reduced scour. • Water runoff from impervious surfaces shall be captured to ensure that the hydrological regime is not altered from the existing condition. Capturing the flows would also help reduce the number of road contaminants that enter the wash. • Temporary impact areas shall require a weed abatement program for approximately 5-years to ensure it remains suitable to SARWS and SBKR. **Mitigation Measure BIO-3:** Prior to any permanent or temporary direct impacts to the Santa Ana River woollystar (SARWS) and where avoidance of impacts through Project design is not possible, the following measures shall be implemented: • Seeds from all the SARWS proposed for impacts shall be collected from the Project Site and deposited at the Rancho Santa Ana Botanic Garden. The seeds shall be collected in September before the first sizeable rain event (i.e., one of	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			½ inch or more) to increase the ability to collect the seeds and to ensure a high rate of germination. • The Rancho Santa Ana Botanic Garden shall divide the seeds for three uses: 1) for a permanent seed bank; 2) for germination and growing seedlings; and 3) to preserve for later seeding or authorized research purposes. • The propagated seedlings and a portion of preserved seeds shall be replanted within any temporary impact areas once construction has ceased, and any permanent impacts to individual plants shall be replaced at a minimum 1:1 ratio within the proposed avoidance area (PA 9). Planting shall be conducted October to December or as close to the winter rainy season as possible. All replanting shall be conducted pursuant to an approved mitigation and monitoring plan prepared and overseen by a qualified biologist. The plan should include, at minimum, a map of the restoration areas, a description of any irrigation methodology, measures to control exotic vegetation, specific success criteria, a detailed monitoring program, contingency measures should the success criteria not be met, and identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought. **Mitigation Measure BIO-4:** Prior to construction within San Bernardino Kangaroo Rat (SBKR) critical habitat, which consists of	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Riversidean Alluvial Fan Sage Scrub (RAFSS), the project applicant shall purchase mitigation credits from the Vulcan Materials mitigation land bank in Cajon Wash or equivalent preserved SBKR RAFSS habitat to offset permanent impacts to occupied SBKR critical habitat at a 3:1 ratio, and temporary or indirect impacts at a 1:1 ratio. **Mitigation Measure BIO-5:** Prior to construction within Riversidean alluvial fan sage scrub habitat the following measures shall be implemented to minimize temporary direct and indirect effects to San Bernardino kangaroo rat (SBKR): • A 4-foot high, 0.5-inch temporary steel mesh SBKR exclusionary fence shall be placed along the perimeter footprint where suitable SBKR habitat exists. The bottom of the exclusionary fence shall be buried below ground a minimum depth of 24 inches to minimize the potential that SBKR can re- enter the construction area and to preclude impacts to adjacent habitat. Trapping shall be conducted for SBKR within 30 days prior to ground disturbing activities. Any SBKR or other sensitive mammal species that are captured shall be relocated outside the exclusionary fencing. Trapping shall be conducted by a permitted biologist and according to protocol; • The temporary SBKR exclusionary fencing shall be maintained in place throughout the duration of construction in these areas to minimize take of SBKR during the construction phase and preclude the inadvertent disturbance of outlying areas by construction personnel. Access to SBKR habitat outside of the construction limits shall be prohibited and posted accordingly. The exclusionary fence shall be inspected	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			weekly and repaired as necessary so that there are no gaps greater than 0.5 inch on any portion of the fence that could allow SBKR entry into the Project Site; • All the construction equipment shall meet applicable noise ordinances. Compliance with this requirement would minimize noise stress to SBKR in the vicinity of the Project Site; and • Contractor pets shall be prohibited in and adjacent to the construction area. **Mitigation Measure BIO-6:** Prior to construction within and adjacent to Riversidean alluvial fan sage scrub habitat the following design features shall be implemented to minimize long-term indirect effects to San Bernardino kangaroo rat (SBKR): • The pedestrian bridge supports shall be designed to minimize impacts to SBKR habitat and allow continued movement of SBKR. • Temporary impacts areas shall be revegetated with native shrub vegetation through container plantings to reestablish SBKR habitat and provide cover and facilitate movement of small mammals. All replanting shall be conducted pursuant to a mitigation and monitoring plan prepared and overseen by a qualified biologist. • To minimize light and noise pollution, no night lighting shall be directed into the open space areas and noise levels should not exceed City standards. **Mitigation Measure BIO-7:** Protocol survey for burrowing owl shall be required prior to any ground disturbing activities within disturbed and non-native grassland habitats. The surveys shall be conducted pursuant to the protocol provided as Appendix D of the	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Staff Report on Burrowing Owl Mitigation published by the California Department of Fish and Wildlife (CDFW) dated March 7, 2012. A qualified biologist, as defined in the CDFW Staff Report, shall conduct the surveys. Surveys shall preferably be conducted during the breeding season which requires 4 site visits, including at least one site visit between February 15 and April 15; and a minimum of three site visits at least three weeks apart between April 15 and July 15, with at least one visit after June 15. If burrowing owls are determined present during the focused survey, occupied burrows and habitat shall be avoided if feasible following the guidelines in the above referenced CDFW Staff Report. This includes, but is not limited to, avoiding direct or indirect destruction of burrows, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. Avoidance measures shall be implemented under the direction of the qualified biologist. If occupied burrows or habitat cannot be avoided, appropriate compensation measures shall be determined by the qualified biologist in accordance with the guidelines detailed in the CDFW staff report and subject to approval by CDFW. This includes a Burrowing Owl Exclusion Plan for temporary or permanent exclusion of owls from occupied burrows, and/or a Mitigation Land Management Plan for permanent conservation of similar vegetation communities to provide for burrowing owl nesting, foraging, wintering and dispersal comparable to or of higher quality than the impact area. **Mitigation Measure BIO-8:** Prior to the issuance of any grading permit for permanent or temporary impacts in the areas	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			designated as jurisdictional features, the project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW, as applicable. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: 1. On-site and/or off-site creation, enhancement, and/or restoration of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" within the Santa Ana Watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 2. On-site and/or off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Ana Watershed at a ratio no less than 2:1 or within an adjacent watershed at a ratio no less than 3:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate where applicable). Any off-site mitigation may occur on land acquired for the purpose of inperpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 3. Any purchase of mitigation credits through an agency approved mitigation bank or in-lieu fee program shall occur prior to any impacts to jurisdictional drainages. If off-site mitigation is proposed on land acquired for the purpose of inperpetuity mitigation that is not part of an agency-approved mitigation	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). A HMMP shall also be prepared for on-site mitigation. The HMMP shall be prepared prior to any impacts to jurisdictional features and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat. **Mitigation Measure BIO-9:** Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the project applicant shall demonstrate to the satisfaction of the City of Rialto that either of the following have been or will be accomplished. 1. Vegetation removal activities shall be scheduled outside the nesting season (i.e., September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds. 2. Any construction activities that occur during the nesting season (i.e., February 15 to August 31 for songbirds; January 15 to August 31 for raptors) would require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 100 feet (300 feet for raptors) around the nest adjacent to construction, or as determined appropriate by the biologist, shall be delineated, flagged, and avoided until the nesting cycle is complete. An appropriate buffer shall be determined by the biological monitor to minimize impacts to	

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			the nesting bird(s) accounting for factors such as the species, type of construction activities, in addition to habitat and topography that may provide natural sound attenuation. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biologist to minimize impacts.	
Cumulative		Specific Plan Amendment: Potentially significant Industrial Development Project: Less than significant	Mitigation Measures BIO-1 through BIO-9	Less than significant
Draft Subsequent EIR Section 5.3, Cultural Resources				
Impact CUL-2: Project construction would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**Regulatory Requirement Human Remains.** If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (California Health and Safety Code Section 7050.5).	Specific Plan Amendment and Industrial Development Project: Potentially significant	**Mitigation Measures Required for the Specific Plan Amendment and Industrial Development Project activities within PA 1, PA 2, PA 3, and PA 10:** **2017 Final EIR Mitigation Measures** **Mitigation Measure CUL-4: Conduct Archaeological and Native American Construction Monitoring.** If it is determined by the qualified archaeologist preparing the Phase I Archaeological Resources Assessment that there is a moderate or high potential to encounter buried archaeological resources; and 2) that construction monitoring is required during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the proposed improvements, then the City shall require future development/Project applicants on a project-by-project basis within the Specific Plan area to retain a qualified archaeological monitor and/or Native American monitor who shall be present during construction excavation activities. The	Less than significant

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			frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the archaeological monitor. **Mitigation Measure CUL-5: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event that archaeological resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by Project construction activities shall be evaluated by the archaeologist. The Applicant and City shall coordinate with the archaeologist and Native American monitor (if the resources are prehistoric in age) to develop an appropriate treatment plan for the resources. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preserve it in place. The Applicant, in consultation with the archaeologist and Native American monitor (if the resources are prehistoric in age), shall designate repositories in the event that archaeological material is recovered. **Mitigation Measure CUL-6: Prepare Archaeological Monitoring Report.** The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to	

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			the City and the San Bernardino Archaeological Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register of Historical Resources and CEQA, and treatment of the resources. **Mitigation Measure CUL-7: Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.** If human remains are unearthed during construction exaction activities, the construction contractor shall comply with State Health and Safety Code Section 7050.5. The contractor and Project applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the landowner, inspect the site of the discovery of the Native American remains and may recommend to the landowner means for treating or disposing, with appropriate dignity, the human remains and any associated funerary objects. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and cultural items associated with Native American burials. Upon the discovery of the Native American remains, the landowner	

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			shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. MLDs in the region typically recommend reburial of the remains as close to the original burial location as feasible accompanied by a ceremony. The MLD shall file a record of the reburial with the NAHC and the Project archaeologist shall file a record of the reburial with the CHRIS-SBAIC. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance. A record of the reburial shall be filed with the NAHC and the CHRIS-SBAIC.	
Cumulative		Specific Plan Amendment and Industrial Development Project: Potentially significant	Mitigation Measures CUL-4 through CUL-7	Less than significant

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Draft Subsequent EIR Section 5.4, Energy				
Impact E-1: The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Impact E-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency		Specific Plan Amendment and Industrial Development Project: No impact	None required	No impact
Cumulative		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Initial Study Section 7, Geology and Soils				
Impact GEO-1i: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a mapped earthquake fault	**2017 Final EIR Project Design Features** **Design Feature DF GEO-1: Geotechnical Investigation.** Prior to the approval of a precise grading permit for any building within the Project Site, a subsequent site- and design-specific geotechnical and geologic report prepared by a licensed geologist shall be submitted to the City Engineer for review and approval. The report shall document the feasibility of each proposed use and the appropriate geotechnical, geologic, and seismic conditions associated with that use. The geologic investigation shall demonstrate that buildings for human occupancy will not be constructed across active faults and must be setback in accordance with	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Impact GEO-1ii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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	Alquist-Priolo Earthquake Fault Zoning Act requirements. For residential uses, setback distances may vary, but a minimum 50-foot setback is required. To demonstrate compliance with the Alquist-Priolo Earthquake Fault Zoning Act requirements, the analysis shall include the results of a subsurface investigation, including on-site trenching activities as necessary, to delineate the precise location(s) of any fault traces that could impact buildings on the future development. Unless otherwise modified, any conditions, recommendations, or construction measures contained therein, including the imposition of specified setback requirements for proposed development activities within Alquist-Priolo Earthquake Fault Zones, shall become conditions of approval for the requested use. The report shall comply with all applicable State and local code requirements, including the current building code in effect at the time of precise grading permit issuance. **Design Feature DF GEO-2: Geotechnical Disclosures.** Pursuant to the requirements of the Natural Hazards Disclosure Act, under Sec. 1103 of the California Civil Code, real estate sellers and brokers shall disclose to future buyers that if the Project lies within one or more state or locally mapped hazard areas, including an earthquake fault zone. This hazard shall also be disclosed on a statutory form called the Natural Hazard Disclosure			

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	Statement (NHDS) to all prospective buyers within the Project site.			
Draft Subsequent EIR Section 5.5, Greenhouse Gas Emissions				
Impact GHG-1: The Project would generate GHG emissions directly and indirectly, that may have a significant impact on the environment.	**Regulatory Requirement CALGreen.** Listed previously, under 5.2 Air Quality. **Regulatory Requirement Idling.** Listed previously, under 5.2 Air Quality **Project Design Features PDF AQ-1 through PDF AQ-28.** Listed previously, under 5.2 Air Quality	Specific Plan Amendment and Industrial Development Project: Potentially significant	**Proposed Project Mitigation Measures** **Mitigation Measures AQ-3 through AQ-8.** Listed previously, under 5.2 Air Quality.	Significant and Unavoidable
Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Cumulative		Specific Plan Amendment and Industrial Development Project: Potentially significant	**Mitigation Measures AQ-3 through AQ-8.** Listed previously, under 5.2 Air Quality.	Significant and Unavoidable
Initial Study Section 9, Hazards and Hazardous Materials				
IMPACT HAZ 9.b): The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.	**2017 Final EIR Project Design Features Required for the Specific Plan Amendment activities within PA 1 and PA 10:** **Design Feature DF HAZ-1: Soil Investigation.** Soil samples shall be collected for new development within the Project Site prior to issuance of grading permits and analyzed for the presence of organochlorine pesticides and Title 22 Metals. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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	Toxic Substances Control, 2008, Interim Guidance for Sampling Agricultural Properties). Soils with elevated organochlorine pesticides or metals compared with these guidelines shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.			
Initial Study Section 10, Hydrology and Water Quality				
Impact WQ 10.a): The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	**2017 Final EIR Project Design Features** **Design Feature DF HYDRO-1: SWPPP.** A Storm Water Pollution Prevention Plan (SWPPP) shall be developed by the applicant of each future development proposed within the Specific Plan that disturbs 1 or more acre. The SWPPP shall comply current Construction General Permit (CGP) and associated local National Pollutant Discharge Elimination System (NPDES) regulations at the time of development to ensure that the potential for soil erosion and short-term water quality impacts is minimized on a project-by-project basis. **Design Feature DF HYDRO-2: WQMP.** A Water Quality Management Plan (WQMP) shall be developed by the applicant of each future development proposed within the Specific Plan. The WQMP shall comply with all applicable provisions of the San Bernardino County Technical Guidance Document for Water Quality Management Plan (TGD-WQMP), WQMP Template (Template), and	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Impact WQ 10.c): The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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	Transportation Project BMP Guidance, as required under Section XI.D.2 of Order No. R8-2010-0036. The WQMP shall include, but not be limited to, the following: • Incorporation of site design/Low Impact Development (LID) strategies and source control measures in a systematic manner that maximize the use of LID features to provide treatment of stormwater and reduce runoff. For those areas of the Project Site where LID features are not feasible or do not meet the feasibility criteria, treatment control Best Management Practices (BMPs) with biotreatment enhancement design features shall be utilized to provide treatment. LID features shall be sized to infiltrate the required design capture volume (DCV) to reduce impacts of pollutants and runoff volumes to downstream receiving waters. • Assuming complete build-out of the project, the entire Project site shall require approximately 5.4 acre-feet of runoff to be infiltrated to retain the runoff from the 85th percentile, 24-hour rain event. Individual developments shall be responsible for their proportionate share. Infiltration BMPs would be sized in accordance with Form 4.3-3 of the TGD for WQMPs.			

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	• Should infiltration prove infeasible based on future geotechnical studies associated with the site-specific plans, harvest and reuse BMPs shall be evaluated as part of the future site-specific plans and WQMPs.			
Impact WQ 10.d): The Project would not 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.	**Design Feature DF HYDRO-3: Storm Drain Infrastructure.** Should the "West and East Systems Drainage Scenario," as depicted in Section IX, Hydrology and Water Quality, in Attachment B of the Initial Study be implemented by the Project, then DF HYDRO-3 shall be required. If an alternative drainage system is implemented, DF HYDRO-3 would not be required. As stated above, the final storm water design may differ from this design, as the Project's Specific Plan does not mandate specific building locations. Additionally, the final design could include green roofs, bioswales, etc. that would alter the minimum required size of the underground basin, or even eliminate the need for an underground basin. Other designs such as at-grade basins, or storm water designs that only treat individual developments could also be implemented. Regardless, the precise drainage conveyance system design would be analyzed as part of the Water Quality Management Plan for each future, precise development consistent with State and City requirements for storm water conveyance.	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Impact WQ 10.e): The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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	If the Project Site west or east of Pepper Avenue is developed concurrently, the respective West or East drainage and water quality system would be constructed in its entirety consistent with DF HYDRO-2. In this scenario, the developers within either system would enter into a development agreement to delineate their fair share cost of design and construction of the facilities, as applicable. If the northerly portion within either system is developed prior to the southerly portion, the owner would be responsible to do one of the following: 1. Install the proposed retention/detention system within the southerly portion of the Project Site (within their respective system) as well as any drainage conveyances to and from the basin system, sized to accommodate the south site as well. This could require a development agreement for reimbursement of the fair share of costs and shared land use between both owners; or 2. Install drainage and water quality facilities to accommodate only the north portion of their respective system. This would most likely require the design and implementation of an interim Grading and Drainage Plan to mitigate any impacts to the southerly owner. In this scenario, if the southerly portion of either system is developed prior to the northerly			

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	portion, the southern property owner would be responsible to install a drainage and water quality system within the southerly portion of the Project Site to include the anticipated demand and capacity contributed from the northerly site (within their respective system). Specifically, the proposed stormwater conveyances and retention/detention basin within each system would be sized per stormwater and water quality demand for the either the entire West system (Planning Areas 5, 6, 7 and 8) or entire East system (Planning Areas 1, 2 and 3). As such, a development agreement between owners within each system would be implemented for the reimbursement of the fair share of costs. **Design Feature DF HYDRO-4: Storm Drain Fees.** The applicant of each future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.270 – Storm Drain Facilities Development Impact Fee of the Municipal Code.			
Draft Subsequent EIR Section 5.6, Land Use and Planning				
Impact LU-2: The Project would not 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.		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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Cumulative		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Draft Subsequent EIR Section 5.7, Noise				
Impact NOI-1: The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.		Less than significant	None required	Less than significant
Impact NOI-2: The Project would not generate excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
Initial Study Section 15, Public Services				
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or physically altered fire station facilities.	**Design Feature DF SERVICE - 1: Construction Management Plan.** A construction management plan shall be developed by the applicant or contractor of each future developments proposed within the Specific Plan area and approved by the City of Rialto Public Works Department prior to construction activities. The construction management plan shall include, at a minimum, the following: • Identify the locations of the off-site truck staging and provide measures to ensure that trucks use the specified haul route, as applicable, and do not travel through nearby residential neighborhoods or schools; • Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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	public traffic flow on surrounding streets; • Establish requirements for loading/unloading and storage of materials on the Project Site; • Coordinate with the City and emergency service providers to ensure adequate access is maintained to and around the Project Site; and • During construction activities when construction worker parking cannot be accommodated on the Project Site, a Construction Worker Parking Plan shall be prepared which identifies alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking, except as approved by the City. **Design Feature DF SERVICE - 2: Fire Fees.** The applicant of each applicable future developments proposed within the Specific Plan shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.220 – Fire Protection Facilities Development Fee of the Municipal Code.			
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services	**Design Feature DF SERVICE - 3: Police Fees.** The applicant of each applicable future development	Specific Plan Amendment and Industrial Development Project:	None required	Less than significant

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or the provision of new or physically altered police facilities.	proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.210 – Law Enforcement Facilities Development Impact Fee of the Municipal Code.	Less than significant		
Impact PS-3: The Project would not result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities.	**Design Feature DF SERVICE - 4: Schools Fees.** The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees to the Rialto Unified School District (RUSD) as full mitigation for potential impacts to schools pursuant to SB 50 (Section 65995 of the Government Code) and Title 17 – Subdivisions, Chapter 17.22 – School Facilities Fee, Section 17.22.120 – Facilities Fee and Section 17.22.140 – Dedication or Provision of Facilities in Lieu of Fees, of the Municipal Code.	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Impact PS-4: The Project would not result in substantial adverse physical impacts associated with park and recreational services or the provision of new or physically altered park facilities.	**Design Feature DF SERVICE - 5: Parks.** The applicant of each future residential development proposed within the Project Site shall be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.150 – Parks and Recreation Development Impact Fees and Title 17 – Subdivisions, Chapter 17.23 – Park and Recreational Facilities Dedication of the Municipal Code.	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

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Impact PS-5: The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities.	**Design Feature DF SERVICE - 6: Library Fees.** The applicant of each applicable future development proposed within the Project Site shall be responsible for paying applicable development impacts fees Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.200 – Library Facilities Development Impact Fee of the Municipal Code.	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Draft Subsequent EIR Section 5.8, Transportation				
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	**Design Feature DF TRAF-1:** Pepper Avenue / Northerly Right-In/Right-Out (RIRO) Driveway – Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left-out access from the Project driveway, and construct the intersection with the following geometrics: • NB Approach: Provide two through lanes. • SB Approach: Provide one through lane and one shared through-right turn lane. • EB Approach: Provide a right turn lane. **Design Feature DF TRAF-2:** Pepper Avenue / Main Driveway (intersection #23) – Install traffic signal control and construct the intersection with the following geometrics: • NB Approach: Provide one left turn lane, one through lane, and one shared through right lane. • SB Approach: Provide one two left turn lanes with 175 feet of	Specific Plan Amendment and Industrial Development Project: Potentially significant	**Proposed Project Mitigation Measures** **Mitigation Measure TRAF-1:** Prior to issuance of building permits, future Project applicant(s) shall participate in the City of Rialto Development Impact Fee (DIF) Program by paying applicable fees, supplemented by participation in additional fair share intersection improvement costs as needed. Such fees shall be determined by additional and/or focused traffic impact studies, as determined necessary by the City of Rialto Traffic Engineering Division, prior to future development occurring within the Specific Plan Area. Payment of fees to these fee programs may be considered as mitigation for the Project's proportionate share of cumulative impacts. If the City finds that the payment of DIF fees alone do not adequately address the Project's proportionate share, a fair share contribution may be imposed in order to mitigate the Project's share of cumulative impacts. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). The improvements identified below shall be funded by the Project's proportionate payment of fees, as	Less than significant

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	storage, one through lane, and one shared through right lane. • EB Approach: Provide one left turn lane and one shared through-right lane. • WB Approach: Provide one left turn lane, one through lane, and one right turn lane. **Design Feature DF TRAF-3:** Pepper Avenue / Southerly RIRO Driveway – Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left out access from the Project driveway, and construct the intersection with the following geometrics: • NB Approach: Provide two through lanes. • SB Approach: Provide one through lane and one shared through-right turn lane. • EB Approach: Provide a right turn lane. **Design Feature DF TRAF-4:** Pepper Avenue / South Driveway (intersection #24) – At complete buildout, or as otherwise determined by traffic needs, install traffic signal control and construct the intersection with the following geometrics: • NB Approach: Provide one through lane and one shared through-right lane. • SB Approach: Provide one left turn lane and two through lanes. • WB Approach: Provide one left turn lane, and one right turn lane.		determined necessary by the City of Rialto Traffic Engineering Division. The City shall ensure that the improvements will be constructed pursuant to the fee program at the point in time necessary to avoid identified significant traffic impacts. Riverside Avenue/Easton Street (Intersection #3): • Participate in the signal modification to provide separate right turn overlap signal phasing for the existing westbound right turn lane. Eucalyptus Avenue/Baseline Road (Intersection #8): • Northbound Approach: Provides separate left turn lane, in addition to the existing through lane. • Southbound Approach: Provide separate left turn lane, in addition to the existing through lane. Pepper Avenue/Highland Avenue (Intersection #9): • Northbound Approach: Restripe through lane to shared through-right lane, in addition to the left turn lane and right turn lane. • Eastbound Approach: Participate in the signal modification to provide separate right turn overlap signal phasing for the right turn lane. Pepper Avenue/SR-210 Westbound Ramps (Intersection #10): • Northbound Approach: Modify traffic signal to provide north/south split phase. restripe first through lane to provide a left-through lane, in addition to the left turn lane and second through lane. • Westbound Approach: Provide additional (second) left turn lane.	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<u>Pepper Avenue/SR-210 Eastbound Ramps (Intersection #11):</u> • Northbound Approach: Provide separate right turn lane. • Eastbound Approach: Provide additional (second) right turn lane. <u>Pepper Avenue/Winchester Drive (Intersection #12):</u> • Participate in construction of a traffic signal. • Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane. • Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane. <u>Pepper Avenue/Mariposa Drive (Intersection #13):</u> • Participate in construction of a traffic signal. • Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane. • Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane. <u>Pepper Avenue/Baseline Road (Intersection #14):</u> • SB Approach: Provide separate right turn lane. <u>Pepper Avenue/Etiwanda Avenue (Intersection #15):</u> • Participate in construction of a traffic signal. <u>Pepper Avenue/Foothill Boulevard (Intersection #16):</u> • Participate in the signal modification to provide separate right turn overlap signal phasing for the existing eastbound right turn lane. • Southbound Approach: Provide separate right turn lane.	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Westbound Approach: Provide additional (third) through lane.	
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).		Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant
Cumulative		Specific Plan Amendment and Industrial Development Project: Potentially significant	**Mitigation Measure TRAF-1:** Listed previously	Less than significant
Draft Subsequent EIR Section 5.9, Tribal Cultural Resources				
Impact TCR-2: The Project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.	**Regulatory Requirement Human Remains.** California Health and Safety Code Section 7050.5. Listed previously, under 5.3 Cultural Resources.	Specific Plan Amendment and Industrial Development Project: Potentially significant	**2017 Final EIR Mitigation Measures** **Mitigation Measure CUL-7: Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.** Listed previously, under 5.3 Cultural Resources. **Proposed Project Mitigation Measures** **Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing,	Less than significant

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			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	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Project site possesses the potential to impact Kizh TCRs. E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. **Mitigation Measure TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects.** A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).) E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Mitigation Measure TCR-3: Procedures for Burials and Funerary Remains. A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. G. The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the	

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			utilization of any invasive and/or destructive diagnostics on human remains.	
Cumulative		Specific Plan Amendment and Industrial Development Project: Potentially significant	Mitigation Measures CUL-7, and TCR-1 through TCR-3, listed above.	Less than significant
Initial Study Section 19, Utilities and Service Systems				
Impact UT-1: The Project would not require or result in the relocation or construction of new water or wastewater facilities, the construction or relocation of which could cause significant environmental effects.	**Design Feature DF WATER-1: Water Infrastructure.** Future development within the Project Site shall provide connections to the water servicing line from both sides of Pepper Avenue. These future connections shall lie north of the WVWD Lord Ranch Facility and require either a direct connection to the existing 30-inch transmission line in Pepper Avenue or extending the 12-inch line to the connection points. The water system shall be designed to deliver the peak hour domestic demand to each service point with a residual pressure of 40 pounds per square inch (psi) and to deliver specified fire flow plus the peak day domestic demand with a minimum residual pressure of 20 psi. The fire flow requirement for the Project Site is 3,000 gallons per minute (gpm) for three hours (for commercial/office/high density residential areas). The maximum operating pressure in mains shall not exceed 130 psi with pressure reducers required on service connections having pressure greater than 80 psi. All water lines shall be looped where possible. All dead-end lines shall not exceed 660 feet in length or the current design requirements at the time of design.	Specific Plan Amendment and Industrial Development Project: Less than significant	None required	Less than significant

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Design Feature DF WATER-2: Water Fees - The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.260 – Domestic and Recycled Water Facilities Development Impact Fee of the Municipal Code. **Design Feature DF SEWER-1: Sewer Infrastructure.** The sewer system for the Project shall consist of two systems, the East and West systems. The East system shall gravity flow southerly within the future commercial development area (east of pepper Avenue) and then westerly to a proposed lift station on the east side of Pepper Avenue. The East system shall consist of 8-inch and 6-inch laterals. The West system (west of Pepper Avenue) shall gravity flow easterly towards Pepper Avenue and join an existing 12-inch VCP sewer line in Pepper Avenue. An on-site sewer lift station on the east side of Pepper Avenue shall be required to pump sewage flows southerly via a force main into the gravity sewer system in Winchester Drive. The future lift station shall be sized to accommodate the peak sewer flows from the Project as well as any potential offsite future developments that may be tributary to the lift station, including the Caltrans-maintained area north of the 210 Freeway and south of			

Initial Study/Draft Subsequent EIR Section Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Highland Area (which consists of 7.4 acres). Future development of this 7.4-acre area would likely add additional sewer flows of approximately 9 percent of the above peak flow to the lift station. Therefore, the proposed lift station shall be designed to accommodate the calculated peak flow plus 9 percent. The on-site sewer system for the Specific Plan area may reach depths of 20-25 feet, therefore the future lift station shall be designed to have sufficient power to siphon sewer flows from these depths. Furthermore, there would be approximately 35-40 feet of vertical change and approximately 1,100 feet of horizontal length between the lift station and the point of connection into the existing sewer system in Winchester Drive. The final engineering and design specifications shall ensure the lift station can accommodate these constraints. **Design Feature DF SEWER-2: Sewer Fees.** The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.240 – Sewage Collection Facilities Development Impact Fee and Section 3.33.250 – Sewage Treatment Facilities Development Impact Fee of the Municipal Code.			

2. Introduction

2.1 SUBSEQUENT EIR INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared as a Draft Subsequent EIR to the City of Rialto's Final Environmental Impact Report (Final EIR) (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) for the Pepper Avenue Specific Plan Project (Specific Plan 2017-0001) that was certified by the City in 2017.

This Draft Subsequent EIR discusses the potentially significant environmental impacts of the proposed Specific Plan Amendment and the proposed industrial development, as detailed in Chapter 3.0, *Project Description*. The City of Rialto is the Lead Agency, as defined in Section 15367 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This Draft Subsequent EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses, and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this Draft Subsequent EIR, the City of Rialto has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this Draft Subsequent EIR reflect the independent judgment of the City as Lead Agency.

Project History and Environmental Background

The Pepper Avenue Specific Plan and Final EIR were adopted by the City of Rialto in 2017 to guide development of the largely vacant and undeveloped area located along Pepper Avenue, adjacent to the south of State Route 210 (SR-210). The 101.7-acre adopted Specific Plan includes zoning for 462,000 SF of retail shopping center, 125,000 SF of business park uses, 29.5 acres of natural open space, and 13.7 acres of water facilities, including water wells, a pump station, and a reservoir. The adopted Specific Plan also has an overlay zone, which allows development up to 275 multi-family dwelling units. The existing adopted Specific Plan and associated land uses represents the approved Project.

The 2017 Final EIR includes standard regulations, mitigation measures, and Project Design Features (PDFs) that apply to all development projects within the Pepper Avenue Specific Plan area. The identified PDFs are included in the Final EIR Mitigation Monitoring and Reporting Program (MMRP) and are required to prevent the occurrence of or to minimize the significance of potential environmental effects. The existing PDFs are related to: Aesthetics, Geology, Hazards and Hazardous Material, Public Services, Traffic/Transportation, and Utilities and Service Systems. The mitigation measures adopted as part of the 2017 Final EIR are related to: Air Quality, Biological Resources, Cultural Resources, Noise, and Transportation.

The Final EIR determined that the following impacts would occur from buildout of the Pepper Avenue Specific Plan, as adopted:

Significant and Unavoidable Impacts:

- Noise (Cumulative Traffic Noise)

Less-Than-Significant Impacts with Mitigation:

- Air Quality

- Biological Resources
- Cultural Resources
- Transportation

Less-Than-Significant Impacts:

- Aesthetics
- Greenhouse Gas Emissions
- Land Use and Planning

Development of the Specific Plan area has not occurred since certification of the 2017 Final EIR and the Specific Plan area remains largely undeveloped. This Draft Subsequent EIR evaluates the potential of the proposed Project to result in new or substantially greater impacts than previously identified in the Final EIR, pursuant to the requirements of CEQA, as detailed below.

2.2 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this Draft Subsequent EIR is intended as an informational document to inform public agency decision makers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the Project that might avoid or lessen significant environmental effects. Thus, this Draft Subsequent EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- Project Information and Environmental Effects. An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).

- Standards for Adequacy of an EIR. An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

Given the planning and development nature of the proposed Project and the permitting, planning, and development actions that are related both geographically and as logical parts in the chain of contemplated actions to implement the proposed Project, this document has been prepared as a Subsequent EIR, pursuant to Section 15162 of the CEQA Guidelines that tiers from a certified Program EIR. This Subsequent EIR also fulfills the requirements of a Project EIR (pursuant to Section 15161 of the CEQA Guidelines), for the proposed industrial development that is a component of buildout of the proposed Specific Plan Amendment.

Basis for a Subsequent EIR

The certified Pepper Avenue Specific Plan Final EIR is a Program EIR that examined the total scope of environmental effects that would occur as a result of buildout of the Specific Plan area with the land uses designated in the Specific Plan. Once a Program EIR has been prepared, subsequent activities within the

program or changes to the program must be evaluated to determine whether additional CEQA documentation needs to be prepared. The key considerations in determining the need for additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines §15162, which states that no subsequent EIR shall be prepared unless one or more of the following conditions is present:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As detailed in Chapter 3, *Project Description*, the proposed Specific Plan Amendment includes changing the land use designations of PA 1, PA 2, and PA 3 from Community Commercial with a development maximum of 476,650 SF to a development maximum of 13,000 SF of Community Commercial l uses plus a new Light Industrial designation with a development maximum of 750,000 SF. In addition, the proposed Project includes developing and operating a 470,000 SF industrial building on PAs 2 and 3.

Therefore, substantial changes are proposed that require major revisions to the 2017 Final EIR and may involve new significant environmental effects or a substantial increase in the previously identified effects. Thus, the City of Rialto has prepared this Subsequent EIR.

Program EIR and Project EIR CEQA Coverage

A Program EIR is an EIR prepared to assess a series of actions characterized as one project. The actions can be related to one another: geographically; because they are part of a chain of contemplated actions; because they governed by the same rules, regulations, plans, or other general criteria associated with a program; or they are individual activities carried out under the same statutory or regulatory authorities and have similar environmental effects and mitigation needs. This Draft Subsequent EIR fulfills the requirements for a Program EIR and examines the proposed Specific Plan Amendment component of the Project.

A Project EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. This Draft

Supplemental EIR fulfills the requirements for a Project EIR and examines the proposed industrial development component of the Project for which development applications are currently on file with the City.

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.3 SUBSEQUENT EIR SCOPE AND CONTENT

CEQA Updates Since Certification of the Final EIR in 2017

As discussed herein, the Pepper Avenue Specific Plan was adopted in 2017 and the Specific Plan area remains substantially undeveloped, consistent with what was environmentally reviewed in the Final EIR. However, in the intervening years, several changes have been made to the CEQA Guidelines, regulatory and statutory requirements. On December 28, 2018, a comprehensive update to the State CEQA Guidelines became effective, which addressed legislative changes to the CEQA statute, clarified certain portions of the existing CEQA Guidelines, and updated the CEQA Guidelines to be consistent with recent court decisions. The changes to the Guidelines include but are not limited to CEQA Guidelines Section 15064.3, related to Vehicle Miles Traveled (VMT), and incorporation of energy and wildfire as new separate topics in the CEQA Guidelines Appendix G, Environmental Checklist Form.

This Draft Subsequent EIR addresses these changes, minor updates to other environmental topics, the proposed Specific Plan Amendment, and the proposed industrial development. In addition, this Subsequent EIR evaluates the status of the Final EIR mitigation measures and their applicability to the proposed Project.

Environmental Setting and Baseline

The environmental setting is normally existing conditions at the time the CEQA analysis begins (CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. However, when the project is within the scope of a Program EIR (such as the Specific Plan EIR), the effective baseline is the previously approved and analyzed project for which the Program EIR was certified (*Sierra Club v. City of Orange* [2008] 163 Cal.App.4th 523). "When a lead agency is considering whether to prepare a Subsequent EIR, it is specifically authorized to limit its consideration of the later project to effects not considered in connection with the earlier project." [Citation.] (*Temecula Band of Luiseño Mission Indians v. Rancho Cal. Water Dist.* [1996] 43 Cal.App.4th 425, 437). Here, the previous project is the Pepper Avenue Specific Plan; the EIR for which commenced in January 2016 with the preparation of the Initial Study and Notice of Preparation (NOP).

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). The intent of this Subsequent EIR is to provide a reasonably conservative analysis that identifies the reasonable maximum potential impact. Thus, this Subsequent EIR provides both baseline conditions from the Final EIR (and thus 2016-2017) and current conditions, such as the 2018-2020 ambient air conditions provided in Section 5.2, *Air Quality*, the noise measurements identified in Section, *5.7, Noise*, and existing traffic conditions identified in Section 5.8, *Transportation*.

Impacts Found to Be Potentially Significant

The City determined that a Subsequent EIR should be prepared for the proposed Project. As a result, an Initial Study and NOP were prepared and circulated between March 4, 2022 and April 4, 2022 for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft Subsequent EIR. The Initial Study and NOP are

contained in Appendix A of this Draft Subsequent EIR. The City of Rialto also held a scoping meeting for the Project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held on March 16, 2022. Comments received at the meeting are contained in Appendix A of this Draft Subsequent EIR. Topics requiring a detailed level of analysis evaluated in this Draft Subsequent EIR have been identified based upon the responses to the Initial Study, NOP, and a review of the Project by the City of Rialto. The City determined through the initial review process that new potentially significant impacts or an increase in the severity of impacts related to the following topics could occur from the proposed Project and required a detailed level of analysis in this Draft Subsequent EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Other CEQA Considerations

Impacts Found Not to Be Significant

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment". Topics that have been determined not to be significant and are therefore, are not discussed in detail in the Draft Subsequent EIR were identified in the Initial Study evaluation, responses to the NOP, and through a review of the Final EIR and a review of the proposed Project by the City of Rialto. The City determined through the initial review process that new potentially significant impacts or an increase in the severity of impacts related to the following topics would not occur and are not required to be analyzed in this Draft Subsequent EIR:

- Agriculture & Forest Resources
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

2.4 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The CEQA Guidelines define lead, responsible, and trustee agencies. The City of Rialto is the Lead Agency because it holds principal responsibility for approving the proposed Project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the proposed Project. There are no responsible agencies for the proposed Specific Plan Amendment and proposed industrial development. However, State, regional and/or local government permits may be required for development under the amended Specific Plan and proposed industrial development, whether or not they are explicitly listed below. State and regional agencies that may have jurisdiction over some aspects include (but are not limited to):

- California Department of Fish and Wildlife
- Santa Ana Regional Water Quality Control Board
- South Coast Air Quality Management District

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project. CEQA Guidelines §15386 designates four agencies as trustee agencies: the California Department of Fish and Wildlife with regards to fish and

wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission, with regard to State-owned "sovereign" lands, such as the beds of navigable waters and State school lands; the California Department of Parks and Recreation, with regard to units of the State park system; and, the University of California, with regard to sites within the Natural Land and Water Reserves System. There are no trustee agencies for the proposed Project.

2.5 ENVIRONMENTAL REVIEW PROCESS

Notice of Preparation/Initial Study

Pursuant to the requirements of CEQA, the City of Rialto, as Lead Agency, prepared an Initial Study and NOP for the proposed Project, which was distributed on March 4, 2022 for a 30-day public review and comment period that ended on April 4, 2022. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft Subsequent EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the Draft Subsequent EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
State Agencies	
Native American Heritage Commission, March 7, 2022	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of AB 52 and SB 18, and the Native American Heritage Commission's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC Recommendations for Cultural Resources Assessments.	Section 5.3, *Cultural Resources* & Section, 5.9, *Tribal Cultural Resources*
California Air Resources Board (CARB), April 7, 2022	
This letter provides details about the location of schools and residences and states that CARB is concerned about the potential cumulative health impacts associated with the construction and operation of the Project and that the EIR should include a health risk assessment (HRA) to quantify potential cancer risks. The letter also states that the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and NOx emissions.	Section 5.2, *Air Quality*, and Section 5.5, *Greenhouse Gas Emissions*
Regional Agencies	
South Coast Air Quality Management District, March 22, 2022	
This letter references the SCAQMD's CEQA Air Quality Handbook and recommends using the methodologies of the Handbook to evaluate impacts of the Project, including use of the CalEEMod model, recommended regional significance thresholds, and localized significance thresholds (LSTs) or dispersion modeling. The letter recommends a mobile health risk assessment related to diesel particulate matter (DPM) from heavy-duty diesel-fueled vehicles. In addition, it recommends the following mitigation for operational air quality impacts: • Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks; • require a phase-in schedule to incentive the use of these cleaner operating trucks; • Require operators to maintain records of all trucks associated with the Project to document that each truck used meets these emission standard;	Section 5.2, *Air Quality*, Section 5.4, *Energy*, and Section 5.5, *Greenhouse Gas Emissions*

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
• Require the Lead Agency to conduct ongoing inspections related to truck operations; • Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document; • Provide electric vehicle (EV) charging stations; • Provide electrical hookups for trucks to use auxiliary equipment; and • Implementation of AQMD Rule 2305, Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program.	
Local Agencies	
Rialto Unified School District, April 4, 2022	
This letter describes the location of the proposed Project and schools within one mile of the Specific Plan area. The letter provides recommendations related to truck operations, use of health protective thresholds and use of Institute of Transportation Engineers (ITE) trip generation rates in the Subsequent EIR, cumulative impacts, and mitigation measures.	Section 5.2, *Air Quality* and Section 5.8, *Transportation*
Organization Comments	
Southwest Regional Council of Carpenters c/o Mitchell M. Tsai, March 16, 2022	
This letter provides was submitted by Mitchell M. Tsai, Attorney at Law, on behalf of the Southwest Regional Council of Carpenters labor union that represents carpenters that reside in the City and surrounding area. The letter requests notice for information related to the Project and states that the City should require the Project Applicant to hire local union labor. The letter provides an attachment of CalEEMod estimates of greenhouse gas emission reductions from local hiring requirements.	Section 5.2, *Air Quality*, Section 5.5, *Greenhouse Gas Emissions*, and Section 5.8, *Transportation*
Southwest Regional Council of Carpenters c/o Mitchell M. Tsai, March 29, 2022	
This letter provides was submitted by Mitchell M. Tsai, Attorney at Law, on behalf of the Southwest Regional Council of Carpenters labor union that represents carpenters that reside in the City and surrounding area. The letter expresses support for this Project and requests withdraw of the prior March 16, 2022 comment letter. The letter states that after receiving clarification and further information about this Project, SWRCC believes that this Project will benefit the environment and the local economy by utilizing a local skilled and trained workforce and will be built utilizing protocols that will protect worker health and safety.	Section 3.0, *Project Description*
Californians Allied for a Responsible Economy (CARE), April 4, 2022	
This letter provides legal background information regarding CEQA's purpose to inform decisionmakers about potential environmental impacts, reduce impacts though feasible mitigation measures, and requirements related to the provision of substantial evidence. The letter states that the EIR should evaluate air quality, include a health risk assessment, and evaluate odors. The letter also states that the EIR should evaluate a high intensity use of the building with heavy truck traffic and cold storage. The comment states that mitigation must be effective and enforceable, and incorporate modern such as use of zero emission, near-zero emissions or alternative-fueled vehicles, cool roofs, and solar canopies.	Section 5.2, *Air Quality*, Section 5.4, *Energy*, Section 5.5, *Greenhouse Gas Emissions*, and Section 5.8, *Transportation*
Center for Community Action and Environmental Justice, April 4, 2022	
This comment letter states opposition to the Project and states several areas of concern to be addressed in the EIR that include the loss of retail space, truck traffic, noise, pollution, air quality, greenhouse gas, loss of open space, and biological resources.	Section 3.0, *Project Description,* Section 5.2, *Air Quality*, Section 5.4, *Energy*, Section 5.5, *Greenhouse Gas Emissions*, and Section 5.8,

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
	Transportation, and the Initial Study in Appendix A
Individual Comments	
Evelia Sands and Richard Goldson, March 16, 2022	
This comment card states that the commenter is interesting in not having the developer's buildings proceed (warehouses). The comment expresses concern about the plans and request continued connection about the Project.	Section 3.0, *Project Description*
Mr. and Mrs. Norton, March 16, 2022	
This comment card states that the commenter objects to development of warehouses or strip malls in Rialto and states there are too many sitting empty. The comment states that the plans are not good for the people of Rialto and that the area is a great place to walk dogs, jog, ride horses, and dirt bikes,	Section 3.0, *Project Description*
Ana Vamoas-Aguirre, March 16, 2022	
The comment card states that concerns include cars driving through side streets, speeding on Pepper Avenue, noise from surrounding roadways and SR-210, pollution resulting in respiratory problems, and pedestrian dangers to school children.	Section 5.2, *Air Quality*, Section 5.7, *Noise*, Section 5.8, *Transportation*
Pastor Zach, March 16, 2022	
This comment card states that CARE California has a particular interest in construction related environmental issues including air pollution, noise, greenhouse gas emissions, soil contamination, and hazardous materials and requests that the EIR address these issues.	Section 5.2, *Air Quality*, Section 5.5, *Greenhouse Gas Emissions*, and Section 5.8, *Transportation,* and the Initial Study in Appendix A (hazardous materials)
Marilyn Lee, March 16, 2022	
This comment card states concerns about property values and states that the area needs markets, shopping, and family-oriented events. The comment states that there is not enough senior housing in the community. The comment expresses concern about noise, dust, trucks on streets, poor roadway conditions. The comment also states that more money needs to be put into the appearance of the City.	Section 3.0, *Project Description,* Section 5.1, *Aesthetics*, Section 5.2, *Air Quality*, Section 5.6, *Land Use and Planning,* Section 5.7, *Noise*, and Section 5.8, *Transportation.*
Brian Mortensen, March 17, 2022	
This letter states that the EIR should point out the delta between the existing Specific Plan and proposed zoning. The letter states that the industrial zone could result in noise, vibration, pollution, congestion, hazardous materials, and aesthetics effects. The comment requests implementation of restrictions on future tenants of the Project site and benefits to the community.	Section 5.1, *Aesthetics*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, Section 5.8, *Transportation*, and the Initial Study in Appendix A (hazardous materials)
Doris Hernandez, March 18, 2022	
This letter states that the best plan for the site would be grocery stores, indoor soccer fields, entertainment, restaurants, hiking trails, and art programs.	Section 5.6, *Land Use and Planning*
Linda Chapman, March 21, 2022	
This letter states that the commenter objects to development of warehouses.	Section 3.0, *Project Description*
Danielle Delgado, March 24, 2022	
This letter states that the commenter objects to development of industrial buildings and states that they will bring pollutants, traffic, and road damage. The comment states that Rialto needs other businesses to stimulate the economy and jobs.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, and Section 5.8, *Transportation.*
Maurice Black, March 29, 2022	

Comment Letter and Comment	**Relevant Draft Subsequent EIR Section**
This letter states that the commenter objects to the zone change. The comment states that traffic, road conditions, and noise would worsen and effect surrounding residents.	Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Clifton Davis, March 31, 2022	
This letter states that the commenter objects to the zone change. The comment states that it would result in an increase in traffic, pedestrian safety, noise, pollution, and health risks.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Anita Peukert, April 4, 2022	
This letter states that the commenter supports the existing Pepper Avenue Specific Plan that is approved and prohibits industrial development.	Section 3.0, *Project Description*
John Peukert, March 16, 2022 and April 4, 2022	
The March 16, 2022 letter states that the commenter supports the existing Pepper Avenue Specific Plan that is approved and prohibits truck terminals and warehouses. The comment states that the Project would result in additional traffic, noise, pollution, and road damage. The April 4, 2022 letter includes a list of recommended mitigation measures that includes completion of the previously adopted mitigation measures, noise measurements, air quality emissions restrictions, truck parking and route restrictions, limits on the hours of operation, and limits on light pollution.	Section 3.0, *Project Description*, Section 5.1, *Aesthetics*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Albert Limbrick, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
David Dominguez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
James Cejarl, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Ranian Gosai, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Christine Hernandez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Robert Nugent, April 4, 2022	

Comment Letter and Comment	**Relevant Draft Subsequent EIR Section**
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
Gerardo Cuellar, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
Marina Lockett, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and trucks.	Section 3.0, *Project Description*, and Section 5.8, *Transportation*.
Ann Erehaen, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
David Beckley, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
Lisa Cesari, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
Maria Reseran, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Wilmar Cochrone, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and noise.	Section 3.0, *Project Description* and Section 5.8, *Transportation*.
Carolos Morales, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
Holly Baker, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*.
Relda Calhoun, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise*, and Section 5.8, *Transportation*.
Mike & Jill Petrizzo, April 4, 2022	

Comment Letter and Comment	**Relevant Draft Subsequent EIR Section**
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and noise.	Section 3.0, *Project Description*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Isaac Calhoun, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Alicia Romero, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, and pollution. The comment card states concern over safety of neighborhood children.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, and Section 5.8, *Transportation.*
Regina Villegas, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise. The comment card states concern over safety of neighborhood children.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Jose Alvarada, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, pollution, and noise.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Robert & Tiffany Fales, April 4, 2022	
This comment card states opposition to the development of industrial warehouses.	Section 3.0, *Project Description*
Judith Zavala, April 4, 2022	
This comment card states opposition to the development of industrial warehouses.	Section 3.0, *Project Description*
Teresia Hall, April 4, 2022	
This comment card states opposition to the development of industrial warehouses.	Section 3.0, *Project Description*
Jose Zavala, April 4, 2022	
This comment card states opposition to the development of industrial warehouses.	Section 3.0, *Project Description*
Maria & Sabino Lopez, April 4, 2022	
This comment card states opposition to the development of industrial warehouses. The comment letter expresses concern regarding truck noise and pollution as well as safety for children and senior citizens.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Robert & Pamela Fleming, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety for children.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, and Section 5.8, *Transportation.*
David & Evelyn Aston, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks, and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
Marcus Houston, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and noise.	Section 3.0, *Project Description,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Lillie Houston, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment and the building of industrial warehouses.	Section 3.0, *Project Description*
Luis Armas, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety.	Section 3.0, *Project Description*, Section 5.2, *Air Quality*, and Section 5.8, *Transportation.*
Gilbert Coronado, April 4, 2022	
This comment card states opposition to the development of industrial warehouses.	Section 3.0, *Project Description*
Willie Graham, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, noise, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Clara Ross, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to noise, pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Otoniel Villegas, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.7, *Noise.*
C. Davis, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Jose & Fabiloa Jimenez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, noise, road damage and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Crystal Hams, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, safety and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Betty Curly, April 4, 2022	
This comment card opposes the construction of warehouses.	Section 3.0, *Project Description.*
Janice Grigsby, April 4, 2022	

Comment Letter and Comment	**Relevant Draft Subsequent EIR Section**
This comment card states opposition to the Specific Plan Amendment due to noise and road damage.	Section 3.0, *Project Description,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
David Curvy, April 4, 2022	
This comment card opposes the construction of industrial development on Pepper Ave.	Section 3.0, *Project Description.*
Tania Heard, April 4, 2022	
This comment card opposes the construction of industrial development on Pepper Ave.	Section 3.0, *Project Description.*
Marilgn Craig, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, noise, and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Gwendolyn Nelson, April 4, 2022	
This comment card opposes the construction of industrial development on Pepper Ave.	Section 3.0, *Project Description.*
Maria & Gabriel Garcia, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, road damage, and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Dave & Peggy Norton, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, noise, and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Timothy Thomas, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description.*
Charlie Hendrick, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description.*
Clarence Dickerson, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description.*
Earline Blach, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description.*
Rose Sandoval, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description.*
Charmaine Chapman-Morehead, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description.*
Celia Vazquez, April 4, 2022	

Comment Letter and Comment	**Relevant Draft Subsequent EIR Section**
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, trucks and road damage.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Efrain Valenzuza, April 4, 2022	
This comment card opposes changing the zoning from commercial to industrial. The comment card expresses concern over traffic congestion and air pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Charles & Josephine, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Loue Late, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Alonso Valenzuza, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave due to traffic and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
John So, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave due to traffic.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Aley Ponce, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Claudia Siguenza, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Daisy Mendoza, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Erika Ramirez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description* and Section 5.2, *Air Quality.*
Marylou Flores, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description* and Section 5.2, *Air Quality.*
Josh & Jerri McCain, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to safety.	Section 3.0, *Project Description.*
Liliana Dominez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description* and Section 5.2, *Air Quality.*
Liusbysaret Gonzalez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution and safety.	Section 3.0, *Project Description* and Section 5.2, *Air Quality.*
C. Smith, April 4, 2022	

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description*
Valeria Castro, April 4, 2022	
This comment card opposes the construction of industrial warehouses on Pepper Ave.	Section 3.0, *Project Description*
John H., April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to safety.	Section 3.0, *Project Description*
Victor Ezearrlge, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to safety.	Section 3.0, *Project Description*
Daniel Lane, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Linette Hernandez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to safety.	Section 3.0, *Project Description*
Rachel Sagastone, April 4, 2022	
This comment card states opposition to building warehouses.	Section 3.0, *Project Description*
Filian Jiose, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Maria Blaney, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Brenda Parker, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution and safety.	Section 3.0, *Project Description* and Section 5.2, *Air Quality*.
Manuel Flon, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
La Shonda Holley, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Eric Bolender, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Julie Bolender, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation*.
Silvia Moreno, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Alfonso Moreno, April 4, 2022	

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Sandra Pasitla, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to safety.	Section 3.0, *Project Description*
Daniel Sigala, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Benito Garia, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
J. Mercado, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Enrique Manzo, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Rhonda Tett, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Noenu Espina, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Batry Napoli, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Agustie Quezada, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Marisol Cortez Soto, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Richard Bernal, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
M. Hugdes, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Alfred Contreses, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to noise and traffic.	Section 3.0, *Project Description,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Sandra Heatly, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
Braulio A., April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation*.
H. Carter, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Karla Alvarado, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation*.
Greg Livings, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Michael Sowey, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation*.
Cheryl Covington, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Albert & Aluana Rivera, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Valentin & Micaela Rodriguez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Marlynn Tabares, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Armando & Jeaneth Percy, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Luccano & Maria Tabares, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Rachel Messina, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Freddie Smith, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Michael Moon, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Sonia Chan, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
Wilver Reyes, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Stephanie Lewis, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Bobby Hall, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Patricia Bradford, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Evelia Sands, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Richard Goldson, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Alfredo Sevilla, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Don Olinger, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Leticia Roale, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Chrisana Teyada, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Chris Ortiz, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Brittany Ballesteros, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Harry Cole, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Antoine Woods, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Margarita Bustamante, April 4, 2022	

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Veronica Ceja, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and safety.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Dolores Chapman, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description and* Section 5.2, *Air Quality*
Pamela Machain, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Schelle & John Carson, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description and* Section 5.2, *Air Quality*
Lorrie Hederson, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description and* Section 5.2, *Air Quality*
Sheree Perlina, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Ella Hardse, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Alice Newson, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Willetta McDowell, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Linda Chapman, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, noise, and safety.	Section 3.0, *Project Description,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Vee Mason, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Regina Carter, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Barnard Carter Jr., April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Bobby B., April 4, 2022	

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Marisela Moreno, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Esperanza Moreno, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Juan Moreno, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Chris Capes, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Anne Capes, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Jose Lepe, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
D. Williams, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Christina Garcia, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Hilda B., April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Garie Conarey, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
D. Elliott, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
M. Sowell, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Tierra Sowell, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Larry King, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
Sasha Sowell, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Michelle Sanchez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, noise, and safety.	Section 3.0, *Project Description,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Patrick Vargas, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, noise, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
Amador & Nidia Chavez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description and* Section 5.2, *Air Quality*
Raymond Martinez, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution.	Section 3.0, *Project Description and* Section 5.2, *Air Quality*
Melanie Jernigan, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, noise, and safety.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* Section 5.7, *Noise,* and Section 5.8, *Transportation.*
William Jernigan, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion and pollution.	Section 3.0, *Project Description,* Section 5.2, *Air Quality,* and Section 5.8, *Transportation.*
Ramon Monty, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Lonaie Monty, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
James Crawford, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Melba Crawford, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to traffic congestion.	Section 3.0, *Project Description* and Section 5.8, *Transportation.*
Ofelia Vargas, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment due to pollution. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description* and Section 5.2, *Air Quality.*
Julio Vargas, April 4, 2022	

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
This comment card states opposition to the Specific Plan Amendment due to traffic congestion, pollution, and noise. The letter requests notification of future Project updates and hearings.	Section 3.0, *Project Description* and Section 5.2, *Air Quality,* Section 5.7, Noise, *and* Section 5.8, *Transportation.*
Tamoi & Mary Thompson, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Wayne Morehead, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*
Chris Ortiz, April 4, 2022	
This comment card states opposition to the Specific Plan Amendment.	Section 3.0, *Project Description*

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Rialto hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft Subsequent EIR for the proposed Project. The scoping meeting was held on March 16, 2022 at 5:00 p.m. at Frisbee Park, Shelter 4 located at 1901 N Acacia Avenue in Rialto.

Forty-one people signed-in to the scoping meeting. Issues raised at the meeting and identified in comment cards provided at the meeting include the change of the planned land use to industrial and the development of warehouses on the site. Environmental concerns raised include air quality, greenhouse gas emissions, soil contamination, hazardous materials, noise, and traffic. Potential impacts related to these topics are described in Section 5.2, *Air Quality*, Section 5.5, *Greenhouse Gas Emissions*, Section 5.7, *Noise,* and Section 5.8, *Transportation*, of this Draft Subsequent EIR. Impacts related to soil contamination and hazardous materials are described in the Initial Study, provided as Appendix A to this Draft Subsequent EIR.

Public Review of the Draft Subsequent EIR

The City of Rialto filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR), State Clearinghouse (SCH), indicating that this Draft Subsequent EIR has been completed and is available for review. A Notice of Availability (NOA) of the Draft Subsequent EIR was published concurrently with distribution of this document. The Draft Subsequent EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft Subsequent EIR is available for public review digitally on the City's website: (https://www.yourrialto.com/314/Current-Projects) or physically at the following location:

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

Written comments related to environmental issues in the Draft Subsequent EIR should be addressed to:

Daniel Casey, Senior Planner
City of Rialto, Planning Division
150 S. Palm Avenue
Rialto, CA 92376
Email: dcasey@rialtoca.gov

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft Subsequent EIR will be prepared and incorporated into a Final Subsequent EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final Subsequent EIR will be considered. These comments, and their responses, will be included in the Final Subsequent EIR for consideration by the City, as well as other responsible agencies per CEQA. The Final Subsequent EIR will contain an MMRP to implement proposed mitigation measures provided in the Draft Subsequent EIR and may also contain corrections and additions to the Draft Subsequent EIR, and other information relevant to the environmental issues associated with the Project. The Final Subsequent EIR will be available for public review prior to consideration of its certification by the City. Notice of the availability of the Final Subsequent EIR will be sent to all who commented on the Draft Subsequent EIR.

2.6 ORGANIZATION OF THIS DRAFT SUBSEQUENT EIR

The Draft Subsequent EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft Subsequent EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Specific Plan area, the approved Specific Plan buildout, the proposed Project, and alternatives. The section also provides a summary of environmental impacts, applicable PDFs, standard conditions, proposed mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the Subsequent EIR, the scope of this Draft Subsequent EIR, a summary of the legal authority for the Subsequent EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Specific Plan area and proposed industrial development site.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Project; any applicable PDFs; standard conditions and plans, policies, and programs that could reduce potential impacts; previously adopted mitigation measures from the 2017 Final EIR, and any proposed feasible mitigation measures that would reduce or eliminate the new significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

This section also provides a summary of the significant and unavoidable impacts that would occur from implementation of the proposed Project and provides a summary of the environmental effects that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.

- **Section 6 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 7 Report Preparation:** This section lists authors of the Draft Subsequent EIR, associated technical studies, and City staff that assisted with the preparation and review of this document.

2.7 INCORPORATION BY REFERENCE

In accordance with Section 15150 of the CEQA Guidelines and to reduce the size of the report, the following documents are hereby incorporated by reference into this Subsequent EIR and are available for public review at the City of Rialto, Planning Division, 150 S. Palm Avenue, Rialto, CA 92376. A brief summary of the scope and content of these documents is provided below.

Pepper Avenue Specific Plan Final EIR: As described previously, the Pepper Avenue Specific Plan (Specific Plan 2017-0001) and Final EIR (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) was adopted by the City of Rialto in 2017 that includes zoning for 462,000 SF of retail shopping center, 125,000 SF of business park uses, 29.5 acres of natural open space, and 13.7 acres of water facilities, including water wells, a pump station, and a reservoir. The Specific Plan also has an overlay zone, which allows development up to 275 multi-family dwelling units. This 2017 Final EIR and associated findings are incorporated herein by reference.

City of Rialto General Plan: The City of Rialto General Plan provides a general, comprehensive, and long-range guide for community decision-making. Each element of the General Plan addresses a certain aspect of the City's growth and development. The individual elements identify goals and policies for existing and future conditions within the City. The General Plan has a planning horizon of 2040. The following chapters comprise the City's General Plan:

- Chapter 1: Introduction
- Chapter 2: Managing Our Land Supply
- Chapter 3: Investing in Our Future
- Chapter 4: Making the Connections: the Circulation Chapter
- Chapter 5: Safety and Noise
- Chapter 6: Housing Element
- Chapter 7: Our Roots: Cultural and Historic Resources
- Chapter 8: Implementation Plan

The General Plan is utilized throughout this document as a fundamental planning document governing development within the City. Background information and policy information from the General Plan is cited in various sections of this Draft Subsequent EIR.

City of Rialto Municipal Code: The City of Rialto Municipal Code consists of regulatory, penal, and administrative ordinances of the City. The Municipal Code guides the City's control of land uses, in concert with General Plan goals, objectives, and policies. The City's Zoning Code (Title 18 of the Municipal Code) identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Municipal Code and Zoning Code are utilized throughout this document as a regulatory document governing development and land use activities within the City. Regulatory information from the Municipal Code and Zoning Code is cited in various sections of this Draft Subsequent EIR.

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3. Project Description

3.1 PROJECT LOCATION

The Project site includes the Pepper Avenue Specific Plan ("Specific Plan") area, which is located within the northeast portion of the City of Rialto. As depicted in Figure 3-1, *Regional Location*, the City of Rialto is located in the southwestern portion of San Bernardino County in the largely developed San Bernardino Valley Region. Rialto is adjacent to the Cities of Fontana, Colton, and San Bernardino and located in the San Bernardino North United States Geological Survey (USGS) 7.5' topographic quadrangle.

As depicted on Figure 3-2, *Local Vicinity,* the Specific Plan area is located east of Eucalyptus Avenue, south of State Route 210 (SR-210), west of Meridian Avenue (extended) and north of Walnut Avenue (extended). Pepper Avenue bisects the Specific Plan area into east and west halves. The proposed industrial development site is 23.82 acres and is located within the Specific Plan area PAs 2 and 3, on the eastern side of Pepper Avenue, as shown on Figure 3-2. The center point latitude and longitude for the proposed industrial development site is 34.13153802° North and 117.35110039° West.

Regional access to the Specific Plan area is provided via SR-210 and the Pepper Avenue interchange to the north. Local access is provided by Pepper Avenue.

3.2 PROJECT BACKGROUND

The existing Pepper Avenue Specific Plan (Specific Plan 2017-0001) and certified Final Environmental Impact Report (EIR) (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) was adopted by the City of Rialto in 2017 to guide development of the largely vacant and undeveloped area. The 101.7-acre adopted Specific Plan includes zoning for 462,000 SF of retail shopping center, 125,000 SF of business park uses, 29.5 acres of natural open space, and 13.7 acres of water facilities, including water wells, a pump station, and a reservoir. The adopted Specific Plan also has an overlay zone, which allows development up to 275 multi-family dwelling units, subject to approval of a Conditional Use Permit (CUP). The existing land uses and conditions of the Project site are described in Chapter 4, *Environmental Setting*.

The 2017 Final EIR includes standard regulations, mitigation measures, and Project Design Features (PDFs) that apply to development projects within the Pepper Avenue Specific Plan area and are related to: aesthetics, geology, hazards and hazardous material, public services, traffic/transportation, and utilities and service systems. The mitigation measures adopted as part of the 2017 Final EIR are related to: air quality, biological resources, cultural resources, noise, and transportation. Those that are related to the proposed Project are detailed in Table 1-1, *Summary of Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance*, and they are detailed within each topical environmental impact section within this Draft Subsequent EIR. The mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) included as part of the Final Subsequent EIR.

3.3 PROJECT SUMMARY

The proposed Specific Plan Amendment includes refining the Specific Plan Project objectives to continue to meet the overall goal to provide a high-quality development that meets realistic and achievable objectives. The refined project objectives are detailed below in Section 3.4, *Project Objectives*.

The Specific Plan Amendment would also redesignate the Specific Plan land use designation of approximately 35.56-acres of land in a portion of the existing PA 1 and all of PA 2 and PA 3 on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, the development potential of this portion of the Specific Plan area would change from 125,000 SF of business park uses and 351,650 SF of retail uses to 735,185 SF of light industrial uses and 13,000 SF of retail uses.

In addition, the Project proposes development of a 470,000 SF industrial warehousing building on PAs 2 and 3. To evaluate full buildout of the proposed Specific Plan Amendment, this Draft Subsequent EIR evaluates development and operation of 485,000 SF of light industrial warehouse uses on PAs 2 and 3.

3.4 PROJECT OBJECTIVES

The proposed amendment to the Pepper Avenue Specific Plan includes refined Project objectives that all development within the Specific Plan area including the proposed industrial development would implement and are identified below:

1. Revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities.
2. Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.
3. Expand Rialto's industrial uses in proximity to regional transportation networks.
4. Create an economic engine to drive future growth in Rialto, spur infrastructure improvements in the area and implement the Specific Plan vision.
5. Provide local, well-paying jobs to residents that otherwise travel out of the region for employment.
6. Provide freeway-oriented commercial and industrial opportunities to serve regional needs and stimulate job and revenue growth in the City.
7. Incorporate "Green" and sustainable practices, as practicable, in developing buildings and infrastructure.
8. Undertake development of the Project site in a manner that is economically feasible and balanced to address both the property owners' and the City's economic concerns.
9. Locate and integrate the design of native habitat open space areas into the community, such as providing a pedestrian bridge inclusive of interpretive signage that connects the development area with the adjacent Frisbie Park.
10. Maximize the use of native plant materials/species in the Project landscaping, especially in areas located in proximity to preserved native habitat.

3.5 PROJECT CHARACTERISTICS

"Project," as defined by the State CEQA Guidelines, means:

> the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) enactment and amendment of zoning ordinances, and the adoption and

Regional Location

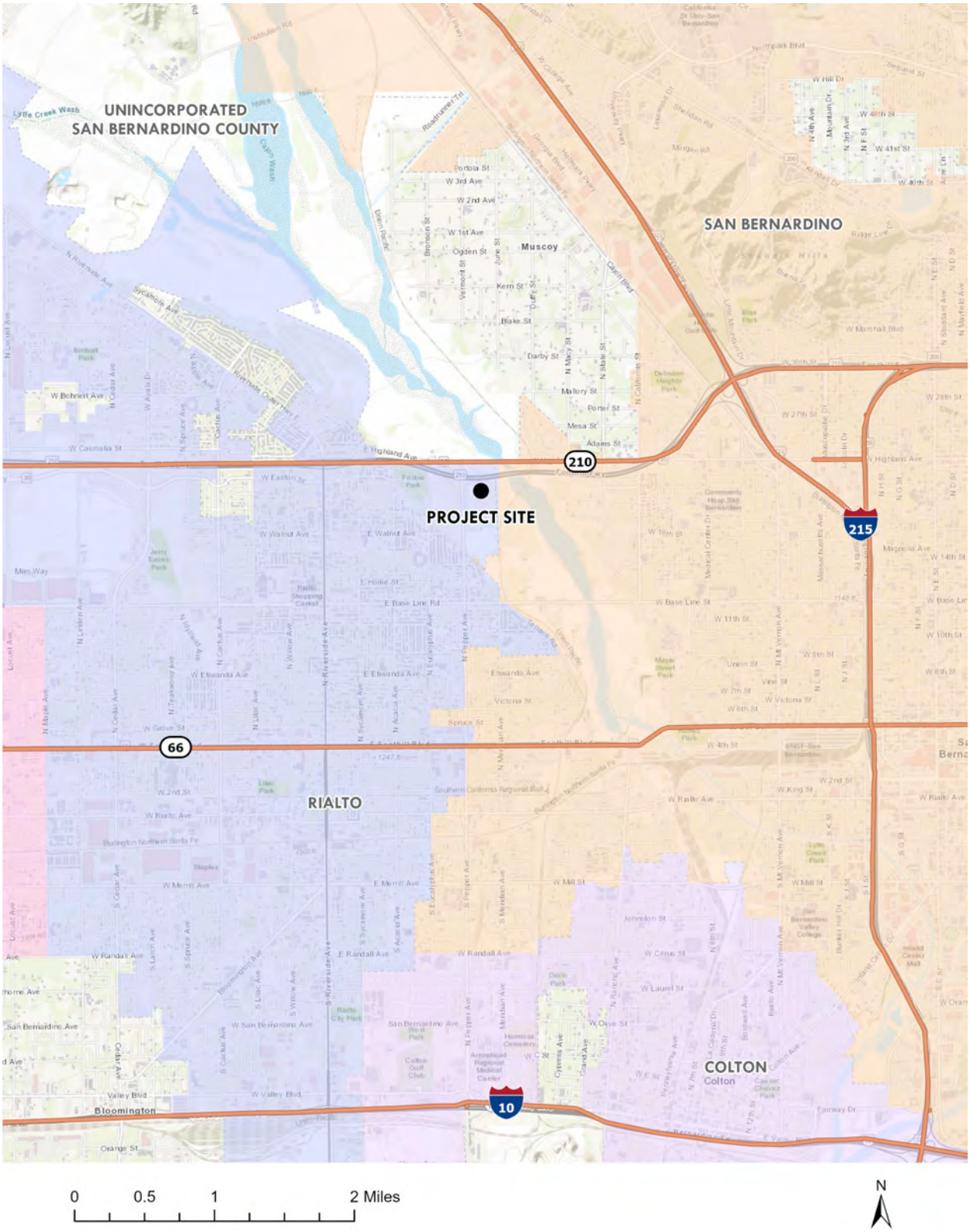

Figure 3-1

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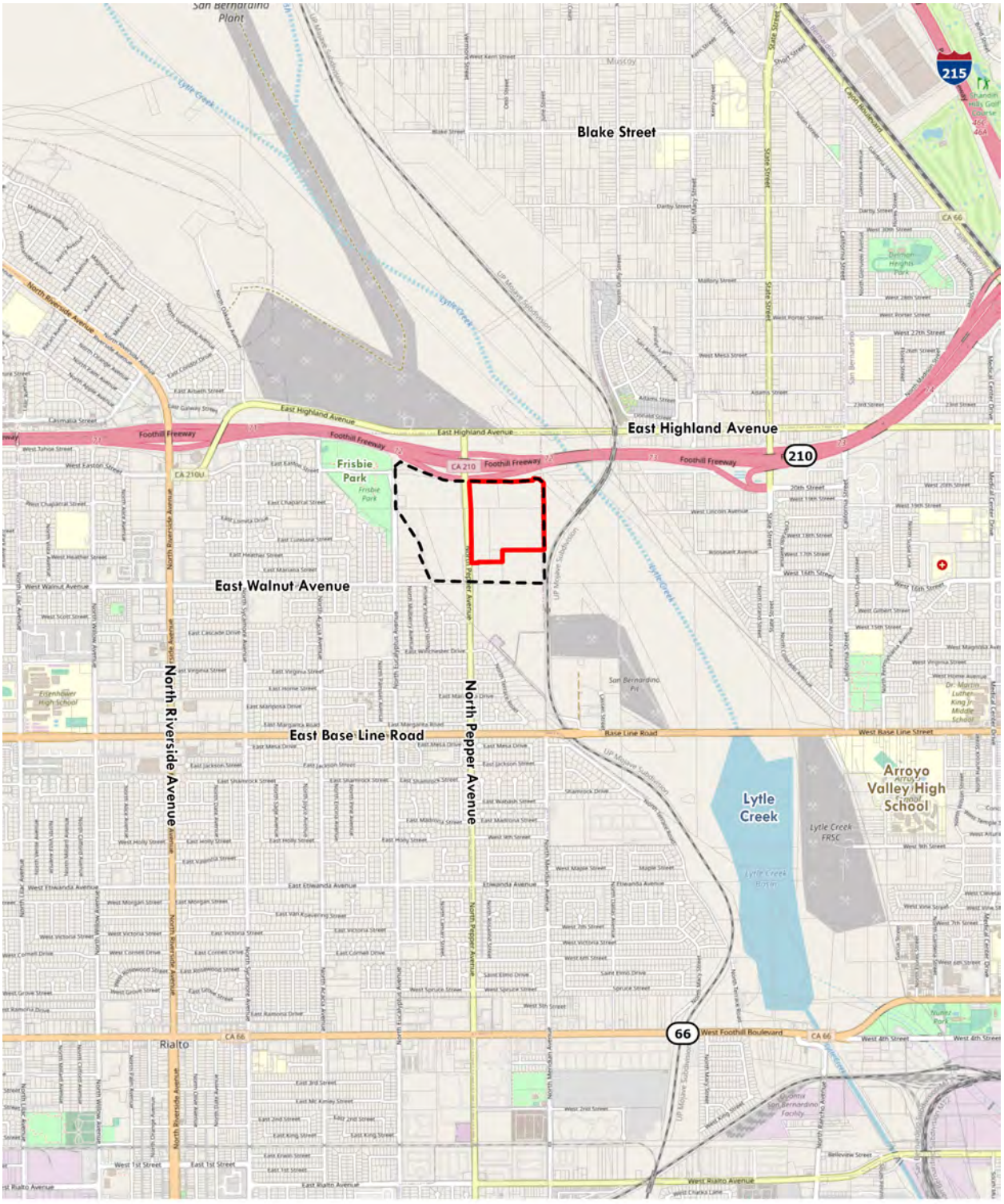
Local Vicinity



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amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700." (14 Cal. Code of Reg. § 15378(a).)

The proposed Project includes two distinct components:

(1) a Specific Plan Amendment ("proposed Specific Plan Amendment") to add a new Light Industrial land use designation to PAs 2 and 3 and to new PA 10; and

(2) a development application for the construction and operation of a 485,000 SF industrial warehousing building on PAs 2 and 3 ("proposed industrial development").

3.5.1 PROPOSED SPECIFIC PLAN AMENDMENT

The proposed Project includes a Specific Plan Amendment that includes the following:

- Provision of a new Light Industrial land use designation that allows warehouse and logistic centers as permitted uses;
- provision of development standards for the new Light Industrial land use designation;
- splitting PA 1 into two PAs: PA 1, encompassing 2.63 acres, and PA 10, encompassing 11.64 acres;
- amending the land use designations of PAs 2 and 3 and new PA 10 from Community Commercial with a development maximum of 476,650 SF to the new Light Industrial designation with a development maximum of 735,185 SF, the residential overlay on PA 3 will remain;
- various circulation improvements, such as provision of new access points and new medians;
- and various textual and graphic amendments related to the changes listed above.

Light Industrial Land Use Designation

The proposed Specific Plan Amendment provides a new Light Industrial land use designation that allows warehouse and logistic centers as permitted uses and is intended to accommodate a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location close to SR-210. The land use designation accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution, and a wide range of manufacturing and assembly uses are also permitted.

Light Industrial Development Standards

The development standards for the new Light Industrial Land Use designation include building and landscape setbacks, building height limits, and signage requirements.

Changes to Planning Areas 1, 2, and 3

The proposed Specific Plan Amendment would split PA 1 (currently 15.1-acres) into two separate PAs – PA 1, encompassing approximately 2.63 acres, and new PA 10, encompassing approximately 11.64 acres. In addition, a 0.83-acre portion of PA 1 was dedicated to the SR-210 right-of-way. The reduced PA 1 would remain as Community Commercial. The proposed Specific Plan Amendment would apply the new Light Industrial land use designation to PA 2, PA 3, and PA 10, which encompass the northeastern portion of the Specific Plan area, on the east side of Pepper Avenue and adjacent to SR-210.

The proposed Specific Plan Amendment identifies the maximum buildout of PAs 2, 3, and 10 to be 735,185 SF of light industrial uses. The reduced PA 1 would have a maximum buildout of 13,000 SF of commercial retail uses. The existing Specific Plan land uses are shown in Figure 3-3, *Existing Pepper Avenue Specific Plan* and the proposed land use changes are shown in Figure 3-4, *Proposed Specific Plan Amendment Land Uses*.

The proposed amendments to the Specific Plan are listed in Table 3-1 below. Planning areas that are not listed below would not be affected by the proposed Project.

Table 3-1: Summary of Proposed Changes to Planning Areas Buildout

Existing Specific Plan				**Proposed Specific Plan Amendment**			
PA	**Acres**	**Land Use**	**Buildout**	**Planning Area**	**Acres**	**Land Use**	**Buildout**
PA 1	15.1 acres	Community Commercial	95,000 SF Business Park 108,650 SF Retail	PA 1	2.86 acres	Community Commercial	13,000 SF Commercial Retail
PA 2	14.6 acres	Community Commercial	30,000 SF Business Park 127,000 sf Retail	PA 2	14.6 acres	Light Industrial	295,000 SF Light Industrial
PA 3	9.4 acres	Community Commercial w/ Residential Overlay	116,000 SF Retail	PA 3	9.4 acres	Light Industrial w/ Residential Overlay	190,000 SF Light Industrial[1]
				PA 10	11.56 acres	Light Industrial	250,185 SF Light Industrial
				SR-210	0.83 acre	Caltrans Right-of-Way	
Total Square Footage			**476,650 SF**	**Total Square Footage**			**748,185**

SF = Square Feet

[1]As part of the Residential Overlay zone, up to 275 multi-family dwelling units may be permitted with a corresponding reduction of up to 190,000 SF of industrial uses, as described in section 5.4.2, Residential Overlay Development Equivalency.

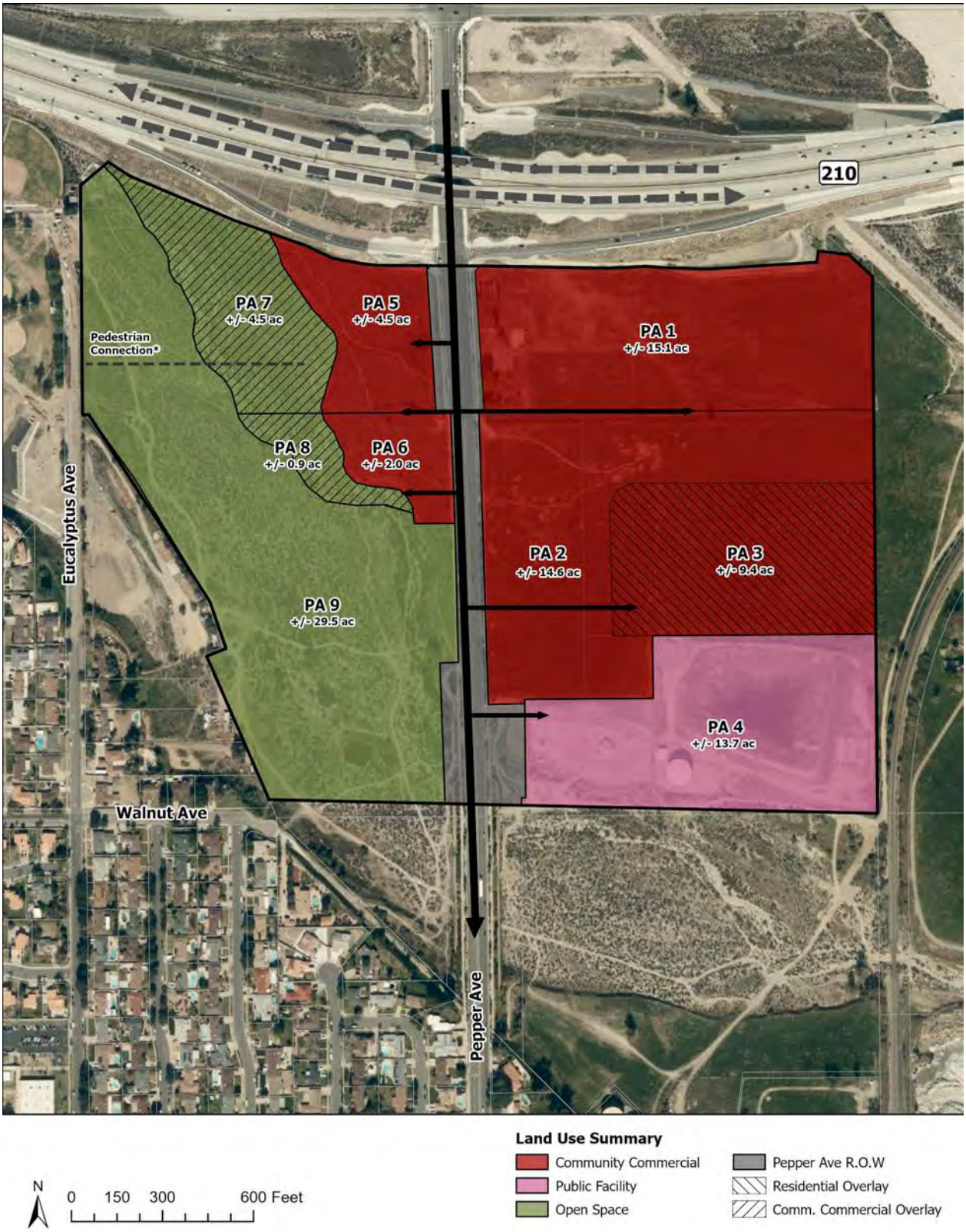
The potential buildout of PAs 1, 2, 3 and 10 would result in a total development potential of 748,185 SF, or an increase of 271,535 SF of Light Industrial and Community Commercial development over the existing Specific Plan development maximum of 476,650 SF of Community Commercial.

Performance Standards for Light Industrial Land Use

The proposed Specific Plan Amendment includes the following measures that shall be included as performance standards and conditions of approval for all indoor storage facilities:

1. New or modified indoor storage facilities shall route all vehicles associated with the use (trucks, vans, passenger vehicles, etc.) on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use intended for public park and recreational use areas to the greatest extent feasible.
2. The queuing of trucks on streets or elsewhere outside of facility shall be prohibited. All queuing, stacking, loading, unloading, and parking shall occur exclusively on-site. The property owner and operator shall be responsible for ensuring compliance with this performance standard.
3. The operator of the indoor storage facility shall be responsible for implementing and monitoring an operations and truck route plan during all operations, including, but not limited to posting the plan and educating truck drivers on the approved routes.
4. Indoor storage facilities shall not store any products, goods, commodities, materials, supplies, or containers outside of any building on-site, except for trucks and trailers associated with the indoor storage facility, without prior approval of a separate conditional development permit in accordance

Existing Pepper Avenue Specific Plan



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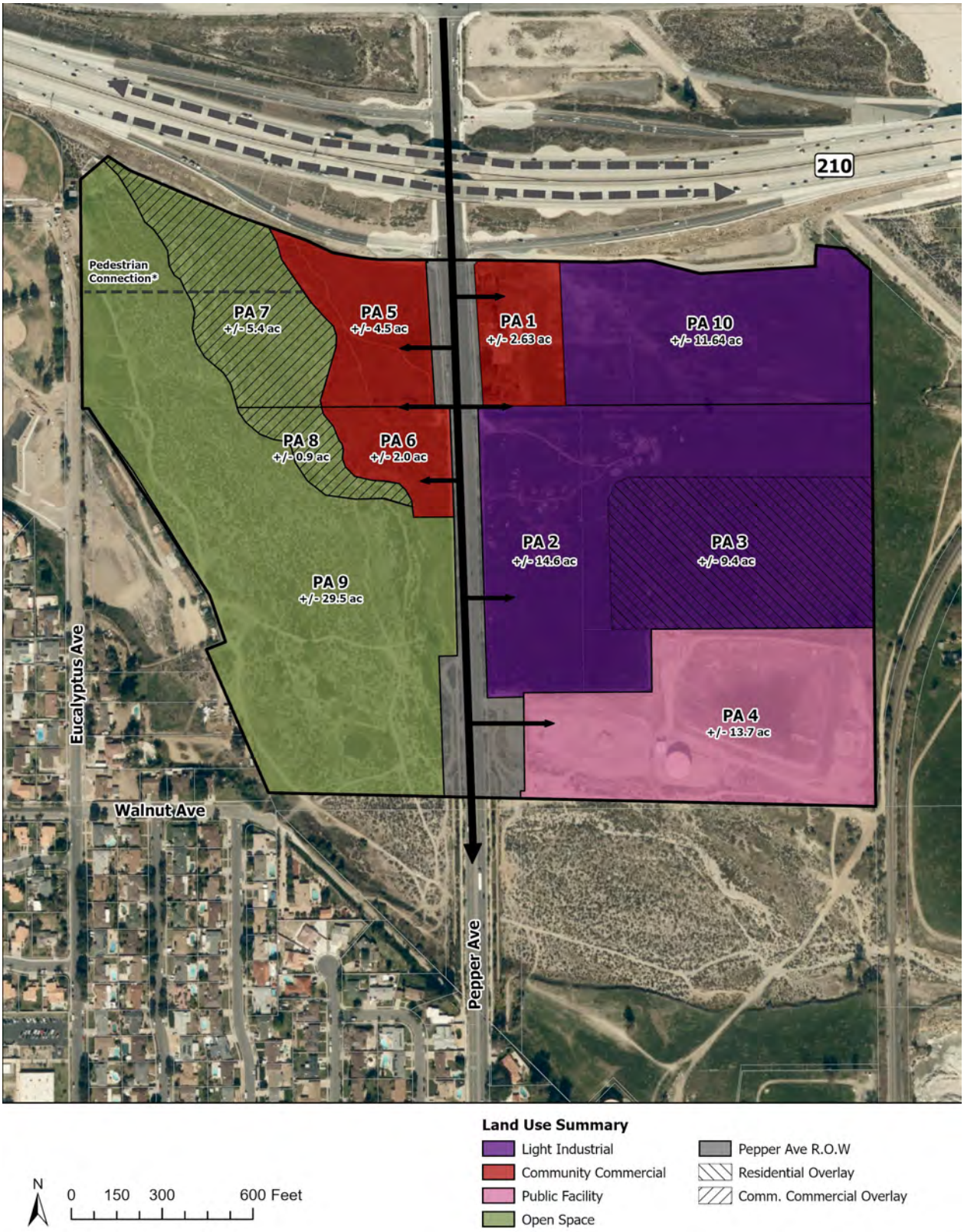
Proposed Pepper Avenue Specific Plan Amendment



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5. Truck drivers shall not sleep or reside within any truck cab on-site overnight or for any other extended duration of time.
6. Operators shall address any parking, traffic, noise, or safety issues within forty-eight hours of being notified by the city that an issue exists.
7. Prior to the issuance of a business compliance certificate, any new tenant or operator of an indoor storage facility shall: 1) submit an operational plan and trip generation analysis prepared by a licensed traffic engineer for review and approval demonstrating the proposed operations and projected traffic associated with the new tenant or operator is the same or less than the projected traffic assumed in the approved entitlements for the facility; and 2) sign a statement acknowledging acceptance of all operational conditions of approval associated with the approved entitlements for the facility. If the proposed operations and trip generation represent a significant change in operational characteristics or more than ten percent increase in trip generation beyond what was entitled, a modification to the conditional development permit shall be required prior to the start of operations.
8. The property owner and/or operator shall be responsible for implementing the approved property maintenance program and maintaining the property in good physical condition.

Lighting

The proposed Specific Plan Amendment states that lighting shall be shielded and strategically placed to minimize glare and light spill onto off-site residential neighborhoods and natural open space areas. Specifically, any pole-mounted light fixtures located on-site or within the adjacent public rights-of-way shall be shielded and directed toward the areas to be lit and away from adjacent sensitive uses.

3.5.2 PROPOSED INDUSTRIAL DEVELOPMENT ON PA 2 AND PA 3

In addition to the Specific Plan Amendment, the City has received a development application including a Conditional Development Permit (CDP) and Precise Plan of Design for a 470,000 SF unrefrigerated industrial warehousing building on PAs 2 and 3 ("proposed industrial development"). To provide a conservative evaluation of potential impacts and an evaluation of buildout of the proposed Specific Plan Amendment, this Subsequent Draft EIR evaluates development and operation of up to 485,000 SF of unrefrigerated light industrial warehouse uses.

Light Industrial Warehousing Uses

The proposed industrial development would occur on 23.82 acres of PA 2 and 3 and includes development of one approximately 470,000 SF unrefrigerated industrial warehousing building, that would include up to 10,000 SF of office space and a 5,000 SF mezzanine[1]. The building would have 62 loading docks, 2 at grade doors, and 201 trailer parking spaces on the south side of the building, as shown in Figure 3-5, *Proposed Industrial Development Conceptual Site Plan*. The building would be used for sorting, warehousing, distribution, and office space. The proposed building would have a maximum height of 53 feet, as shown in Figure 3-6, *Proposed Industrial Development Conceptual Elevations*.

The proposed structure would be painted concrete and have accented glass window and doors at the front entrance location. The building's main entry would be identified by metal entry canopy and glass entry door. To vary the visual height of the 53-foot-high building, the roof would have architectural projections. In

[1] To provide a conservative evaluation of potential impacts and an analysis of the maximum buildout of PA 2 and 3, this SEIR evaluates development and operation of 485,000 SF of light industrial warehouse uses on the site.

addition, the sides of the building would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building.

Access and Circulation

The proposed industrial development would be accessible via three driveways on Pepper Avenue. The north project driveway would be signalized and would be shared with PA 1 and PA 10. The 26-foot-wide center driveway would be an automobile only driveway that would be approximately 287 feet south of the northern driveway and it would be limited to right-in/right-out. The southern driveway would be the truck driveway. It would be 58-foot-wide, approximately 656 feet south of the northern driveway, and unsignalized. It would be limited to southbound (inbound) left-turns and westbound (outbound) right-turns and provide direct truck access to the gated loading bays and trailer parking. Internal vehicular circulation would be provided around the proposed building (as shown in Figure 3-5, *Proposed Industrial Development Conceptual Site Plan*).

Parking

Truck and trailer parking and loading would be located on the southern portions of the industrial development site. Passenger car parking would be provided on the northern and western portions of the industrial development site and would be provided at the following ratios pursuant to the City of Rialto Municipal Code:

- Office: 1 parking space per 250 SF
- Warehouse: 1 parking space per 1,000 SF up to 10,000 SF and 1 parking space per 2,000 SF for areas over 10,000 SF

The Project includes a total of 276 automobile parking spaces, which is 1 more parking space than is required by the Municipal Code, as shown in Table 3-2, *Proposed Parking* below. The Project also includes 203 truck and trailer parking spaces.

Table 3-2: Proposed Vehicle Parking

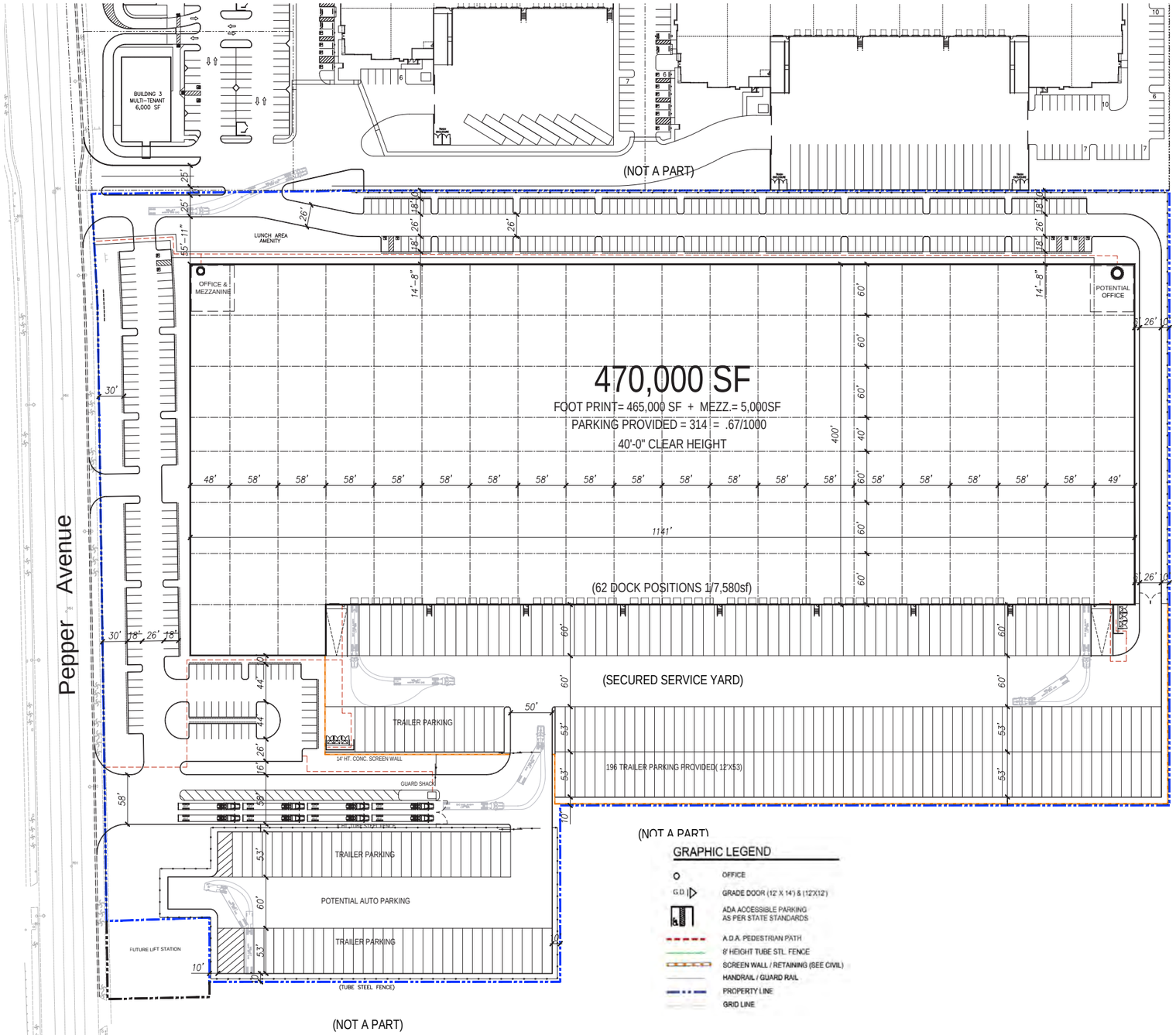
Vehicle Parking Spaces	Required	Provided
Office Parking Spaces	40	40
Warehouse Parking Spaces	235	236
Total Vehicle Parking	**275**	**276**

Landscaping and Fencing

The proposed industrial development would install approximately 103,804 SF of new ornamental landscaping throughout the site that would include a variety of trees, shrubs, accent species, and ground covers. Landscaping would be installed within building setbacks and parking lot areas, as well as around the building perimeter to provide layered landscape screening for adjacent parcels and public right-of-way. New plant species would be drought-tolerant, non-invasive, and compliant with the City's landscaping requirements. See Figure 3-7, *Proposed Industrial Development Conceptual Landscape Plan*. The proposed industrial development would provide water efficient irrigation that is compliant with California Title 24 related to water efficiency.

The Project includes installation of 9-foot-high walls along Pepper Avenue and along approximately 157 feet of the northern site boundary and along approximately 738 feet of the southern site boundary. The remainder of the site boundary would be lined with 8-foot-high tubular steel fencing.

Proposed Industrial Development Conceptual Site Plan



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Proposed Industrial Development Conceptual Elevations

WEST ELEVATION (PEPPER AVE. ELEVATION)

EAST ELEVATION

NORTH ELEVATION

SOUTH ELEVATION

ENLARGED WEST ELEVATION

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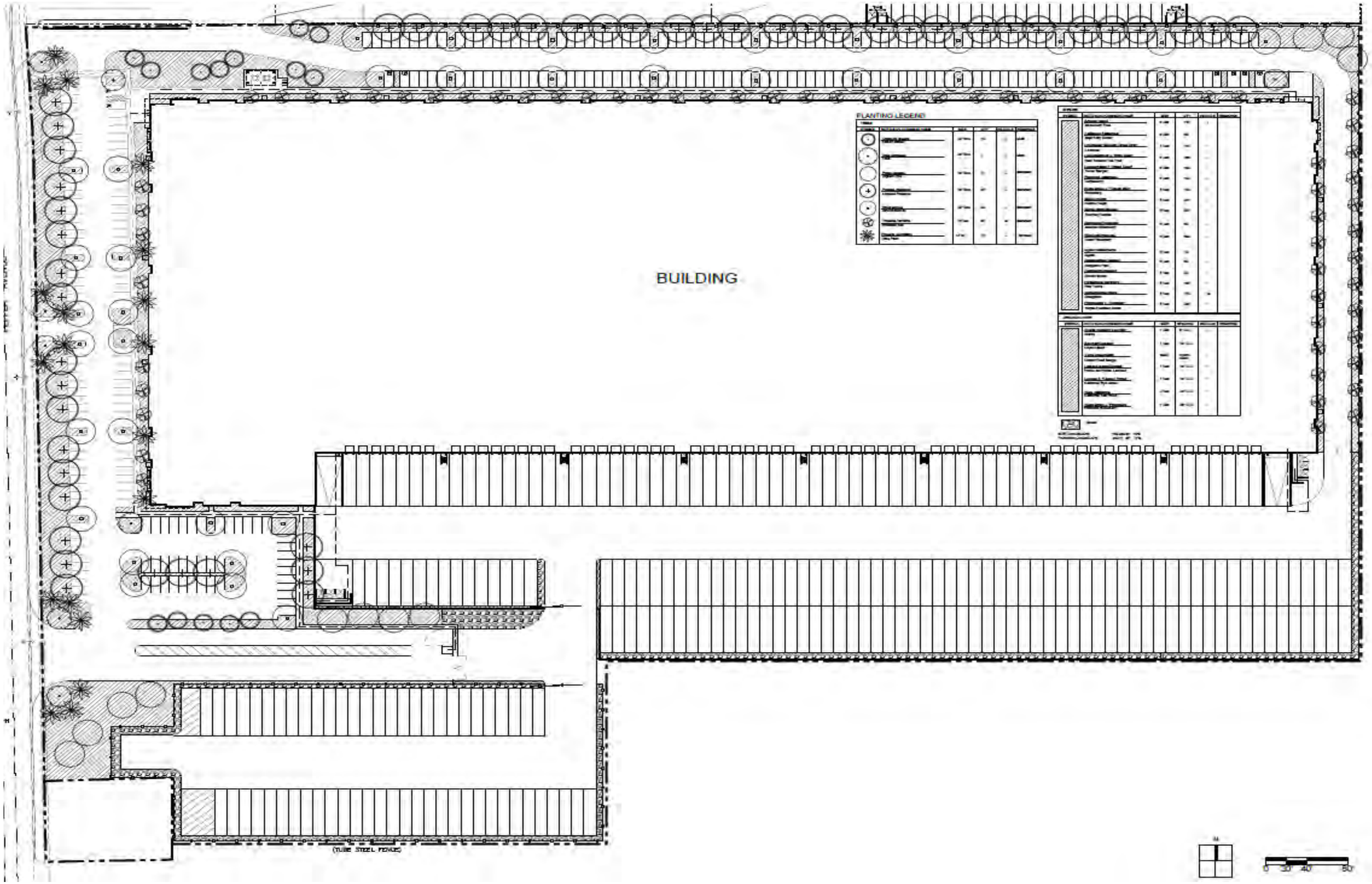
Proposed Industrial Development Conceptual Landscape Plan



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Infrastructure Improvements

The industrial development site is located within an area that contains existing infrastructure within the adjacent right-of-way. The proposed industrial development would install onsite infrastructure that would connect to the existing infrastructure that is adjacent to the site as described below.

Water

The proposed industrial development would connect to and be served by the existing 30-inch and 12-inch water lines located in Pepper Avenue.

Sewer

The proposed industrial development would connect to and be served by the existing 12-inch sewer line located in Pepper Avenue.

Drainage

The proposed industrial development would install an onsite storm water drainage system that would route runoff to a proposed underground detention basin that would be located under the truck parking lot in the southeastern portion of the industrial development site. The detention basin would filter, retain, and infiltrate runoff.

Other Infrastructure

The proposed industrial development would connect to existing dry utility infrastructure in the right of way of Pepper Avenue, including telephone, electrical, and cable. Dry utilities would be installed underground.

3.5.3 PROJECT DESIGN FEATURES

The Project includes various measures from the California Attorney General's *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, to reduce potentially significant impacts[2], which are listed below as PDF AQ-1 through PDF AQ-28.

In addition, PDFs related to geology, hydrology and water quality, public services, transportation, and utilities from the 2017 Final EIR are applicable to the proposed Project and are included and listed below. Minor changes to the 2017 Final EIR PDFs are included (as shown in underline/strikeout) to be reflective and consistent with the proposed light industrial development. The City will include these PPPs along with mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project to ensure their implementation.

California Attorney General's Warehouse Projects Best Practices Project Design Features

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft Subsequent EIR Air Quality Impact Analysis.

[2] Some of the Best Practices have not been agreed to, or have been modified, when such Best Practices do not constitute feasible measures.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible[3].

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

[3] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

PDF AQ-26: The Project Applicant/Developer/Owner shall post signs that all parking of trucks must be within designated on-site areas and not within the surrounding community or public streets. Install signs in residential areas noting that truck and employee parking is prohibited.

PDF AQ-27: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community.

PDF AQ-28: The Project Applicant/Developer/Contractor shall prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area.

2017 Final EIR Project Design Features

2017 Final EIR DF GEO-1: Geotechnical Investigation. Prior to the approval of a precise grading permit for any building within the Project Site, a subsequent site- and design-specific geotechnical and geologic report prepared by a licensed geologist shall be submitted to the City Engineer for review and approval. The report shall document the feasibility of each proposed use and the appropriate geotechnical, geologic, and seismic conditions associated with that use. The geologic investigation shall demonstrate that buildings for human occupancy will not be constructed across active faults and must be setback in accordance with

Alquist-Priolo Earthquake Fault Zoning Act requirements. For residential uses, setback distances may vary, but a minimum 50-foot setback is required.

To demonstrate compliance with the Alquist-Priolo Earthquake Fault Zoning Act requirements, the analysis shall include the results of a subsurface investigation, including on-site trenching activities as necessary, to delineate the precise location(s) of any fault traces that could impact buildings on the future development. Unless otherwise modified, any conditions, recommendations, or construction measures contained therein, including the imposition of specified setback requirements for proposed development activities within Alquist-Priolo Earthquake Fault Zones, shall become conditions of approval for the requested use. The report shall comply with all applicable State and local code requirements, including the current building code in effect at the time of precise grading permit issuance.

2017 Final EIR DF GEO-2: Geotechnical Disclosures. Pursuant to the requirements of the Natural Hazards Disclosure Act, under Sec. 1103 of the California Civil Code, real estate sellers and brokers shall disclose to future buyers that if the Project lies within one or more state or locally mapped hazard areas, including an earthquake fault zone. This hazard shall also be disclosed on a statutory form called the Natural Hazard Disclosure Statement (NHDS) to all prospective buyers within the Project site.

2017 Final EIR DF HAZ-1: Soil Investigation. Soil samples shall be collected for new development within the Project Site prior to issuance of grading permits and analyzed for the presence of organochlorine pesticides and Title 22 Metals. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Toxic Substances Control, 2008, Interim Guidance for Sampling Agricultural Properties). Soils with elevated organochlorine pesticides or metals compared with these guidelines shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.

2017 Final EIR DF HYDRO-1: SWPPP. A Storm Water Pollution Prevention Plan (SWPPP) shall be developed by the applicant of each future development proposed within the Specific Plan that disturbs 1 or more acre. The SWPPP shall comply current Construction General Permit (CGP) and associated local National Pollutant Discharge Elimination System (NPDES) regulations at the time of development to ensure that the potential for soil erosion and short-term water quality impacts is minimized on a project-by-project basis.

2017 Final EIR DF HYDRO-2: WQMP. A Water Quality Management Plan (WQMP) shall be developed by the applicant of each future development proposed within the Specific Plan. The WQMP shall comply with all applicable provisions of the San Bernardino County Technical Guidance Document for Water Quality Management Plan (TGD-WQMP), WQMP Template (Template), and Transportation Project BMP Guidance, as required under Section XI.D.2 of Order No. R8-2010-0036. The WQMP shall include, but not be limited to, the following:

- Incorporation of site design/Low Impact Development (LID) strategies and source control measures in a systematic manner that maximize the use of LID features to provide treatment of stormwater and reduce runoff. For those areas of the Project Site where LID features are not feasible or do not meet the feasibility criteria, treatment control Best Management Practices (BMPs) with biotreatment enhancement design features shall be utilized to provide treatment. LID features shall be sized to infiltrate the required design capture volume (DCV) to reduce impacts of pollutants and runoff volumes to downstream receiving waters.
- Assuming complete build-out of the Project, the entire Project site shall require approximately 5.4 acre-feet of runoff to be infiltrated to retain the runoff from the 85th percentile, 24-hour rain event. Individual developments shall be responsible for their proportionate share. Infiltration BMPs would be sized in accordance with Form 4.3-3 of the TGD for WQMPs.

- Should infiltration prove infeasible based on future geotechnical studies associated with the site-specific plans, harvest and reuse BMPs shall be evaluated as part of the future site-specific plans and WQMPs.

2017 Final EIR DF HYDRO-3: Storm Drain Infrastructure. Should the "West and East Systems Drainage Scenario," as depicted in Section IX, Hydrology and Water Quality, in Attachment B of the Initial Study be implemented by the Project, then DF HYDRO-3 shall be required. If an alternative drainage system is implemented, DF HYDRO-3 would not be required. As stated above, the final storm water design may differ from this design, as the Project's Specific Plan does not mandate specific building locations. Additionally, the final design could include green roofs, bioswales, etc. that would alter the minimum required size of the underground basin, or even eliminate the need for an underground basin. Other designs such as at-grade basins, or storm water designs that only treat individual developments could also be implemented.

Regardless, the precise drainage conveyance system design would be analyzed as part of the Water Quality Management Plan for each future, precise development consistent with State and City requirements for storm water conveyance.

If the Project Site west or east of Pepper Avenue is developed concurrently, the respective West or East drainage and water quality system would be constructed in its entirety consistent with DF HYDRO-2. In this scenario, the developers within either system would enter into a development agreement to delineate their fair share cost of design and construction of the facilities, as applicable. If the northerly portion within either system is developed prior to the southerly portion, the owner would be responsible to do one of the following:

1. Install the proposed retention/detention system within the southerly portion of the Project Site (within their respective system) as well as any drainage conveyances to and from the basin system, sized to accommodate the south site as well. This could require a development agreement for reimbursement of the fair share of costs and shared land use between both owners; or
2. Install drainage and water quality facilities to accommodate only the north portion of their respective system. This would most likely require the design and implementation of an interim Grading and Drainage Plan to mitigate any impacts to the southerly owner.

In this scenario, if the southerly portion of either system is developed prior to the northerly portion, the southern property owner would be responsible to install a drainage and water quality system within the southerly portion of the Project Site to include the anticipated demand and capacity contributed from the northerly site (within their respective system). Specifically, the proposed stormwater conveyances and retention/detention basin within each system would be sized per stormwater and water quality demand for the either the entire West system (Planning Areas 5, 6, 7 and 8) or entire East system (Planning Areas 1, 2 and 3). As such, a development agreement between owners within each system would be implemented for the reimbursement of the fair share of costs.

2017 Final EIR DF HYDRO-4: Storm Drain Fees. The applicant of each future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.270 – Storm Drain Facilities Development Impact Fee of the Municipal Code.

2017 Final EIR DF SERVICE - 1: Construction Management Plan. A construction management plan shall be developed by the applicant or contractor of each future developments proposed within the Specific Plan area and approved by the City of Rialto Public Works Department prior to construction activities. The construction management plan shall include, at a minimum, the following:

- Identify the locations of the off-site truck staging and provide measures to ensure that trucks use the specified haul route, as applicable, and do not travel through nearby residential neighborhoods or schools;
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on surrounding streets;
- Establish requirements for loading/unloading and storage of materials on the Project Site;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to and around the Project Site; and
- During construction activities when construction worker parking cannot be accommodated on the Project Site, a Construction Worker Parking Plan shall be prepared which identifies alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking, except as approved by the City.

2017 Final EIR DF SERVICE - 2: Fire Fees. The applicant of each applicable future developments proposed within the Specific Plan shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.220 – Fire Protection Facilities Development Fee of the Municipal Code.

2017 Final EIR DF SERVICE - 3: Police Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.210 – Law Enforcement Facilities Development Impact Fee of the Municipal Code.

2017 Final EIR DF SERVICE - 4: Schools Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees to the Rialto Unified School District (RUSD) as full mitigation for potential impacts to schools pursuant to SB 50 (Section 65995 of the Government Code) and Title 17 – Subdivisions, Chapter 17.22 – School Facilities Fee, Section 17.22.120 – Facilities Fee and Section 17.22.140 – Dedication or Provision of Facilities in Lieu of Fees, of the Municipal Code.

2017 Final EIR DF SERVICE - 5: Parks. The applicant of each future residential development proposed within the Project Site shall be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.150 – Parks and Recreation Development Impact Fees and Title 17 – Subdivisions, Chapter 17.23 – Park and Recreational Facilities Dedication of the Municipal Code.

2017 Final EIR DF SERVICE - 6: Library Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying applicable development impacts fees Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.200 – Library Facilities Development Impact Fee of the Municipal Code.

2017 Final EIR Design Feature DF TRAF-1: Pepper Avenue / Northerly Right-In/Right-Out (RIRO) Driveway to PA 5. Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left-out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.

- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

2017 Final EIR DF TRAF-2: Pepper Avenue / Main Driveway (Intersection #23) to PA 1, PA 2, PA 5, and PA 6. Install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one left turn lane, one through lane, and one shared through right lane.
- SB Approach: Provide one ~~two~~ left turn lane~~s~~ with 175 feet of storage, one through lane, and one shared through right lane.
- EB Approach: Provide one left turn lane and one shared through-right lane.
- WB Approach: Provide one left turn lane, one through lane, and one right turn lane.

2017 Final EIR DF TRAF-3: Pepper Avenue / Southerly RIRO Driveway to PA 6. Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

2017 Final EIR DF TRAF-4: Pepper Avenue / South Driveway (Intersection #24) to PA 2 and 3. At complete buildout, or as otherwise determined by traffic needs, install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one through lane and one shared through-right lane.
- SB Approach: Provide one left turn lane and two through lanes.
- WB Approach: Provide ~~one left turn lane, and~~ one right turn lane.

2017 Final EIR DF WATER-1: Water Infrastructure. Future development within the Project Site shall provide connections to the water servicing line from both sides of Pepper Avenue. These future connections shall lie north of the WVWD Lord Ranch Facility and require either a direct connection to the existing 30-inch transmission line in Pepper Avenue or extending the 12-inch line to the connection points. The water system shall be designed to deliver the peak hour domestic demand to each service point with a residual pressure of 40 pounds per square inch (psi) and to deliver specified fire flow plus the peak day domestic demand with a minimum residual pressure of 20 psi. The fire flow requirement for the Project Site is 3,000 gallons per minute (gpm) for three hours (for commercial/office/high density residential areas). The maximum operating pressure in mains shall not exceed 130 psi with pressure reducers required on service connections having pressure greater than 80 psi. All water lines shall be looped where possible. All dead-end lines shall not exceed 660 feet in length or the current design requirements at the time of design.

2017 Final EIR DF WATER-2: Water Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.260 – Domestic and Recycled Water Facilities Development Impact Fee of the Municipal Code.

2017 Final EIR DF SEWER-1: Sewer Infrastructure. The sewer system for the Project shall consist of two systems, the East and West systems. The East system shall gravity flow southerly within the future commercial development area (east of pepper Avenue) and then westerly to a proposed lift station on the east side of Pepper Avenue. The East system shall consist of 8-inch and 6-inch laterals. The West system (west of Pepper Avenue) shall gravity flow easterly towards Pepper Avenue and join an existing 12-inch VCP sewer line in Pepper Avenue.

An on-site sewer lift station on the east side of Pepper Avenue shall be required to pump sewage flows southerly via a force main into the gravity sewer system in Winchester Drive. The future lift station shall be sized to accommodate the peak sewer flows from the Project as well as any potential offsite future developments that may be tributary to the lift station, including the Caltrans-maintained area north of the 210 Freeway and south of Highland Area (which consists of 7.4 acres). Future development of this 7.4-acre area would likely add additional sewer flows of approximately 9 percent of the above peak flow to the lift station. Therefore, the proposed lift station shall be designed to accommodate the calculated peak flow plus 9 percent.

The on-site sewer system for the Specific Plan area may reach depths of 20-25 feet, therefore the future lift station shall be designed to have sufficient power to siphon sewer flows from these depths. Furthermore, there would be approximately 35-40 feet of vertical change and approximately 1,100 feet of horizontal length between the lift station and the point of connection into the existing
sewer system in Winchester Drive. The final engineering and design specifications shall ensure the lift station can accommodate these constraints.

2017 Final EIR DF SEWER-2: Sewer Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.240 – Sewage Collection Facilities Development Impact Fee and Section 3.33.250 – Sewage Treatment Facilities Development Impact Fee of the Municipal Code.

Operations

Although individual users have not been identified, the proposed light industrial buildings are anticipated to operate up to 7 days a week. The industrial/warehousing uses could include multiple shifts with operational activities 24 hours per day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

Construction

Project construction of the proposed industrial development Project would take approximately 18 months and includes the site preparation, grading, building construction, paving, and then architectural coatings. Construction activities would occur pursuant to the requirements of the Rialto Municipal Code Section 9.50.050(F), which states that construction activity shall occur between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year. No construction activity is permitted on Sundays or state holidays.

Onsite soils would be excavated to depths of at least 4 to 6 feet below the existing ground surface and proposed building pad subgrade elevations, recompacted as engineered fill to support the proposed building structure. The compaction of fill would be in compliance with the California Building Code (CBC) regulations. The industrial development Project would require 62,230 cubic yards of cut and 49,740 cubic yards of fill. For purposes of analysis, a total of 12,490 cubic yards of export. Table 3-3 provides the anticipated construction schedule.

Table 3-3: Proposed Industrial Development Project Construction Schedule

Construction Activity	Work Days
Site Preparation	10
Grading	45
Building Construction	300
Paving	20
Architectural Coating	40

3.5.4 LEVEL OF ANALYSIS

This Draft Subsequent EIR analyzes the Project components in the following manner:

- **Specific Plan Amendment (PA 1, PA 2, PA 3, and proposed PA 10).** The Draft Subsequent EIR analyzes the Specific Plan Amendments to PAs 1, 2, 3, and the proposed PA 10 at a programmatic level. There is no project-specific development proposed within PA 1 and a future cumulative project is anticipated in the proposed PA 10.
- **Proposed Industrial Development (PAs 2 and 3).** The proposed industrial development within PAs 2 and 3, along with the proposed Specific Plan Amendments to PAs 2 and 3, are analyzed at a project-specific level because a development application has been received for the construction and operation of an approximately 470,000 SF unrefrigerated industrial warehousing building on the site, which is detailed herein. To provide a conservative evaluation of potential impacts and to evaluate buildout of the proposed Specific Plan Amendment, this Draft Subsequent EIR evaluates development and operation of 485,000 SF of unrefrigerated light industrial warehouse uses.

3.6 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this Draft Subsequent EIR, reference is made to existing regulations applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, regulations are described, and PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, mitigation is introduced. The City will include these PPPs along with mitigation measures in the MMRP for the proposed Project to ensure their implementation.

3.7 DISCRETIONARY APPROVALS AND PERMITS

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the designated Lead Agency for the proposed Specific Plan Amendment and proposed industrial development and has principal authority and jurisdiction for CEQA actions and Project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The discretionary actions to be considered by the City as part of the proposed Project include:

- Specific Plan Amendment
- Conditional Development Permit
- Precise Plan of Design

In addition, the proposed industrial development will require ministerial approvals by other agencies that include, but are not limited to, the following:

- Regional Water Quality Control Board for approval of a Stormwater Pollution Prevention Plan and a Water Quality Management Plan.
- West Valley Water District permits
- South Coast Air Quality Management District construction permits

4. Environmental Setting

The purpose of this section is to provide a "description of the physical environmental conditions in the vicinity of the Project, as they exist at the time the Notice of Preparation (NOP) is published, from both a local and a regional perspective" pursuant to CEQA Guidelines Section 15125(a). In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft Subsequent EIR.

4.1 PROJECT LOCATION

The Pepper Avenue Specific Plan ("Specific Plan") area is located within the northeast portion of the City of Rialto. As depicted in Figure 3-1, *Regional Location*, the City of Rialto is located in the southwestern portion of San Bernardino County in the largely developed San Bernardino Valley Region. Rialto is adjacent to the Cities of Fontana, Colton, and San Bernardino and located in the San Bernardino North United States Geological Survey (USGS) 7.5' topographic quadrangle.

As depicted on Figure 3-2, *Local Vicinity,* the Specific Plan area is located east of Eucalyptus Avenue, south of State Route 210 (SR-210), west of Meridian Avenue (extended) and north of Walnut Avenue (extended). Pepper Avenue bisects the Specific Plan area into east and west halves. The proposed industrial development site is 23.82-acres and is located within the Specific Plan area in PAs 2 and 3, on the eastern side of Pepper Avenue, as shown on Figure 3-2. The center point latitude and longitude for the proposed industrial development site is 34.13153802° North and 117.35110039 West. Regional access to the Specific Plan area is provided via SR-210 and the Pepper Avenue interchange to the north. Local access is provided by Pepper Avenue.

4.2 PROJECT SITE DESCRIPTION

The Pepper Avenue Specific Plan (Specific Plan 2017-0001) was adopted by the City of Rialto in 2017 to guide development of the largely vacant and undeveloped area. The 101.7-acre Specific Plan includes zoning for 462,000 SF of retail shopping center, 125,000 SF of business park uses, 29.5 acres of natural open space, and 13.7 acres of water facilities, including water wells, a pump station, and a reservoir. The Specific Plan also has an overlay zone, which allows development up to 275 multi-family dwelling units, subject to approval of a Conditional Use Permit (CUP).

The Specific Plan area is mostly vacant except for Pepper Avenue, which bisects the Specific Plan area, and the West Valley Water District (WVWD) Lord Ranch Facility site that consists of PA 4. The WVWD facility includes water wells, a pump station, and a reservoir on approximately 13.7 acres. An unnamed wash drains southeasterly through the Specific Plan area through PA 9 and to the south of PA 4 that eventually reaches Lytle Creek and is roughly eight feet lower than the portions of the Specific Plan areas that are designated for development.

4.3 AESTHETICS

Scenic Vistas

The Specific Plan area does not contain nor is adjacent to a scenic vista. Foreground and mid-distance views have limited scenic value. However, the long-distance background views include the San Bernardino

Mountains (located approximately six miles to the north) and the San Gabriel Mountains located farther to the northwest.

Visual Character and Quality

Specific Plan Area: The visual character of the Specific Plan area is that of a predominantly undeveloped and disturbed open space. The Specific Plan area is visible from surrounding streets and highways, including Eucalyptus Avenue, Easton Street, Walnut Street, SR-210, and Pepper Avenue, which bisects the Specific Plan area. The Specific Plan area slopes gradually to the southeast. Eucalyptus Avenue in the western portion of the Specific Plan area is approximately 1,311 feet above mean sea level (amsl), dropping to approximately 1,284 feet amsl at Pepper Avenue and to approximately 1,267 feet amsl at the east boundary of the Specific Plan area. A southeasterly-flowing drainage, which eventually empties into Lytle Creek, runs through the southeast portion of the Specific Plan area.

The existing PA 1, PA 2, and PA 3 areas contain disturbed undeveloped land that is regularly disked and has a visual character of disturbed open space, as such, exhibits minimal native habitat or other visual resources. PA 4, located the southeastern portion of the Specific Plan area, includes patches of alluvial fan sage scrub, storage tanks and other facilities associated with the WVWD. The Specific Plan areas to the west of Pepper Avenue (PAs 5 through 9) are also undeveloped, disturbed, contains patches of alluvial fan sage scrub and a southeasterly-flowing drainage. As shown on Figures 3-3 and 3-4, the drainage flows through PA 9, south of PA 9, and to the south of PA 4, and eventually reaches Lytle Creek.

Surrounding Area: Frisbie Park, a City public park, adjoins the northwest portion of the Specific Plan area. The 35-acre park includes open green space, shade trees, picnicking areas, a children's playground, basketball courts, three lighted Little League fields, and three girls' softball fields. Frisbie Park, located at approximately 1,328 feet to 1,311 feet amsl (west to east), has aesthetic value as recreational open space.

Single-family neighborhoods are located to the west and southwest of the Specific Plan area. SR-210 is to the north of the Specific Plan area. Highland Avenue and a sand and gravel mining operation are located to the north of SR-210.

The Riverside Highland Water Company property, the BNSF Railroad spur, and the Lytle Creek Wash (trending southeast/southwest) in the City of San Bernardino are located to the east of the Specific Plan area. A semi-rural residence and open fields are located to the east of the Specific Plan area beyond the railroad line. A sand and gravel mining operation is located to the southeast of the Specific Plan area.

The Lytle Creek Wash, water storage tanks and open, disked fields are located to the south of the Specific Plan area. Utility lines in the area are above ground. The SR-210, residential neighborhoods, railroad, industrial uses, the wash, disked fields, and other surrounding uses do not provide unique aesthetic features or aesthetic character. With the exception of Frisbie Park, the uses immediately surrounding the Specific Plan are do not constitute visual resources or possess unique visual character.

Light and Glare

Existing nighttime lighting within the Specific Plan area consists of street lights along Pepper Avenue and lighting for the WVWD Facility in the southeast portion of the Specific Plan area. Additional lighting in the surrounding area consists of illuminated signage, vehicle lights on the SR-210, headlights on local and arterial streets, porch lights and light spillage from residences in the surrounding residential neighborhoods, and ballfield and parking lot lights in Frisbie Park. Nighttime illumination is lowest in the area's residential

neighborhoods and undeveloped portions such as the on-site vacant land, and highest along the SR-210 corridor and Frisbie Park, particularly during evening use of the ballfields.

Glare in the area is limited. No large continuous expanses of highly reflective materials exist within the Specific Plan area or in the vicinity.

4.4 AIR QUALITY

Climate and Meteorology

The Pepper Avenue Specific Plan area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Specific Plan area is located within SRA 34, Central San Bernardino 2 area. The Central San Bernardino 2 monitoring station is located approximately 4.6 miles southeast of the Pepper Avenue Specific Plan area and reports air quality statistics for O_3, CO, NO_2, $PM_{2.5}$, and PM_{10}. The most recent 3 years of data is shown on Table 5.2-2, Section 5.2, *Air Quality*, and identifies that in 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone and PM_{10} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead.

Sensitive Land Uses

Existing sensitive air quality receptors in the vicinity of the Specific Plan area include residential uses that are located between 255 and 2,757 feet from the boundary of PA 2 to the southwest and PA 3 to the southeast. Other development areas within the Specific Plan area are farther away from existing sensitive receptors.

4.5 CULTURAL RESOURCES

Historic

Based on historical aerials, as early as the 1930, PAs 1, 2, and 3 of the existing Pepper Avenue Specific Plan were developed with structures and orchards. By the late 1970s, existing PA 1 was cleared of citrus trees, although the built structures were still visible on the northwest quadrant. By 1989 all of the PAs were cleared of the orchards and only the structures remained. At some point between 2009 and 2011 the structures were demolished (MCC 2022). PAs 1, 2, and 3 of the existing Specific Plan are now vacant and no historic structures exist onsite.

Archaeological

The Cultural Resources Assessment identified 26 previously recorded cultural resources within one mile of the Specific Plan area. Twenty-three of the cultural resources are of historic age and include refuse scatters, structural foundations, water conveyance systems, roads, and buildings. The remaining three resources are of prehistoric age.

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The Cultural Resources Assessment identified one previously recorded historic-era resource within PA 1. This resource consists of a mix of historic period and modern agricultural features. Modern components include one large cement slab foundation with an asphalt driveway, several outbuildings, and a linear concrete wall foundation. The potentially historic-aged features include a smaller concrete pad, two reutilized wooden electrical/telephone poles, and an earthen ditch. This resource appears to be heavily disturbed, and all standing structures have been demolished. A review of historic records indicates that this property had been subject to improvements as early as 1918 and that structures were present through 1946. Historic aerials from 1938 depict orchards throughout the property as well as a “small clearing,” which could have been the location of additional structures. The improvements to the property may have been associated with Aaron Ashbury Cox, a well-known orange grower and prominent citizen in San Bernardino, although conflicting information states that Mr. Cox had a large home on Mt. Vernon Avenue in San Bernardino. This resource was subject to formal evaluation for listing to the CRHR, but was determined to be ineligible due to lack of site integrity and unknown association with the Cox Family (MCC 2022).

4.6 ENERGY

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Rialto. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to meet future demands. The Edison International 2020 Annual Report describes that in 2020 approximately 43% of power that SCE delivered to customers came from carbon-free resources (SCE 2020).

The existing electricity service in the Specific Plan area is provided by the electricity distribution systems that exists along Pepper Avenue in the Specific Plan area.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Rialto and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (CGEU 2020). The Specific Plan area is currently served by the natural gas distribution system that exists within Pepper Avenue.

4.7 GREENHOUSE GASSES

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between

10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Specific Plan Conditions

The Specific Plan area is mostly vacant except for Pepper Avenue, which bisects the Specific Plan area, and the WVWD Lord Ranch Facility site that is located within PA 4. The WVWD facility includes water wells, a pump station, and a reservoir on approximately 13.7 acres. Therefore, the existing GHG emissions generated from onsite uses is minimal and limited to operation of the WVWD facility.

4.8 LAND USE AND PLANNING

The Specific Plan area is mostly vacant except for Pepper Avenue, which bisects the Specific Plan area, and the WVWD Lord Ranch Facility site that is located within PA 4. The WVWD facility includes water wells, a pump station, and a reservoir on approximately 13.7 acres. An unnamed wash drains southeasterly through the Specific Plan area through PA 9 and to the south of PA 4 that eventually reaches Lytle Creek and is roughly eight feet lower than the portions of the Specific Plan areas that are designated for development.

Existing Pepper Avenue Specific Plan Land Use Designations

The Specific Plan area is currently comprised of nine Planning Areas (PAs) with land uses designated for commercial, business park, open space, and an overlay that allows for multi-family dwelling units. The

existing Specific Plan land uses are shown in Figure 3-3, *Existing Pepper Avenue Specific Plan*, and a summary is provided in Table 4-1.

Table 4-1: Specific Plan Area Existing Land Use Summary by Planning Area

Planning Area	Acres	Land Use	Development Potential
PA 1	15.1	Community Commercial	95,000 SF Business Park 108,650 sf Retail Uses
PA 2	14.6	Community Commercial	30,000 sf Business Park 127,000 sf Retail Uses
PA 3	9.4	Community Commercial with Multi-Family Residential Overlay	116,000 sf Retail Uses or up to 275 multi-family units
PA 4	13.7	Public Facility	West Valley Water District Facilities
PA 5	4.5	Community Commercial	41,000 sf Retail Uses
PA 6	2.0	Community Commercial	8,400 sf Retail Uses
PA 7	5.4	Open Space with Community Commercial Overlay	52,700 sf Retail Uses
PA 8	0.9	Open Space with Community Commercial Overlay	8,250 sf Retail Uses
PA 9	29.5	Open Space	Natural Open Space
Pepper Avenue Right-Of-Way	6.6	Right-of-way	Right-of-way
Total	**101.7**		**462,000 Total Retail Uses and/or up to 275 multi-family units** **125,000 Total Business Park Uses**

The land use designations listed in Table 4-1 are described below.

- **Community Commercial:** The existing Pepper Avenue Specific Plan states that the Community Commercial land use designation provides for a variety of commercial and retail uses, as well as business park development consisting of a mix of office, research and development, light industrial and other complementary uses. Community commercial land use area consists of approximately 45.6-acres located toward the SR-210 (PA 1, PA 2, PA 3, PA 5, and PA 6) due to its physical and visual accessibility from SR-210 and the Pepper Avenue interchange.
- **Community Commercial Overlay:** A Community Commercial Overlay covers PAs 7 and 8, in addition to the underlying Open Space land use designation. This overlay is intended to increase the viability of commercial development within PAs 5 and 6 by potentially allowing commercial uses on the adjacent PAs 7 and 8. In this development scenario, an additional 6.3 areas of Community Commercial uses would be developable, allowing the possibility of larger retail tenants.
- **Multi-Family Residential Overlay:** The Multi-Family Residential Overlay is intended to provide flexibility to better address future market conditions and housing needs of the City of Rialto. Multi-family units, at a maximum density of 30 dwelling units per acre, may be developed within PA 3 up to a maximum of 275 units. These units would be permitted with a corresponding reduction up to 116,000 SF of retail uses.
- **Open Space:** PAs 7, 8, and 9 (5.4, 0.9, and 26.5 acres, respectively) function as habitat area for RAFSS and includes a natural drainage feature. This open space designation precludes development, with the exception of the Community Commercial Overlay on PAs 7 and 8 and a ten-foot wide, grade separated pedestrian bridge that that would connect PA 7 with the off-site Frisbie Park.

- **Public Facility:** PA 4 is designated as Public Facility. An existing WVWD facility exists on the site and consists of a combination of pump stations, water supply wells, and an above ground water tank.

Surrounding Areas

The land uses that surround the Specific Plan area are described below.

- **North:** The SR-210 freeway and right-of-way followed by vacant land and aggregate mining operations north of the freeway that are within unincorporated County of San Bernardino. The area north of SR-210 has a General Plan Land Use designation of Resource Conservation and a zoning designation of Resource Conservation.
- **West:** Vacant land, single-family residential uses and Frisbie Park. The area has a General Plan Land Use designations of Residential 6 (single-family residential) and Open Space Recreation, and a zoning designation of Single Family Residential (R-1A).
- **South:** An unnamed wash and vacant land followed by single-family residential uses on the west side of Pepper Avenue; and West Valley Water District Facilities on the east side of Pepper Avenue. The area has a General Plan Land Use designation of Residential 6 (single-family residential) and a zoning designation of Single Family Residential (R-1A).
- **East:** Riverside Highland Water Company property and the Burlington Northern Santa Fe Railroad, followed by the Lytle Creek Wash which trends in a southeast to southwest direction. Areas to the east of the Specific Plan area are within the City of San Bernardino and have a General Plan land use designation of Public Facility (PF) and have a zoning designation of Flood Control (PFC).

4.9 NOISE

Existing Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The closest sensitive receptors are residences; the closest of which is a non-conforming residential structure that is 255 feet southeast of PA-3.

Existing Noise Levels

To assess the existing noise levels, 24-hour noise level measurements were taken at 5 locations near sensitive receivers in the vicinity of the Project area as shown in Figure 5.7-2. The field survey noted that noise within the area is generally characterized by vehicle traffic on area roadways. A description of these locations and the existing noise levels are provided in Table 4-2. As shown, ambient noise levels range from 54.3 to 68.6 CNEL throughout the area.

Table 4-2: Existing Ambient Noise Measurement Results

Location	Description	Energy Average Noise Level (dBA L_{eq})[1]	
		Daytime	Nighttime
L1	Located northwest of the Project site near Frisbee Park at 1901 North Acacia Avenue.	61.1	63.8
L2	Located northeast of the Project site near single-family residence at 2281 West Washington Avenue.	62.7	64.7
L3	Located east of the Project site near single-family residence at 2185 Roosevelt Avenue.	54.3	55.4
L4	Located south of the Project site near single-family residence at 1438 Terrace Road.	68.6	64.5
L5	Located west of the Project site near single-family residence at 1698 North Eucalyptus Avenue.	64.2	65.6

[1] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Noise Study, 2022. Appendix G.

Table 4-3 summarizes the existing ambient noise level conditions in relation to the General Plan's identified Noise/Land Use Compatibility, which shows that within the existing ambient noise environment, the existing residential land uses near the Specific Plan area are considered normally acceptable, conditionally acceptable, and normally unacceptable with the General Plan Noise/Land Use Compatibility Matrix.

Table 4-3: Existing Noise and Land Use Compatibility

Location	Land Use	CNEL	General Plan Land Use Category	General Plan Noise/Land Use Compatibility
L1	Park	63.8	Open Space Recreation	Normally Acceptable
L2	Residential	64.7	Residential 6	Conditionally Acceptable
L3	Residential	55.4	Residential 6	Normally Acceptable
L4	Residential	64.5	Residential 6	Conditionally Acceptable
L5	Residential	65.6	Residential 6	Normally Unacceptable

Source: Noise Study 2022, Appendix G and General Plan Exhibit 2.2, Land Use Policy Plan.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Specific Plan, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways, such as Pepper Avenue and SR-210. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

4.10 TRANSPORTATION

Existing Roadway Network

The existing roadway network in the vicinity of the Pepper Avenue Specific Plan includes the following roads that are shown on Figure 5.8-1 in Section 5.8, *Transportation*:

- **State Route 210.** State Route (SR) 210 is adjacent to the north of the Specific Plan aera and accessible via the Pepper Avenue interchange. In this location, the freeway consists of four lanes in both directions. which connects to SR-215 approximately 2.5 miles east of the Specific Plan area.
- **Pepper Avenue.** Primary access to the Project site is provided by Pepper Avenue from the north and south. Pepper Avenue is a public street designated as a Major Arterial in the City of Rialto General Plan. The roadway has four lanes of travel and Class II bike lanes in both directions. A Class II bike lane is provided by a stripe on the pavement. The posted speed limit on Pepper Avenue is 45 MPH.
- **Baseline Road.** Baseline Road is a four-lane east-west roadway, designated as a Major Arterial and a truck route, in the General Plan Circulation Element. The roadway has two lanes of travel in each direction, a Class II bike lane, and sidewalks.
- **Winchester Drive and Terrace Road.** These are local roadways that provide access to residential areas to the south of the Specific Plan area.

Existing Truck Routes

Pepper Avenue, SR-210, and Baseline Road are the General Plan identified truck routes in the vicinity of the Specific Plan area, which is shown on Figure 5.8-2 in Section 5.8, *Transportation*.

Existing Traffic Volumes and Intersection Operations

The Specific Plan area is undeveloped except for the WVWD facility on PA 4 that consists of existing pump stations, water supply wells, and an above ground water tank, and generates minimal vehicle trips. To identify the existing vehicular trips in the traffic study area, counts were conducted on October 20, 2021. Table 4-4 shows the existing AM and PM peak hour levels of service at study intersections, which identifies that all of the study area intersections operate at a satisfactory LOS D or better.

Table 4-4: Existing AM and PM Peak Hour Level of Service

Intersection		Control Type	AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1.	Pepper Avenue/SR-210 WB Ramps	Signal	23.1	C	19.1	B
2.	Pepper Avenue/SR-210 EB Ramps	Signal	19.9	B	19.4	B
3.	Pepper Avenue/North Project Driveway (future)	TWSC	-	-	-	-
4.	Pepper Avenue/South Project Driveway (future)	TWSC	-	-	-	-
5.	Pepper Avenue/Baseline Road	Signal	26.6	C	11.4	B
6.	Pepper Avenue/Winchester Drive – Terrace Road	Signal	21.2	C	24.3	C

Source: TIA, Appendix H
Two-Way Stop Control (TWSC)

Existing Roadway Segment Operations

The Existing Conditions LOS at the roadway segments were determined by a comparison of the daily roadway volumes with the roadway capacity shown in the City's TIA Guidelines. Table 4-5 shows the existing LOS for daily roadway segments, which operate at satisfactory levels (above the LOS D threshold).

Table 4-5: Existing Roadway Segment Operations

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	Existing Roadway ADT
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	D	32,999	20,955
2. Pepper Ave: Winchester-Terrace to SR-210 EB Ramp	Modified Arterial	D	32,999	22,129

Source: TIA, Appendix H

Vehicle Miles Traveled

The Specific Plan area is located within a low Vehicle Miles Traveled (VMT) generating area. The County of San Bernardino VMT Screening Tool identifies areas that have a VMT/Worker below 16.2 as low VMT generating. The VMT/Worker for the Specific Plan Area is 9.7; and therefore, is within a low VMT generating area.

Transit Services

The City of Rialto is served by the OmniTrans, the transit service for San Bernardino County. The Specific Plan area along Pepper Avenue is not currently served by OmniTrans service. The closest existing transit services to the Specific Plan area include Route 10 that runs east and west along Baseline Road to the south of the Specific Plan area and Route12 that runs east and west along Highland Avenue to the north of the Specific Plan area. However, transit service is reviewed and updated by OmniTrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Pedestrian and Bicycle Facilities

Pepper Avenue contains Class II bike lanes and sidewalks on both sides of the street. Also, Baseline Road contains a Class II bike lane and sidewalks on both sides of the street.

4.11 TRIBAL CULTURAL RESOURCES

The Specific Plan area is within a region where the traditional use territories of the Serrano, Cahuilla, and Gabrielino meet. These three cultural groups spoke languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock.

Serrano

The Serrano people once occupied the Mountain, North Desert, and East Desert Regions of present-day San Bernardino County. Mainly due to the inland territory that the Serrano occupied beyond Cajon Pass, contact between Serrano and Europeans was minimal. As early as 1790, some Serrano people were drawn into mission life. After a failed attack of the Mission San Gabriel in 1811, some Serrano people relocated to Morongo with the Cahuilla tribe. Others followed the Serrano leader Santos Manuel toward the San Bernardino County valley floors and eventually settled to become the San Manuel Band of Mission Indians Reservation.

Cahuilla

The eastern portion of the Valley Region, the southeastern part of the Mountain Region, and the southern portion of the East Desert Region of San Bernardino County were once home to the Cahuilla people. It is thought that the Cahuilla migrated to southern California approximately 2,000 to 3,000 years ago with

related sociolinguistic groups, most likely from the southern Sierra Nevada Mountain ranges. The Cahuilla settled in a territory that extended from the present-day city of Riverside to the central portion of the Salton Sea in the Colorado Desert, and from the San Jacinto Valley to the San Bernardino Mountains.

Gabrielino

The Gabrielino historically occupied the southwestern portion of San Bernardino County, including the Valley Region. The name Gabrielino denotes the people who were under the control of the Spanish from Mission San Gabriel, which included people from the Gabrielino proper as well as other social groups. Many contemporary Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and use the native term Tongva. Historic-era Tongva settlements in the San Bernardino Valley were primarily located at the base of the foothills and along perennial watercourses.

Tribal Cultural Resources

Planning Areas 1, 2and 3 of the existing Pepper Avenue Specific Plan have been disturbed by previous agricultural use and modern-day transient activity. Up to 1970, these Planning Areas were developed with citrus orchards. On December 10, 2021, a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC). On February 1, 2022, the NAHC responded stating that sacred lands were identified within a 1-mile radius of the Specific Plan area. The Gabrieleno Band of Mission Indians-Kizh Nation noted that the Specific Plan area is within the boundaries of Kizh ancestral territory.

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Urban Crossroads. "Pepper Avenue Specific Plan Amendment and Industrial Development Project Traffic Impact Analysis" 2022, Appendix H.

5. Environmental Impact Analysis

This section focuses on evaluating the significant environmental effects of the proposed Project, which is described in Chapter 3, *Project Description*. This Chapter describes the existing physical environmental setting (also referred to as "baseline") for each environmental topic, and the impacts that would result from implementation of proposed Project. Existing federal, state, and local regulations would shape how the proposed Project is implemented, and these regulations provide requirements for avoiding and reducing environmental impacts. For these reasons, a discussion of relevant plans, programs, and policies pertinent to each environmental issue addressed in each environmental topic section is provided. Additionally, as necessary, feasible mitigation measures are identified to reduce the significant impacts of the proposed Project.

As described in Section 1.2, *Project Background*, the Pepper Avenue Specific Plan (Specific Plan 2017-0001) and Final Environmental Impact Report (EIR) (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) was adopted by the City of Rialto in 2017. The 2017 Final EIR included standard regulations, mitigation measures, and Project Design Features (PDFs) that apply to development projects within the Specific Plan area. The 2017 Final EIR PDFs are related to: Aesthetics, Geology, Hazards and Hazardous Material, Public Services, Traffic/Transportation, and Utilities and Service Systems. The mitigation measures adopted as part of the 2017 Final EIR are related to: Air Quality, Biological Resources, Cultural Resources, Noise, and Transportation. Those that are related to the proposed Project are included in the discussion of each environmental topic area, in Table 1-1, *Summary of Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance*, and will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Final Subsequent EIR.

5.1 ENVIRONMENTAL TOPICS

The following sections in this chapter have been identified through preparation of the Initial Study and circulation of the Notice of Preparation (NOP), which determined that the proposed Project could potentially result in a new significant environmental effect related to the environmental topics listed below:

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Cultural Resources
- 5.4 Energy
- 5.5 Greenhouse Gas Emissions
- 5.6 Land Use and Planning
- 5.7 Noise
- 5.8 Transportation
- 5.9 Tribal Cultural Resources
- 5.10 Mandatory Findings of Significance

This Draft Subsequent EIR evaluates the direct and indirect impacts resulting from construction and ongoing operations of the proposed Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The 2017 Final EIR and the NOP/Initial Study (Appendix A) that was prepared for the proposed Project was used to help determine the scope of the environmental issues to be addressed in this Draft Subsequent EIR. Consistent with CEQA Guidelines Section 15128, issues that have the potential to result in a new potentially significant impact are addressed in this Draft Subsequent EIR. Issues identified as Less Than Significant or No Impact in the NOP/Initial Study are not addressed beyond the discussion contained in the Initial Study (included as Appendix A).

5.2 FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- *Regulatory Setting*, describes applicable federal, state, and local plans, policies, and regulations that the proposed Project must address, and will shape its implementation.
- *Environmental Setting*, describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- *Thresholds of Significance*, sets forth the thresholds of significance (significance criteria) used to determine whether impacts are "significant."
- *Methodology*, provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- *Environmental Impacts*, provides a summary of the findings from the 2017 Final EIR and an analysis of the impact statements for each identified significance threshold. Because the proposed Project includes both a Specific Plan Amendment involving the entire Specific Plan area and a proposed development project on PAs 2 and 3, the evaluation of impacts is presented individually by component or jointly for both components depending on the environmental topic being analyzed. The analysis of each impact statement is organized as follows:
    - A statement of the CEQA threshold being analyzed.
    - The Draft Subsequent EIR's conclusion as to the significance of the impact.
    - An impact assessment that evaluates the changes to the physical environment that would result from proposed Project.
    - An identification of significance comparing identified impacts of the proposed Project to the significance threshold with implementation of any existing Plans Programs, or Policies, and PDFs, prior to implementation of any required mitigation.
    - A discussion of potential cumulative impacts that could occur from implementation of the proposed Project and other cumulative projects.
    - A list of applicable regulations and Plans Programs, or Policies.
    - A list of applicable PDFs.
    - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented are provided, including applicable mitigation from the 2017 Final EIR. Mitigation measures include enforceable actions to:
        - avoid a significant impact;
        - minimize the severity of a significant impact;
        - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
        - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the project; and/or
        - compensating for the impact by replacing or providing substitute resources or environmental conditions.
    - Actions to be taken to ensure effective implementation of required mitigation measures.

5.3 ENVIRONMENTAL SETTING/BASELINE

The environmental setting is normally existing conditions at the time the CEQA analysis begins (CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. However, when the project is within the scope of a Program EIR (such as the 2017 Specific Plan EIR), the effective baseline is the previously approved and analyzed project for which the Program EIR was certified (*Sierra Club v. City of Orange* [2008] 163 Cal.App.4th 523). "When a lead agency is considering whether to prepare a Subsequent EIR, it is specifically authorized to limit its consideration of the later project to effects not considered in connection with the earlier project." [Citation.] (*Temecula Band of Luiseño Mission Indians v. Rancho Cal. Water Dist.* [1996] 43 Cal.App.4th 425, 437). Here, the previous project is the Pepper Avenue Specific Plan; the EIR for which commenced in January 2016 with the preparation of the Initial Study and NOP.

However, the current (2022) physical setting of the Specific Plan area and adjacent lands remain the same as those that existed in 2016-2017. Consistent with the existing setting identified in the 2017 Final EIR, the Specific Plan consists of undeveloped lands (with exception of the West Valley Water District infrastructure facilities on PA 4) bisected by Pepper Avenue, adjacent to the south of SR-210. Also, areas surrounding the Specific Plan area include the same undeveloped, residential, and freeway uses that were detailed in the 2017 Final EIR.

CEQA Guidelines Section 15125 states that "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives."

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP/Initial Study. This information is considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of time periods. The intent of this Draft Subsequent EIR is to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this Draft Subsequent EIR provides both baseline conditions from the 2017 Final EIR (and thus 2016-2017) and current conditions, such as the 2018-2020 ambient air conditions provided in Section 5.2, *Air Quality*, the noise measurements identified in Section, 5.7, *Noise*, and existing traffic conditions identified in Section 5.8, *Transportation*.

A NOP/Initial Study was prepared for the proposed Project, and was distributed on March 4, 2022 for a 30-day public review and comment period that ended on April 4, 2022. The baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, *Environmental Setting*, and within each subsection of this section. In some cases, (such as in Section 5.1, *Aesthetics*), discussion of baseline conditions is also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

5.4 THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

CEQA Guidelines Section 15382 defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

The "Thresholds of Significance" subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this Draft Subsequent EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be "significant" (CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a "significant" effect is not always possible because the significance of an activity may vary with the setting (CEQA Guidelines Section 15064(b)). Therefore, a lead agency has the discretion to determine whether to classify an impact described in an EIR as "significant," depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.

5.5 IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this Draft Subsequent EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined by Section 15382 of the CEQA Guidelines as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself "shall not be considered a significant effect on the environment … [but] may be considered in determining whether the physical change is significant." As defined in this Draft Subsequent EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less than Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less than Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance with implementation of standard conditions of approval and applicable plans, programs, and policies, and mitigation is therefore required. Feasible mitigation measures, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance with implementation of standard conditions of approval and applicable plans, programs, and policies, and mitigation is therefore required. However, application of all feasible mitigation measures, would not reduce the impact to a less-than-significant level.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identifies the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the record (CEQA Guidelines Section 15093(a)).

5.6 CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts.

According to Section 15355 of the CEQA Guidelines,

> 'Cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this Draft Subsequent EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects. Additionally, pursuant to the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft Subsequent EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan, Southern California Association of Governments (SCAG) growth projections, and the San Bernardino County Transportation Analysis Model (SBTAM). The cumulative analyses for other environmental issues use the list of projects approach.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of aesthetic resources, for which cumulative impacts are limited to project area viewsheds. Thus, in assessing aesthetic resources impacts, only development within and immediately adjacent to the Project area would contribute to a cumulative visual effect is analyzed, whereas cumulative transportation impacts are based upon annual growth projections and the other proposed and/or foreseeable development within the traffic study area of roadways and intersections. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 5-1 shows the locations.

Table 5-1: Cumulative Projects List

Project Number	Project	Description
1	Olive Avenue Development Project	679,607 square foot industrial development
2	Fitzgerald Avenue Warehouse	45,659 square foot warehouse development
3	Renaissance Residential	1,229 residential dwelling units
4	Lytle Creek Specific Plan	6,500 residential dwelling units
5	Tract 20199 - The Depot	56 residential dwelling units
6	Frontier Rialto Apartments	204 apartment units
7	Pepper Avenue Specific Plan PA 8	convenience store/gas station, fast food with drive-through, and 4,100 square foot strip retail
8	Pepper Avenue Specific Plan PA 1 and 10	Buildout of PA 1 and PA 10 consists of 13,000 square feet of retail and 250,185 square feet of light industrial/warehousing uses
9	Pepper Avenue Specific Plan PA 6	8,400 square feet of retail uses

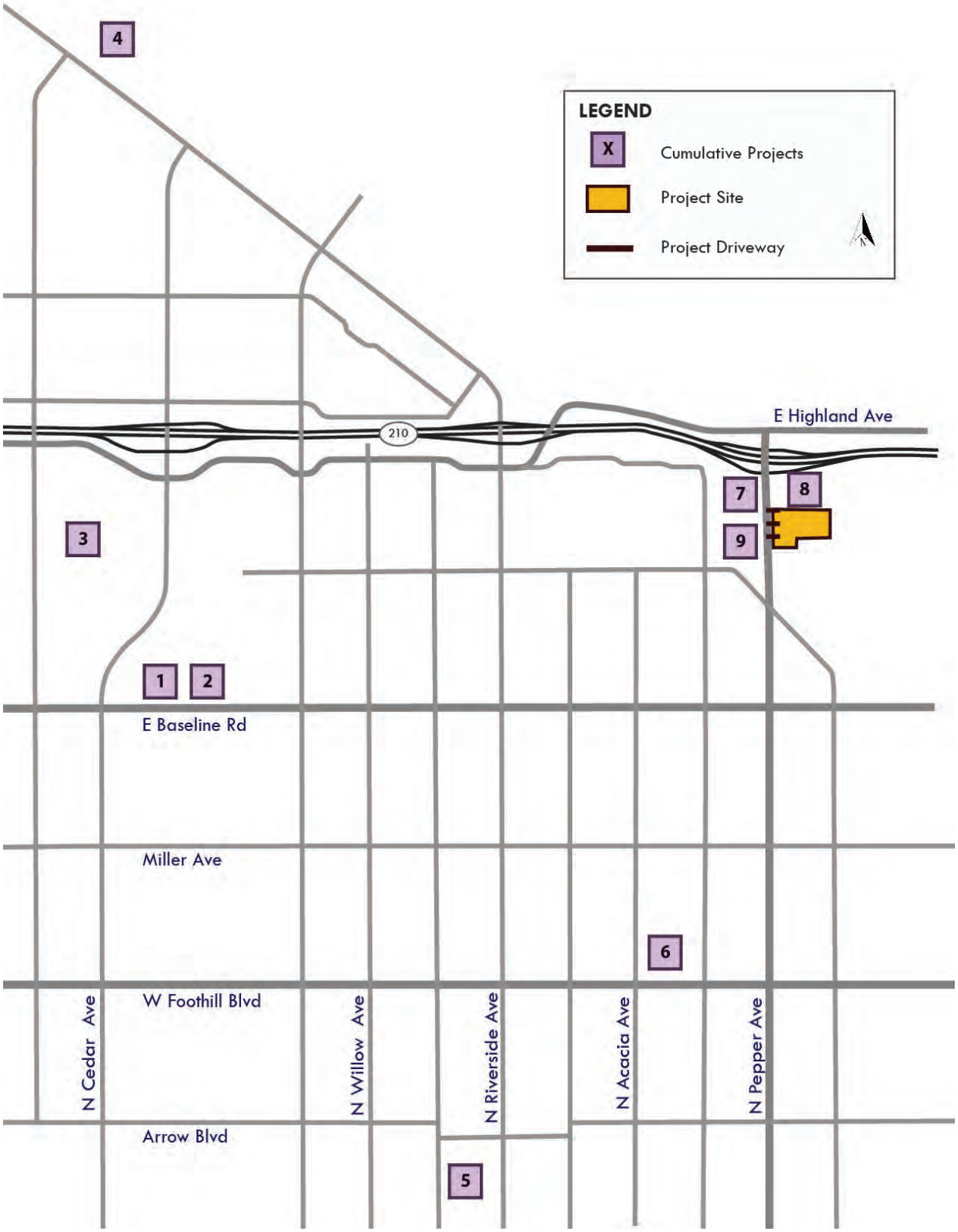
LEGEND
X
Cumulative Projects
Project Site
Project Driveway
4
3
1
2
7
8
9
6
5
210
E Highland Ave
E Baseline Rd
Miller Ave
W Foothill Blvd
Arrow Blvd
N Cedar Ave
N Willow Ave
N Riverside Ave
N Acacia Ave
N Pepper Ave

Figure 5-1

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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the existing visual setting and aesthetic character of the Specific Plan area and evaluates the potential for the Project to impact scenic vistas and/or conflict with applicable zoning and other regulations governing scenic quality. This analysis focuses on changes to scenic vistas that would be seen from public viewpoints and provides an assessment of whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

Aesthetics Terminology

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

- **Aesthetic Resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic Resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic Vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Viewsheds** can be defined as the area within view from a defined observation point or a visually sensitive area that is visible from a defined observation point[1]. A project's viewshed is the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view a project site.
- **Visual Character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

[1] American Planning Association, A Planner's Dictionary, Page 444.

5.1.2 REGULATORY SETTING

City of Rialto General Plan

The General Plan Chapter 2, Managing Our Land Supply, provides guidance to promote the City's goals for current and future development related to Land Use, Community Design, Open Space and Conservation. General Plan goals and policies for aesthetics that are relevant to the proposed Project are identified below.

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.

Goal 2-10: Create distinctive gateways at all entry points into Rialto and for individual districts or neighborhoods.

Policy 2-10.1: Continue the use of monument signs at focal points within the community and at major and minor gateways. Establish unified entry treatments at major entries into the City.

Policy 2-10.2: Design and implement themed landscape treatments near freeway off- and on- ramps to announce entry into Rialto.

Policy 2-11.1: Require the screening of commercial or industrial parking areas, storage yards, stockpiles, and other collections of equipment from the public right-of-way.

Policy 2-11.2: Provide and maintain street trees and parkway landscaping within the public right-of-way for developed properties within Rialto. Require private development to do the same as per City design regulations.

Goal 2-14: Protect scenic vistas and scenic resources.

Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.

Policy 2-14.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.

Policy 2-14.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.

Goal 2-17: Provide high-quality and environmentally sustainable landscaping.

Policy 2-17.1: Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.

Policy 2-17.2: Require all new development to incorporate tree plantings dense enough to shade and beautify residential and commercial areas

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

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.

Policy 2-22.7: Require outdoor storage areas, where permitted, to be screened from public view.

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

City of Rialto Municipal Code

Section 11.08.030, Street Landscaping: The City shall develop and maintain a street tree plan including a master list of trees approved for planting in streets and parkways throughout the city. The plan would include rules and regulations governing the planting, location, spacing and maintenance of the various varieties of the listed trees. No persons shall plant or install any tree upon any portion of any street, park, parkway or other public property which does not conform to the type, variety, location and spacing designated by the director for that area.

Chapter 18.61, Design Guidelines: Promote a desired level of future development quality in the city of Rialto to (i) contribute a positive visual image; promote high quality development; (iii) provide matters of design and aesthetics within the zoning code; and (iv) implement the goals and policies of the General Plan.

Section 18.61.140, Lighting: Lighting is to be designed as an integral part of the overall site and building design. The design of the light fixtures and their structural supports shall be architecturally compatible with on-site buildings and be architecturally integrated into the design of a building. All exterior lighting shall be coordinated as to style, material, and color and designed to avoid spillover glare beyond the site boundaries, particularly where incompatible uses are located in close proximity. Neutral and earth-tone color lighting fixtures with other appropriate measures to conceal the light source from adjoining properties and adjacent street used by the public shall be required.

Section 18.61.160, Loading Areas: Service, storage, and loading areas shall not face onto streets used by the public, wherever possible. When these features must face a street used by the public due to site constraints, they shall be screened with a solid decorative wall, berm, trellises, and/or landscaping.

5.1.3 ENVIRONMENTAL SETTING

Scenic Vistas

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista; or by blocking the view corridors or "vista" of the scenic resource at public locations. Important factors in determining whether a proposed project would block scenic vistas include the location of the vista, in combination with the project's proposed height, mass, and surrounding public land uses and travel corridors.

The Specific Plan area does not contain nor is adjacent to a scenic vista. Foreground and mid-distance views have limited scenic value. However, the long-distance background views include the San Bernardino Mountains (located approximately six miles to the north) and the San Gabriel Mountains located farther to the northwest. In addition, background views include the La Loma Hills, Jurupa Hills, and Box Spring Mountains that are located to the south of I-10.

The City's General Plan notes that views of the San Gabriel and San Bernardino Mountains and the foothills provide the perfect backdrop for creating scenic vistas and that views of natural landforms should be protected to help develop a "sense of place." According to the General Plan Policies 2-14.1 and 2-14.2, views of the San Gabriel Mountain, San Bernardino Mountains, La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside should be protected by ensuring that building heights are consistent with the scale of surrounding, existing development.

Visual Character and Quality

Specific Plan Area: The visual character of the Specific Plan area is that of a predominantly undeveloped and disturbed open space. The Specific Plan area is visible from surrounding streets and highways, including Eucalyptus Avenue, Easton Street, Walnut Street, SR-210, and Pepper Avenue that bisects the Specific Plan area. The Specific Plan area slopes gradually to the southeast. Eucalyptus Avenue in the western portion of the Specific Plan area is approximately 1,311 feet above mean sea level (amsl), dropping to approximately 1,284 feet amsl at Pepper Avenue and to approximately 1,267 feet amsl at the east boundary of the Specific Plan area. A southeasterly-flowing drainage, which eventually empties into Lytle Creek, runs through the southeast portion of the area.

The existing PA 1, PA 2, and PA 3 areas contain disturbed undeveloped land that is regularly disked and, as such, exhibits minimal native habitat or other visual resources. PA 4, located the southeastern portion of the Specific Plan area, includes patches of alluvial fan sage scrub, water wells and a water storage tank and other facilities associated with the existing West Valley Water District (WVWD). The Specific Plan areas to the west of Pepper Avenue (PAs 5 through 9) are also undeveloped, disturbed, containing patches of alluvial fan sage scrub and a southeasterly-flowing drainage.

Surrounding Area: Frisbie Park, a City public park, adjoins the northwest portion of the Specific Plan area. The 35-acre park includes open green space, shade trees, picnicking areas, a children's playground, basketball courts, three lighted Little League fields, three girls' softball fields. Frisbie Park, located at approximately 1,328 feet to 1,311 feet amsl (west to east) has aesthetic value as recreational open space.

Single-family neighborhoods are located to the west and southwest of the Specific Plan area. SR-210 is to the north of the Specific Plan area. Highland Avenue and a sand and gravel mining operation are located to the north of SR-210.

The Riverside Highland Water Company property, the BNSF Railroad spur, and the Lytle Creek Wash (trending in a southeast/southwest) in the City of San Bernardino are located to the east of the Specific Plan area. A semi-rural residence and open fields are located to the east of the Specific Plan area beyond the railroad line. A sand and gravel mining operation is located to the southeast of the Specific Plan area.

The Lytle Creek Wash, water storage tanks and open, disked fields are located to the south of the Specific Plan area. Utility lines in the area are above ground. The freeway, residential neighborhoods, railroad, industrial uses, the wash, disked fields, and other surrounding uses do not provide unique aesthetic features or aesthetic character. With the exception of Frisbie Park, the uses immediately surrounding the Specific Plan area do not constitute visual resources or possess unique visual character.

Light and Glare

Light pollution may most simply be described as the alteration of natural light levels in the outdoor environment due to artificial light sources. More commonly, it is taken to mean excessive or obtrusive artificial light. The term also includes the incidental or obtrusive aspects of outdoor lighting, such as glare (visual impairment), trespass into areas not needing lighting, use in locations or at times when lighting is not needed and disturbance of the natural nighttime landscape. Night lighting and glare can affect human vision, navigation and other activities.

Existing nighttime lighting within the Specific Plan area consists of streetlights along Pepper Avenue and lighting for the WVWD Facility in the southeast portion of the Specific Plan area. Lighting in the surrounding area consists of from streetlights, illuminated signage, and vehicle lights on the SR-210, headlights on local

and arterial streets, porch lights and light spillage from residences in the surrounding residential neighborhoods, and ballfield and parking lot lights in Frisbie Park. Nighttime illumination is lowest in the area's residential neighborhoods and undeveloped portions such as the on-site vacant land, and highest along the SR-210 corridor and Frisbie Park, particularly during evening use of the ballfields. Sensitive uses with respect to light and glare include the residential neighborhoods located to the west and south of the Specific Plan area.

Glare in the area is limited. No large continuous expanses of highly reflective materials exist within the Specific Plan area or in the vicinity. Activities that would be sensitive to daytime glare from reflected sunlight include motorists traveling on the adjacent roadways or the SR-210 and the residences in the nearby residential area.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

AE-1 Have a substantial adverse effect on a scenic vista?

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

AE-3 In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Initial Study Findings

The Initial Study established that the proposed Project would result in no new impacts related to Thresholds AE-2 and AE-4. Thus, no further assessment of these impacts are required or included in this Draft Subsequent EIR.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Specific Plan area and surrounding area and the changes that would occur from implementation of the proposed Project. The significance determination for scenic vistas is based on consideration of whether the vista can be viewed from public areas within or near the Specific Plan area and the potential for the proposed Project to either hinder views of the scenic vista or result in its visual degradation.

The U. S. Census Bureau defines an “urbanized area” as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The Specific Plan area is located in an urbanized area and is within the boundaries of the Census-defined City of Rialto urban area (USCB 2012). Therefore, the analysis of potential impacts to visual character will consider whether the proposed Project conflicts with applicable zoning and other applicable regulations governing scenic quality.

5.1.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR describes that the Specific Plan area is located with the south-facing line of sight toward the La Loma Hills from I-210 and southeasterly-facing views from Eucalyptus Avenue and Frisbie Park. However, the 2017 Final EIR describes that due to the topographical differences, distance, and height restrictions on the Specific Plan buildings, impacts on a scenic vista was determined to be less than significant (2017 Draft EIR page 4.A-18).

The 2017 Final EIR describes that the City of Rialto General Plan (2010) (General Plan) General Plan Update Draft EIR (2010) determined that there are no eligible or officially designated State Scenic Highways within the vicinity of the Specific Plan. In addition, no valued scenic resources or other notable aesthetic features are located within the Specific Plan area. Therefore, the 2017 Final EIR determined that implementation of the Specific Plan development would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (2017 Draft EIR page 6-16).

The 2017 Final EIR also determined that the Specific Plan Design Guidelines would guide development and ensure aesthetically pleasing building design, streetscape, landscape, building orientation, pedestrian amenities and other features that would positively contribute to the visual character of the area. Thus, 2017 Final EIR determined that buildout of the Specific Plan would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts were determined to be less than significant (2017 Draft EIR page 4.A-18).

Regarding impacts related to light and glare, the 2017 Final EIR determined that the Specific Plan guidelines and municipal code regulations require shielding of streetlights and other exterior lighting requirements would reduce light trespass and glare to a less than significant level (2017 Draft EIR page 4.A-19).

Proposed Project

The proposed Specific Plan Amendment would modify PA 1 by reducing PA 1 to 2.63 acres and creating a new PA 10 of 11.64 acres. Also, a 0.83-acre portion of PA 1 was dedicated to the SR-210 right-of-way. The Specific Plan Amendment would also redesignate the land use of PAs 2 and 3 and the new PA 10 on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, Specific Plan development on the east side of Pepper Avenue would change from 125,000 SF of business park uses and 351,650 SF of retail uses to 735,185 SF of light industrial uses and 13,000 SF of retail uses. In addition, the Project includes development of a 485,000 SF industrial warehousing building on PAs 2 and 3.

The proposed Specific Plan Amendment includes light industrial architectural design guidelines and development standards that would be implemented through a design review process that is part of City permitting of development projects within the Pepper Avenue Specific Plan area. The proposed light industrial architectural design guidelines and development standards include the following:

1. Ensure scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area.
2. Avoid blank walls by providing articulation on building elevations visible from the public right-of-way through elements such as cornices, parapets, expression lines, and changes in materials and/or colors.
3. Provide the greatest level of articulation on the front facades that are visible from the public rights-of-way and the main entrances.
4. Design entry features as a significant aspect of a building's overall composition through massing,

detailing, architectural treatments, and/or special materials and colors.

5. Employ recessed or covered building entrances to provide shade and visual relief.
6. Design office buildings, business parks, and office areas of industrial or warehouse buildings with an emphasis on the use of windows, architectural details, and building articulation.
7. Integrate the design of industrial/warehouse office areas into the overall building composition so they create powerful architectural statements and not visually disjointed "add-ons".
8. Employ a minimum of four different colors, materials, and/or textures on each building.
9. Avoid terminating a change in material or color at a building edge; instead, select a logical termination point in relation to the architectural features or massing.
10. Route downspouts through the interior of the building.
11. Paint service doors, and mechanical screens the same color as the adjacent wall.
12. Consistency with the requirements of Chapter 18.112 (Indoor Storage Facilities) of the Rialto Municipal Code.

The proposed design standards for walls and fences for light industrial uses include the following:

1. Provide attractive, durable, and complementary wall and fencing materials consistent with the building design.
2. Offset and architecturally treat long expanses of wall surfaces every 100 feet with material changes, pilasters and posts, staggered walls, or landscape treatments to prevent visual monotony.
3. Soften the appearance of fencing with plants that reach the height of the wall or fence at maturity.
4. Construct sliding gates visible from a public street with tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls. Interior gates not visible to public view may be galvanized steel or chain link.
5. Prohibit chain link fencing visible from public street rights of way.

The proposed design standards for parking lots and loading or service area for light industrial uses include the following:

1. Buffer parking lots adjacent to and visible from public streets using a combination of architectural wing walls, buildings, decorative screen walls, evergreen hedges, and landscape buffers.
2. Use plants for screening that are a minimum of three feet tall at the time of installation.
3. Screen loading docks and truck parking areas visible from Pepper Avenue. Screening may include portions of buildings, landscaping, evergreen hedges, and/or decorative walls.
4. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
5. Design walls and fencing to be a minimum of eight feet high and a maximum of 14 feet high, as measured from finished surface of truck court to screen truck courts and hide views of the top of loading bays or trailers.
6. Utilize buildings, architectural wing walls, and/or landscaping to screen service areas.

7. Screen ground- and roof-mounted mechanical equipment from public view. Ground-mounted equipment shall be screened with decorative walls or landscaping. Building architecture shall be designed to screen roof-mounted equipment.
8. Ensure refuse containers are easily accessible by service vehicles yet screened from public view within the building's façade or within a walled enclosure.
9. Obtain a Conditional Development Permit for outdoor storage, which shall be limited to predefined areas. Storage areas shall be screened from public view by decorative walls or landscaping with a minimum height of eight feet and a maximum height of 14 feet. The height of outdoor storage shall not-exceed the height of screening.

The proposed development standards for the proposed light industrial Specific Plan land use designation are listed below in Table 5.1-1.

Table 5.1-1: Proposed Specific Plan Amendment Light Industrial Development Standards

Standard	Development Standard
Building Landscape Setbacks to Pepper Avenue ROW	Min. 25 feet and 1':1' building height for every foot above 25 feet
Building Landscape Setbacks Other Front Property Line	15 feet
Building Landscape Setbacks Side/Rear Property Lines	10 feet
Maximum Building Height	55 feet

IMPACT AE-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

The Specific Plan Amendment would change the future development within PA 2, PA 3, and proposed PA 10 from Community Commercial uses that have an allowable maximum building height of 4 stories / 55 feet, to Light Industrial uses that have the same allowable maximum building height of 55 feet. Therefore, the proposed Specific Plan Amendment would result in the same maximum height of buildings. The light industrial buildings would be required to have a minimum front setback from Pepper Avenue of 25 feet and a one-foot setback for each one foot in building height for every foot above 25 feet.

Public vantage points and streets that have northerly views from the Specific Plan Amendment area and light industrial development site of the San Gabriel and San Bernardino Mountain Ranges to the north. In addition, the east terminus of Walnut Avenue, Chestnut Avenue, Terrance Road, and Baseline Road provide northerly views of the mountains. Background views to the south of the Specific Plan area include the La Loma Hills, Jurupa Hills, and Box Spring Mountains that are located to the south of I-10.

Direct north views across PA 9 from Walnut and Chestnut Avenues would continue to be across the Project's proposed open space areas and would not be directly blocked by development. Northeasterly views of the San Bernardino Mountain Range from these vantage points would be across foreground open space, with the approved two-story commercial uses in PA 5 and PA 6 in the background. The Walnut Avenue and Chestnut Avenue vantage point (approximately 1,310 feet amsl) is approximately 22 to 46 feet higher in elevation than the proposed industrial development area (PA 2 and PA 3) that is between 1,288 and 1,264 feet amsl (SCS Engineers, 2019). Because of the permanent open space in PA 9, the proposed light industrial development would be a minimum of 920 feet east of the Walnut Avenue and Chestnut Avenue vantage point, beyond Pepper Avenue and not in the direct line of sight between mountain views from this location.

Because no change in allowable building height would occur for PA 2, PA 3, and proposed PA 10, drop in topography, and direction of mountain views, development pursuant to the Specific Plan Amendment, including the industrial development Project would not block north- and northeasterly-facing views of the San Bernardino Mountains. Similarly, the proposed Specific Plan Amendment buildout would not change the existing public views of the La Loma Hills, Jurupa Hills, and Box Spring Mountains that are located to the south of I-10. There are no public roadways to the east of PA 2, PA 3, and proposed PA 10 that the new buildings would hinder views from; and views from SR-210 would not be restricted because the proposed building heights would not increase.

Pepper Avenue runs in a north/south direction through the Specific Plan area and, as the Specific Plan Amendment requires a minimum of a 25-foot setback from Pepper Avenue right-of-way, the roadway would continue to provide a north-facing view corridor with implementation of the proposed Project. As with the Walnut and Chestnut Avenue vantage point, there is a vantage point on Pepper Avenue just to the north of Winchester Drive/Terrace Drive that currently provides views of the San Bernardino Mountains to the north and the La Loma Hills, Jurupa Hills, and Box Spring Mountains to the south and, is more than 20 feet higher than the Specific Plan Amendment area. This vantage point is located approximately 1,600 feet from PA 2 and approximately 25 feet higher in elevation. Because the maximum building height of 55 feet is the same height of the previously approved buildings in this area, views of the mountains across PA 2, PA 3, and proposed PA 10 to the north would also not be blocked by development of the area. Other north-facing views are farther to the south and include potential views of WVWD water storage tanks, and traffic along the Pepper Avenue corridor. In addition, south facing views of the La Loma Hills, Jurupa Hills, and Box Spring Mountains would not change because PA 2, PA 3, and proposed PA 10 are located in the opposite (northern) direction from this viewpoint and because the proposed development would be setback a minimum of 25-feet from Pepper Avenue. As such, the proposed Project would result in less than significant impacts related to effects on a scenic vista.

IMPACT AE-3: THE PROJECT WOULD NOT 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). THE PROJECT IS IN A PARTIALLY URBANIZED AREA AND WOULD NOT CONFLICT WITH APPLICABLE ZONING OR OTHER REGULATION GOVERNING SCENIC QUALITY.

Less than Significant Impact

The Specific Plan area and industrial development site is located in an area that meets the U.S. Census Bureau's definition of an "urbanized area" and is planned for urban uses by the City General Plan and the Pepper Avenue Specific Plan; therefore, for purposes of evaluation herein the proposed Project is considered to be located in an urbanized area.

Specific Plan Amendment

The proposed Specific Plan Amendment includes design guidelines and development standards, including building design and landscape design for the new light industrial land use, as listed previously. All developments proposed within the Specific Plan—including the proposed industrial development Project in PA 2 and PA 3, would be required to adhere to the standards therein. Though development within the Specific Plan PA 2, PA 3, and proposed PA 10 would change the previously anticipated view of the area from commercial and business park, to one of light industrial and commercial the change would not degrade the visual character or quality of the site.

The existing Pepper Avenue Specific Plan, and the proposed Amendment, would ensure that development would be orderly and implemented in accordance with its development standards. The Specific Plan design guidelines and development standards for the proposed Specific Plan light industrial land use designation

for PA 2, PA 3, and the proposed PA 10 would include various architectural elements, as are listed previously. Light industrial buildings are required to have scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area; not have blank walls; provide articulation toward the street frontage; employ different colors, materials, and/or textures on each building; etc. Also, development would be required to have screened loading doors, service docks, and equipment areas. They would be screened by a combination of walls, fencing, and landscaping. Additionally, the Project's landscape would incorporate low water need plant species that can maintain vibrancy during drought conditions. These visual features would ensure that loading activities and parked truck are screened and that the properties maintain a uniform appearance, as viewed from public roadways. Thus, implementation of the proposed Specific Plan Amendment would not result in degradation of the visual quality or character of the site, and impacts would be less than significant.

Industrial Development Project

The proposed industrial development in PA 2 and PA 3 would adhere to the development standards of the Specific Plan Amendment. As detailed in Table 5.1-2 below, the Project would be consistent with the light industrial development standards proposed by the Specific Plan Amendment. Thus, upon approval of the Specific Plan Amendment, the industrial development Project would not conflict with applicable Specific Plan regulations governing scenic quality and impacts would be less than significant.

Table 5.1-2: Proposed Industrial Development Consistency with Specific Plan Development Standards

Standard	Light Industrial Requirement	Proposed Project
Building Landscape Setbacks to Pepper Avenue ROW	Min. 25 feet and 1':1' building height for every foot above 25 feet	25-foot landscape setback and 102-foot building setback
Building Landscape Setbacks Other Front Property Line	15 feet	30 feet
Building Landscape Setbacks Side/Rear Property Lines	10 feet	10 feet
Maximum Building Height	55 feet	53 feet

General Plan Regulations Governing Scenic Quality

Specific Plan Amendment and Industrial Development Project

Because the Project site is located within an urbanized area, an analysis with the proposed Project's consistency with the policies of the City of Rialto General Plan that govern scenic quality is applicable. As detailed in Section 5.6, *Land Use and Planning*, Table 5.6-3, the proposed Project would be consistent with each policy; thus, impacts related to a conflict with an applicable General Plan policy related to scenic quality would not occur.

Municipal Code Regulations Governing Scenic Quality

Specific Plan Amendment and Industrial Development Project

The Specific Plan supersedes the design guidelines in the Municipal Code. However, the Specific Plan would be consistent with the intent of the Municipal Code in reflecting the City's standard for aesthetic and high-quality development. The proposed Specific Plan Amendment design standards are consistent with the Municipal Code's emphasis on landscape and architectural treatments that enhance focal points and public site entrances. Design requirements of the Specific Plan Amendment are consistent with Municipal Code Section 18.61.050, which requires that loading areas, trash and storage areas, and roof-mounted equipment be not visible from offsite areas. The Specific Plan Amendment and industrial development Project would be

consistent with building design requirements under Municipal Code Section 18.61.060 that require desirable colors on building exteriors, including muted natural colors, earth tone colors, pastel colors, and natural stains. Under the Specific Plan Amendment, facades of long buildings, including the proposed industrial development Project building, would be segmented and well-defined, which is consistent with Municipal Code Section 18.61.080. Similar to the Municipal Code, large blank, flat walls, flat roofs, square "box-like" buildings, highly reflective surfaces such as metal would not be permitted. The Specific Plan Amendment and light industrial development Project would be consistent with Section 18.61.100, which requires that materials and colors on building exteriors of all elevations of a building be coordinated to provide a total continuity of design and with Section 18.61.140, which requires lighting to be designed as an integral part of the overall site and building design. Because the Specific Plan Amendment design guidelines and development standards would be substantially consistent with applicable aesthetic regulations of the Municipal Code, impacts related to Municipal Code consistency would be less than significant. Likewise, because the proposed light industrial development would be consistent with the Specific Plan Amendment design guidelines and development standards, it would also be consistent with the applicable regulations of the municipal code governing scenic quality. Thus, impacts would be less than significant.

5.1.7 CUMULATIVE IMPACTS

Specific Plan Amendment and Industrial Development Project

The cumulative aesthetics study area for the proposed Project is the viewshed from public areas that can view the Project site and locations that can be viewed from the Project site. The nearest related projects to the proposed industrial development are those within the Specific Plan area. Implementation of the existing Specific Plan and proposed Specific Plan Amendment would result in a coordinated development from implementation of the design guidelines and development standards that would be ensured through the City's development permitting process. Therefore, cumulative impacts would be less than significant.

Other cumulative development projects are located outside of the viewshed of the Specific Plan area. As shown on Figure 5-1, the closest cumulative projects (Projects 1 and 2) are located along East Baseline Road, between Cactus Avenue and Ayala Drive, which is outside of the Specific Plan viewshed to the southwest of the site. Cumulative Project 6 is further south and west of the Pepper Avenue view corridor, and thus, not within the viewshed of the Specific Plan area. Also, cumulative Project 4 is located far northwest of the Specific Plan area, past SR-210; at the intersection of North Linden Avenue and Riverside Avenue and is not within the viewshed of the Specific Plan area. Because these cumulative projects are not within the viewshed of the Specific Plan area, cumulative impacts related to these projects would not occur.

As evidenced by the General Plan and existing Pepper Avenue Specific Plan provisions, the City has long anticipated that this area would be developed for new urban uses. The cumulative change in visual condition that would result from the proposed Project, in combination with future nearby projects would not be considered adverse, because the proposed Project would implement the City's General Plan, Municipal Code, and Pepper Avenue Specific Plan regulations as amended related to architecture, landscaping, signs, lighting, and other related items that are intended to improve visual quality. Thus, the proposed Project would result in a less than significant cumulatively considerable impact related to scenic quality.

5.1.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

The following existing regulations would reduce potential impacts related to aesthetics.

Existing Regulations

- Rialto General Plan
- Rialto Municipal Code
- Pepper Avenue Specific Plan

5.1.9 PROJECT DESIGN FEATURES

The proposed Specific Plan Amendment provides design guidelines and development standards to regulate development within the Specific Plan area. No additional Project Design Features (PDFs) related to aesthetics are included in the proposed Project.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts AE-1 and AE-3 would be **less than significant**.

5.1.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

No mitigation measures related to aesthetics were included in the 2017 Final EIR.

Proposed Project Mitigation Measures

Project impacts related to aesthetics would be less than significant and no mitigation measures are required.

5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs including the proposed Project design guidelines and development standards proposed as part of the Specific Plan Amendment would reduce potential impacts associated with aesthetics for Impacts AE-1 and AE-3 to a level that is **less than significant**.

REFERENCES

City of Rialto General Plan. Accessed at: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan

City of Rialto Municipal Code. Accessed at: https://library.municode.com/ca/rialto

SCS Engineers, 2019. Phase I Environmental Site Assessment. Prepared by SCS Engineers, May 2019.

United States Census Bureau, 2012. 2010 Census – Urbanized Area Reference Map: Riverside – San Bernardino, CA. Accessed: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside--san_bernardino_ca/DC10UA75340.pdf

5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the proposed Project area and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following:

- *City of Rialto General Plan*
- *City of Rialto Municipal Code*
- *Pepper Avenue Specific Plan and Industrial Development Project Air Quality Impact Analysis*, Urban Crossroads, 2022, Appendix B.
- *Pepper Avenue Specific Plan and Industrial Development Project Mobile Health Risk Analysis*, Urban Crossroads, 2022, Appendix C.

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour 8 hours	0.09 ppm 0.07 ppm	--- 0.075 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
Carbon Monoxide (CO)	1 hour 8 hours	20 ppm 9.0 ppm	35 ppm 9 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide (NO_x)	1 hour Annual Arithmetic Mean	0.18 ppm 0.030 ppm	0.100 ppm 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide (SO_2)	1 hour 3 hours 24 hours Annual Arithmetic Mean	0.25 ppm --- 0.04 ppm ---	75 ppb 0.50 ppm 0.14 ppm 0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM_{10})	24 hours Annual Arithmetic Mean	50 µg/m³ 20 µg/m³	150 µg/m³ ---	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Fine Particulate Matter ($PM_{2.5}$)	24 hours Annual Arithmetic Mean	--- 12 µg/m³	35 µg/m³ 12 µg/m³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
Lead (Pb)	30 Day Average Calendar Quarter Rolling 3-Month Average	1.5 µg/m³ --- ---	--- 1.5 µg/m³ 0.15 µg/m³	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	…	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO_4)	24 hour	25 µg/m³	…	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	…	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP) require accelerated implementation of "clean trucks"

into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

The average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling conducted to evaluate the proposed Project.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 update that is applicable to building permit applications submitted after January 1, 2023. The updated 2022 standards focus on the following:

- Encouraging electric heat pump technology and use. Heat pumps use less energy and produce fewer emissions than traditional HVACs and water heaters
- Establishing electric-ready requirements when natural gas is installed to provide for electric heating, cooking, and electric vehicle (EV) charging.
- Expanding solar photovoltaic (PV) system and battery storage standards
- Strengthening ventilation standards to improve indoor air quality

In addition to these updated standards, the CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. Provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Title 24 Part 6 Table 5.106.5.2.
- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi. Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute. Metering faucets shall not deliver more than 0.20 gallons per cycle. Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle.
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.
- Water meters. Separate submeters or metering devices shall be installed for new buildings or where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day.
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit.
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements.

The CalGreen Building Standards Code has been adopted by the City of Rialto by reference in Municipal Code Section 15.08.060.

5.2.2.3 Regional Regulations

SCAQMD

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD

also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

SCAG is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On September 3, 2020, SCAG adopted Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The RTP/SCS also provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other

solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule "is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter." The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin "with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators." The rule imposes a "Warehouse Points Compliance Obligation" (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating "Warehouse Actions and Investments to Reduce Emissions Points" (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.2.2.4 Local Regulations

City of Rialto General Plan

Chapter 2 of the General Plan describes the Conservation goals and policies of the City and contains the following policies related to air quality that are applicable to the Project:

Policy 2-9.1 Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.

Goal 2-35 Reduce air pollution emissions from both mobile and stationary sources in the City.

Policy 2-35.2 Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Policy 2-35.3 Establish a balanced land use pattern, and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.

Policy 2-35.4 Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.

Goal 2-36 Reduce the amount of fugitive dust released into the atmosphere.

Policy 2-36.1 Put conditions on discretionary permits to require fugitive dust controls.

Policy 2-36.2 Support programs and policies of the SCAQMD regarding restrictions on grading operations at construction projects.

City of Rialto Climate Adaptation Plan

The Climate Adaptation Plan was approved by City Council on September 28, 2021. The Climate Adaptation Plan lays the groundwork to help prepare the City of Rialto and its residents for the expected impacts of climate change, as required by State law. This plan builds on the City's existing General Plan Safety Element and Local Hazard Mitigation Plan to evaluate Rialto's vulnerabilities and capabilities and propose policy around four climate-related hazards: air pollution, extreme heat, wildfire, and flooding.

The Climate Adaptation Plan goals and policies related to air quality and the proposed Specific Plan Amendment and light industrial land uses are listed below.

Goal 2 A community with clean air.

Policy 2.1 Low-Emission Vehicles. Increase the use of low-emission and electric vehicles where feasible.

Policy 2.2 Truck Routes. Prevent truck routes from disproportionately impacting disadvantaged communities.

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The Pepper Avenue Specific Plan area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the volume of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the volume of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM_{10}), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.[1] Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally

[1] Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at http://www.arb.ca.gov/research/health/health.htm and http://www.epa.gov/air/airpollutants.html, respectively.

adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone. Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NOx). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide. CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide. NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NOx, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide. SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SOx).

Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter. PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NOx, and SOx.

Lead. Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the region have steadily declined (AQ 2022).

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

EXISTING CONDITIONS

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Specific Plan area is located within SRA 34, Central San Bernardino 2 area. The Central San Bernardino 2 monitoring station is located approximately 4.6 miles southeast of the Pepper Avenue Specific Plan area and reports air quality statistics for O_3, CO, NO_2, $PM_{2.5}$, and PM_{10}. The most recent 3 years of data is shown on Table 5.2-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO_2 has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO_2 concentrations.

In 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone and PM_{10} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead. See Table 5.2-3, for attainment designations for the SCAB.

Table 5.2-2: Air Quality Monitoring Summary 2018-2020

Pollutant	Standard	Year		
		2018	2019	2020
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.138	0.127	0.162
Maximum Federal 8-Hour Concentration (ppm)		0.116	0.114	0.128
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	63	63	89
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	102	96	128
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.7	1.3	1.9
Maximum Federal 8-Hour Concentration	> 20 ppm	2.5	1.1	1.4
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.057	0.059	0.054
Annual Federal Standard Design Value		0.016	0.014	0.015
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	129	112	80
Annual Federal Arithmetic Mean (µg/m^3)		30.2	29.9	38.7
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	25	36	81

Pollutant	Standard	Year		
		2018	2019	2020
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m³)	> 35 µg/m³	30.10	34.80	25.70
Annual Federal Arithmetic Mean (µg/m³)	> 12 µg/m³	11.17	10.06	11.6
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m³	0	0	0

ppm = Parts Per Million
µg/m3 = Microgram per Cubic Meter
Source: AQ, 2022 (Appendix B)

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb[2]	Attainment	Unclassifiable/Attainment

Source: AQ, 2022 (Appendix B).

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Existing sensitive air quality receptors where someone can remain for 24-hours in the vicinity of the Pepper Avenue Specific Plan area and the proposed industrial development site consists of residences. Other receptors where workers can remain an average of 8-hours, include nearby industrial land uses.

The closest sensitive receptors are residences; the closest of which is 255 feet southeast of PA 3. The closest receptors to the Specific Plan Amendment area are listed below and shown in Figure 5.2-1.

[2] The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

R1: Location R1 represents Frisbie Park located at 1901 North Acacia Avenue, approximately 1,481 feet west of the proposed industrial development Project site.

R2: Location R2 represents the existing residence at 2294 West Lincoln Avenue, approximately 2,018 feet east of the proposed industrial development Project site. Since there are no private outdoor living areas (backyards) facing the proposed industrial development Project site, receptor R2 is placed at the building façade.

R3: Location R3 represents the existing residence at 2185 Roosevelt Avenue, approximately 2,757 feet south of the proposed industrial development Project site. Since there are no private outdoor living areas (backyards) facing the proposed industrial development Project site, receptor R3 is placed at the building façade.

R4: Location R4 represents the existing residence at 1475 North Pepper Avenue, approximately 1,205 feet south of the proposed industrial development Project site. Since there are no private outdoor living areas (backyards) facing the proposed industrial development Project site, receptor R4 is placed at the building façade.

R5: Location R5 represents the existing residence located at 770 East Walnut Street, approximately 1,153 feet west of the proposed industrial development Project site. Since there are no private outdoor living areas (backyards) facing the proposed industrial development Project site, receptor R5 is placed at the building façade.

R6: Location R6 represents a non-conforming residential building at 1398 North Lassen Street, approximately 255 feet southeast of the proposed industrial development Project site.

R7: Location R7 represents the Vulcan Materials Company at 2400 West Highland Avenue, approximately 1,497 feet north of the Project site.

5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;

AQ-2 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;

AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Initial Study Findings

The Initial Study established that the proposed Project would not result in impacts related to Threshold AQ-4; and no further assessment of this impact is required in this Draft Subsequent EIR.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.2-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Localized Significance Thresholds

SCAQMD developed LSTs to determine if emissions of NO_2, CO, PM_{10}, or $PM_{2.5}$ generated at a project site would expose sensitive receptors to substantial concentrations of criteria air pollutants. LSTs are the maximum emissions from a project's onsite activities that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5-acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$.

An LST analysis can only be conducted at a development project level, and quantification of LSTs is not applicable to the program-level environmental analysis of the proposed Specific Plan Amendment. However, estimated emissions based on the industrial development project can be assumed to be similar to the emissions that would be generated by future development on PA 10. Additional modeling of future developments in the Specific Plan would occur at the time applications for projects are submitted to the City, when the project specifications and construction methods are known, which is required as part of the City's discretionary project review and approval process.

Construction of the proposed industrial development Project would disturb approximately 3.5 acre per day during site preparation and 4.0 acres per day during grading activities. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is represented by the existing residence located at 770 East Walnut Street, located approximately 1,153 feet (351 meters) west of PA 2, as shown on Figure 5.2-1.

Consistent with LST Methodology, the nearest industrial/commercial use to the proposed industrial development Project site is used to determine construction and operational LST air impacts for emissions of NOx and CO as the averaging periods for these pollutants are 8 hours or less and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. The nearest existing industrial/commercial use is the J.B. Hunt Lassen Yard at 1398 North Lassen Street, approximately 255 feet (78 meters) south of PA 3. The SCAQMD's screening look-up tables for LSTs were utilized to determine impacts based on disturbance of 4.0 acres per day and are listed in Table 5.2-5.

Air Quality Sensitive Receptor Locations

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Table 5.2-5: SCAQMD Localized Significance Thresholds

Construction Phase	Construction Localized Thresholds			
	NO_X	CO	PM_{10}	PM_{10}
Site Preparation	290 lbs/day	2,775 lbs/day	156 lbs/day	72 lbs/day
Grading	308 lbs/day	2,975 lbs/day	160 lbs/day	74 lbs/day

Source: AQ, 2022 (Appendix B)

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic generated by the proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0*, Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future residential and business uses and from traffic volumes generated by these new uses. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

Although the Project would comply with all of the applicable AQMD requirements, it should be noted that emission reductions associated with Rules 402, 1301, 1401, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Construction of the proposed industrial development component of the Project is anticipated to occur over 18 months. Construction-generated emissions of criteria air pollutants and ozone precursors were assessed in accordance with methods recommended by SCAQMD. Regional emissions were modeled using CalEEMod, as recommended by SCAQMD, and CalEEMod was also used to determine whether construction-related emissions of criteria air pollutants could exceed applicable regional thresholds and if mitigation would be required. Modeling was based on proposed industrial development Project-specific data and predicted short-term construction-generated emissions were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with proposed industrial development Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed industrial development Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with construction was combined and evaluated against SCAQMD's LSTs for a 4-acre site. As detailed in the Air Quality Impact Analysis (Appendix B), the disturbed area per day is representative of a piece of equipment making multiple passes over the same land area. As an example, one rubber-tired dozer can make multiple passes over the same land area totaling 0.5 acres in a given 8-hour day. Based on the Project's construction activities, the Project could actively disturb approximately 3.5 acre per day during site preparation and 4.0 acres per day during grading activities.

The daily maximum construction emissions that would be generated from development of the 485,000 SF buildout of PA 2 and PA 3, as detailed below, can be assumed to be similar to the daily maximum construction emissions that would be generated by future development of the 250,185 SF light industrial building on PA 10. Additional modeling of future developments in the Specific Plan would occur at the time

applications for projects are submitted to the City, when the project specifications and construction methods are known, which is required as part of the City's discretionary project review and approval process.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled, and mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the traffic impact analysis prepared for the proposed Project (see Appendix B of this Draft Subsequent EIR). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

To determine emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length and the SCAQMD recommended truck trip length of 14.2 miles for 2-axle and 3-axle (LHDT1, LHDT2, and MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages from the Traffic Impact Analysis prepared for the Project (Appendix B), which resulted in an overall truck trip length of 32 miles with an assumption of 100% primary trips for the proposed industrial land uses.

Onsite Equipment Emissions

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that the proposed industrial development Project would require on-site operational equipment of up to two 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes that would be operating 4 hours a day for 365 days of the year, respectively.

5.2.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR determined that buildout of the Specific Plan would not conflict with or obstruct implementation of the applicable air quality plan because the employment and population growth would be consistent with SCAG's regional forecast projections. Therefore, impacts related to consistency with the AQMP were determined to be less than significant (2017 Draft EIR page 4.B-22).

The 2017 Final EIR determined that construction of the Specific Plan could violate air quality standard or contribute substantially to an existing or projected air quality violation during construction activities. It was estimated that maximum regional construction emissions resulting from construction activities could exceed the SCAQMD daily significance thresholds for NO_X, and that localized emissions could exceed thresholds for $PM_{2.5}$. Therefore, the 2017 Final EIR included mitigation measures to reduce potential construction related NOx and $PM_{2.5}$ emissions to a less than significant level. The 2017 EIR determined that emissions resulting from operation of the Specific Plan would not exceed any SCAQMD daily significance thresholds (2017 Draft EIR pages 4.B-23 through 4.B-39).

Regarding objectionable odors, the 2017 Final EIR determined that implementation of the Specific Plan would not create objectionable odors affecting a substantial number of people. In addition, the 2017 EIR determined that the Specific Plan area is not located near any sources of odors identified by the SCAQMD handbook. Therefore, impacts regarding objectionable odors were determined to be less than significant (2017 Draft EIR page 4.B-39).

Proposed Project

The proposed Specific Plan Amendment would modify the existing PAs and redesignate the land use of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, Specific Plan development on the east side of Pepper Avenue would change from 125,000 SF of business park uses and 351,650 SF of retail uses to 735,185 SF of light industrial uses and 13,000 SF of retail uses. In addition, the Project includes development of a 485,000 SF unrefrigerated industrial warehousing building on PAs 2 and 3.

IMPACT AQ-1: THE PROJECT WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN

Significant and Unavoidable Impact

Specific Plan Amendment and Industrial Development Project

The SCAQMD's 2016 AQMP is the applicable air quality plan for the City of Rialto, including the Pepper Avenue Specific Plan area. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Specific Plan Amendment would change the existing buildout from 476,650 SF of Community Commercial uses to 735,185 SF of Light Industrial uses and 13,000 SF of commercial uses (including the proposed light industrial development of approximately 485,000). The 2017 Final EIR assumes a generation rate of 12.60 employees per acre (3,457.14 SF per employee) for the existing Community Commercial, which equates to a total of 138 employees for buildout of the 476,650 SF area.

The Fiscal Analysis prepared for the proposed light industrial development identifies that the proposed land use is estimated to result in one employee per 1,200 SF, which is consistent with SCAG's Employment Density Study estimate of one employee per 1,195 SF. Based on the estimate of one employee per 1,200 SF, the proposed light industrial buildout of PAs 2, 3, and 10 would result in 612 employees. The proposed buildout of the reduced PA 1 would result in approximately 4 employees. This is an increase of 478 employees over the existing allowable buildout of these PAs.

SCAG's 2020 Growth Forecast by Jurisdiction estimates that employment within the City of Rialto would grow from 24,400 in 2020 to 35,500 in 2045. The total number of employees that would result from the Specific Plan Amendment (of 612) would equate to 5.5 percent of the SCAG projected growth; and the increase 478 employees that would result from the proposed land use change at buildout would equate to 4.3 percent of the projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections, and within the growth assumptions of the AQMP. Thus, the proposed Project would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in

Impact AQ-2, the buildout of the proposed Specific Plan Amendment would result in regional operational-source emissions that would exceed the thresholds of significance for NO_X emissions after implementation of requirements and Mitigation Measures AQ-3 through AQ-8; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Hence, the proposed Project would result in an impact related to Consistency Criterion No. 2. It should be noted that the evaluation of operational impacts is conservative as it evaluates the maximum potential buildout (beyond the proposed development of PA 2 and PA 3) and does not account for the Project incorporated measures from the California Attorney General's Warehouse Projects Best Practices Measures or implementation of AQMD Rule 2305, Warehouse Indirect Source Rule.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality operational emissions that would exceed thresholds at buildout of the proposed Specific Plan Amendment. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

IMPACT AQ-2: THE PROJECT WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD

Construction

Less than Significant with Mitigation Incorporated

Specific Plan Amendment and Industrial Development Project

Construction activities associated with buildout of the proposed Specific Plan Amendment would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

Construction of PA 2 and PA 3. The buildout of PAs 2 and 3 is a maximum of 485,000 SF. The maximum daily emissions are based on a very conservative scenario of maximum equipment use. The construction modeling assumed the following construction equipment would be used during construction of the proposed industrial development Project.

Table 5.2-6: Construction Equipment Assumptions

Construction Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	2	8
	Crawler Tractors	4	8
	Forklifts	4	8
	Generator Sets	2	8

Construction Activity	Equipment	Amount	Hours Per Day
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: AQ, 2022 (Appendix B).

The maximum daily construction emissions for the proposed light industrial development at 485,000 SF were estimated using CalEEMod; that includes compliance with SCAQMD Rules 403 and 1113 (described above). Table 5.2-7 provides the maximum daily emissions of criteria air pollutants from construction of the proposed light industrial development. As shown, emissions from construction would not exceed thresholds established by the SCAQMD. Therefore, construction impacts related to regional emissions criteria would be less than significant. Mitigation Measure AQ-1 was adopted for the existing Pepper Avenue Specific Plan and requires use of Tier 4 off-road construction equipment, which was not included in the modeling of the proposed industrial development Project for identification of a conservative maximum potential level of emissions. The conservative analysis identifies that no additional mitigation is required.

Table 5.2-7: Maximum Peak Construction Emissions Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2022	6.48	54.35	48.68	0.14	10.89	6.08
2023	69.28	58.49	67.32	0.17	9.33	4.10
Winter						
2022	6.40	54.69	45.55	0.13	10.89	6.08
2023	69.19	58.84	63.80	0.17	9.33	4.10
Maximum Daily Emissions	**69.28**	**58.84**	**67.32**	**0.17**	**10.89**	**6.08**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: AQ, 2022 (Appendix B).

Construction of PA 1 and PA 10. Buildout of PAs 1 and 10 under the proposed Specific Plan Amendment includes 13,000 SF of Community Commercial uses and 250,185 SF of Light Industrial uses, which totals 263,185 SF, which is much less than the proposed light industrial development of 485,000 SF. Thus, the emissions generated by construction activities related to buildout of PA 1 and 10 would be overall less than those generated by buildout of the proposed industrial development, which would not exceed SCAQMD thresholds. However, no specific development is currently proposed for PAs 1 and 10. Due to the variables that must be considered when examining construction impacts (e.g., development rate, disturbance area per day, specific construction equipment and operating hours, etc.), specific construction activities for buildout of these areas are unknown; and thus, have not been quantified. As a result, Mitigation Measure AQ-2 is included, which requires development projects to provide modeling of regional emissions (VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$) and limit grading or other construction activities if required to ensure that daily maximum emissions from construction of PA 1 and PA 10 would be below SCAQMD thresholds; and therefore, less than significant.

Operation

Less than Significant Impact

Industrial Development Project

Operation of PA 2 and PA 3. Implementation of the proposed industrial development component of the Project (at 485,000 SF) would result in long-term emissions of criteria air pollutants from area sources generated by the proposed unrefrigerated warehousing and office uses, such as vehicular emissions, natural gas consumption, landscaping, and use of consumer products. As listed in Section 5.2.13, below, the Project Applicant for the proposed industrial development Project has voluntarily agreed to incorporate various measures from the California Attorney General's Warehouse Projects: *Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, to reduce potentially significant impacts. In order to ensure a conservative disclosure of Project impacts, no reductions in impacts have been assumed due to the incorporation of these Project Design Features (PDFs).

As shown in Table 5.2-8, operation of the proposed unrefrigerated industrial development on PA 2 and PA 3 would generate emissions that would not exceed the applicable SCAQMD thresholds and therefore impacts would be less than significant.

Table 5.2-8: Summary of Peak Operational Emissions of PA 2 and PA 3 at Buildout

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Area Source	11.09	1.67E-03	0.18	1.00E-05	6.50E-04	6.50E-04
Energy Source	0.03	0.26	0.22	1.57E-03	0.02	0.02
Mobile Source	2.80	46.40	32.97	0.31	14.58	4.38
On-Site Equipment Source	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	**14.13**	**48.73**	**34.87**	**0.32**	**14.68**	**4.47**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Area Source	11.09	1.67E-03	0.18	1.00E-05	6.50E-04	6.50E-04
Energy Source	0.03	0.26	0.22	1.57E-03	0.02	0.02
Mobile Source	2.52	48.78	30.51	0.31	14.58	4.38
On-Site Equipment Source	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	**13.86**	**51.11**	**32.41**	**0.31**	**14.68**	**4.47**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: AQ, 2022 (Appendix B).

Significant and Unavoidable Impact

Specific Plan Amendment

Operation of PA 1, PA 2, PA 3, and PA 10. In addition to operation of 485,000 SF of unrefrigerated warehousing uses on PA 2 and PA 3, buildout of the proposed Specific Plan Amendment includes operation of 13,000 SF of Community Commercial uses and 250,185 SF of Light Industrial uses on PA 1 and PA 10 that would also generate emissions. As shown in Table 5.2- 9, operation of the Specific Plan Amendment at buildout would generate emissions that would exceed the applicable SCAQMD threshold for NO_x.

Table 5.2-9: Summary of Peak Operational Emissions of PA 1, PA 2, PA 3, and PA 10 at Buildout

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Area Source	6.04	8.20E-04	0.09	1.00E-05	3.20E-04	3.20E-04
Energy Source	0.05	0.49	0.41	2.95E-03	0.04	0.04
Mobile Source	17.20	35.92	98.47	0.29	19.78	5.60
On-Site Equipment Source	0.11	1.04	0.75	0.00	0.04	0.03
Total Maximum Daily Emissions	**23.41**	**37.45**	**99.72**	**0.30**	**19.86**	**5.68**
Proposed Project Emissions	*14.13*	*48.73*	*34.87*	*0.32*	*14.68*	*4.47*
Total Cumulative Emissions	**37.54**	**86.18**	**134.59**	**0.62**	**34.54**	**10.14**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**Yes**	**No**	**No**	**No**	**No**
Winter						
Area Source	6.04	8.20E-04	0.09	1.00E-05	3.20E-04	3.20E-04
Energy Source	0.05	0.49	0.41	2.95E-03	0.04	0.04
Mobile Source	14.25	37.91	94.82	0.28	19.78	5.61
On-Site Equipment Source	0.11	1.04	0.75	0.00	0.04	0.03
Total Maximum Daily Emissions	**20.46**	**39.43**	**96.07**	**0.29**	**19.86**	**5.68**
Proposed Project Emissions	*13.86*	*51.11*	*32.41*	*0.31*	*14.68*	*4.47*
Total Cumulative Emissions	**34.32**	**90.55**	**128.48**	**0.60**	**34.54**	**10.14**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**Yes**	**No**	**No**	**No**	**No**

It is important to note that over 90 percent of the Project's NO_x emissions are derived from heavy duty truck trips. The Project would implement various measures from the California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures, as listed below in Section 5.2.13, and Mitigation Measures AQ-3 through AQ-8 are included to reduce the operational NO_x emissions; however, these measures would not be sufficient enough to reduce the NO_x emissions to below the SCAQMD thresholds. Neither the Project applicant nor the City have regulatory authority to control tailpipe emissions. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional cumulative air quality emissions would be significant and unavoidable.

Health Impacts of Exceeded Criteria Pollutant Emissions. The significant and unavoidable impact with respect to NOx emissions is due largely to vehicle trips. NOx is a "criteria" pollutant, a pollutant that is regulated by the USEPA pursuant to the federal Clean Air Act. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The SJVAPD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The SJVAPD further noted that "…the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional" cumulative impacts.

It should also be noted that CO, NOx, and VOCs are "precursor" pollutants, which makes analysis of potential health impacts even more difficult. CO, NOx, and VOCs are precursors to ozone, which is formed in the atmosphere from the chemical reaction of CO, NOx, and VOCs in the presence of sunlight. As

explained by the SCAQMD in its amicus curiae brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Given this, "…it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region." Therefore, SCAQMD opined that while it "may be feasible" for large, regional projects with very high emissions of CO, NOx, and VOCs to conduct an accurate health impact analysis, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by CO, NOx, or VOC emissions from relatively small projects.

Thus, the difficulties with preparing potential health impact analysis related to the Project's CO, NOx, and VOC emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, CO, NOx, and VOCs are precursor emissions and concentrations of CO, NOx, and VOC are impacted by regional atmospheric conditions. CO, NOx, and VOCs emitted by the Project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the SJVAPD. It should also be noted that this Draft Subsequent EIR does identify health concerns related to CO and NOx emissions. Table 5.2-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, this Draft Subsequent EIR's analysis is reasonable and intended to foster informed decision making.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS

CO Hotspots

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the State's one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a "hot spot". As shown on Table 5.2-10, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).[3]

Table 5.2-10: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: AQ, 2022 (Appendix B).

Operation of the proposed industrial development Project on PA 2 and PA 3 would result in 1,390 trips per day, which includes 138 AM peak hour trips and 146 PM peak hour trips. These trips would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO "hot spot".

[3] Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant Impact

Industrial Development Project

Construction of PA 2 and PA 3. As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD's screening look-up tables for LSTs that have been interpolated for a 4-acre site as the proposed industrial development would disturb a maximum of 4 acres per day during grading activities. The appropriate Source Receptor Area (SRA) for the LST analysis is the Central San Bernardino Valley 2 air monitoring station (SRA 34). The closest sensitive receptor to the Project area is 255 feet (78 meters) from the proposed industrial development Project site.

Table 5.2-11 identifies the peak daily localized onsite emissions that are estimated to occur during construction of the proposed industrial development. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds, and impacts would be less than significant.

Table 5.2-11: Localized Significance Emissions Peak Construction of PA 2 and PA 3

Construction Phase	Year	Emissions (lbs/day)			
		NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2022	50.41	20.01	10.65	6.02
	Maximum Daily Emissions	**50.41**	**20.01**	**10.65**	**6.02**
	SCAQMD Localized Threshold	290	2,775	156	72
	Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading	2022	47.51	29.20	5.92	3.23
	Maximum Daily Emissions	**47.51**	**29.20**	**5.92**	**3.23**
	SCAQMD Localized Threshold	308	2,975	160	74
	Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: AQ, 2022 (Appendix B)

Less than Significant with Mitigation Incorporated

Specific Plan Amendment

Construction of PA 1 and PA 10. As described previously, a detailed LST analysis can only be conducted at a development project level, and quantification of LST's is not applicable for this program-level environmental analysis of future buildout of PA 1 and PA 10. Due to the variables that must be considered when examining LST construction impacts (e.g., disturbance location and area per day, specific construction equipment, etc.), it would be speculative to state conclusively that construction activity associated with the Project would cause a significant localized air quality impact.

However, the air quality sensitive receptors are located closest to PA 2 and PA 3, and farther from PA 1 and PA 10; and the daily maximum localized construction emissions that would be generated from the 485,000 SF buildout of PA 2 and PA 3, as detailed in Table 5.2-11, can be assumed to be the similar to the daily maximum localized construction emissions that would be generated by future development of the 250,185 SF light industrial building on PA 10 and the 13,000 SF of Community Commercial uses on PA 1. In addition, due to the increased distance between sensitive receptors and PA 1 and PA 10, the concentration of LST emissions at the sensitive receptor locations would be reduced in comparison to the emissions from

construction of PA 2 and 3, which is less than significant. Therefore, buildout of PA 1 and PA 10 are also anticipated to result in less than significant impacts to LSTs.

Because development specific information is not currently available for PA 1 and PA 10, Mitigation Measure AQ-2 is included, which requires that prior to discretionary approval, development projects are required to provide modeling of the regional and the localized emissions (NO_X, CO, PM_{10}, and $PM_{2.5}$) associated with the maximum daily grading activities; and requires grading activity to be limited to ensure that LST thresholds would not be exceeded. Therefore, impacts related to localized construction air quality impacts would be less than significant with implementation of Mitigation Measure AQ-2.

Localized Operational Air Quality Impacts

Less than Significant Impact

Industrial Development Project

Operation of PA 2 and PA 3. As shown on Table 5.2-12, emissions from operation of the proposed unrefrigerated industrial development Project would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor, which is the residential structure 255 feet southeast of the proposed industrial development Project site. Therefore, implementation of the proposed industrial development Project would result in a less than significant impact related to localized operational emissions.

Table 5.2-12: Localized Significance Operation Emissions of PA 2 and PA 3

Scenario	Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Summer	5.14	3.64	0.95	0.35
Winter	5.29	3.51	0.95	0.35
Maximum Daily Emissions	**5.29**	**3.64**	**0.95**	**0.35**
SCAQMD Localized Threshold	345	3,374	41	19
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: AQ, 2022 (Appendix B)

Less than Significant with Mitigation Incorporated

Specific Plan Amendment

As described previously, no specific development is currently proposed for PAs 1 and 10. Therefore, specific operational activities for buildout of these areas are unknown; and thus, have not been quantified. However, future commercial and light industrial uses that would be developed within the proposed PA 1 and PA 10 would result in similar types of operational emissions that would be farther distances to sensitive receptors. As shown in Table 5.2-12, operation of 485,000 SF of light industrial warehouse uses at a distance of 255 feet results in less than significant impacts. Hence, the localized emissions from operation of a much smaller 250,185 SF light industrial building on PA 10 and 13,000 SF of Community Commercial uses on PA 1 that are farther from sensitive receptors would also not exceed thresholds.

Because development specific information is not currently available for PA 1 and PA 10, Mitigation Measure AQ-1 is included, which requires development projects to provide modeling of localized emissions (NO_X, CO, PM_{10}, and $PM_{2.5}$) prior to discretionary approval to ensure that localized emissions from operation of PA 1 and PA 10 would be below SCAQMD thresholds; and therefore, less than significant.

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief* of Amicus Curiae by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Specific Plan), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_X and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The proposed Specific Plan Amendment Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. As shown previously on Table 5.2-9, the peak operational emissions of PA 1, PA 2, PA 3, and PA 10 at buildout would generate up to 86.18 lbs/day of NO_X (1.30% of 6,620 lbs/day). The VOC emissions would be a maximum of 69.28 lbs/day during construction and 14.13 lbs/day of during operations (0.08% and 0.02% of 89,190 lbs/day, respectively).

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate the proposed industrial development on PA 2 and PA 3 on CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the on-site emissions to the SCAQMD's applicable LST thresholds. In addition, a Mobile Source Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed industrial development Project on PA 2 and PA 3 would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the emissions would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$.

Diesel Mobile Source Health Risk

A Mobile Source Health Risk Assessment, included as Appendix C, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the industrial development Project site (PA 2 and PA 3), maneuvering onsite, and entering and leaving the site during construction and operation of the proposed industrial uses. On-site truck idling was estimated to occur

as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million is used as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Construction

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

Construction of PA 2 and PA 3. The land use with the greatest potential exposure to construction DPM source emissions from the proposed industrial development Project is the existing non-conforming residence at 1,398 North Lassen Street, approximately 255 feet southeast of the proposed industrial development Project site, identified as R6 on Figure 5.2-1. At the maximum incremental cancer risk attributable to construction DPM source emissions from the proposed industrial development Project is estimated at 4.62 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, construction of the industrial development Project would not cause a significant human health or cancer risks to adjacent land uses. All other receptors during construction activity would experience less risk than what is identified for this location.

Construction of All Four PAs. Buildout of PAs 1 and 10 pursuant to the Specific Plan Amendment includes 13,000 SF of Community Commercial uses and 250,185 SF of Light Industrial uses. However, no specific development is currently proposed for PAs 1 and 10, and specific construction activities for buildout of these areas are unknown. Thus, for this analysis the construction and operational cancer risk from for PAs 1 and 10 was scaled based on the risk calculated for PAs 2 and 3. In addition, the risk calculations have conservatively assumed that peak construction activities of all four PAs would overlap. As shown on Table 5.2-13, the cumulative risk during this construction scenario would not exceed the applicable significance thresholds. Therefore, impacts related to DPMs during construction would be less than significant.

Table 5.2-13: Construction DPM Risk of All Four PAs

Planning Area	Cancer Risk (Risk per Million)	Noncancer Risk
PA 2 and PA 3	4.62	<0.01
PA 1 and PA 10	2.43	<0.01
Total Cumulative Risk	**7.05**	**<0.01**
Threshold	10	1
Threshold Exceeded?	**No**	**No**

Source: HRA, 2022 (Appendix C).

Operation

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

Operation of PA 2 and PA 3

Residential Exposure. The residential land use with the greatest potential exposure to TAC source emissions from operation of the proposed industrial development Project would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 770 East Walnut Street, approximately 255 feet southeast of the proposed industrial development Project site, identified as R6 on Figure 5.2-1. The Mobile Source Health Risk modeling identified the maximum incremental cancer risk at this location is estimated at 0.47 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed industrial development Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Workers Exposure. The worker receptor land use with the greatest potential exposure to TAC source emissions the Vulcan Materials Company located at 2350 West Highland Avenue, approximately 1,497 feet northwest of the proposed industrial development Project site, identified as R7 on Figure 5.2-1. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.01 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed industrial development Project would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

School Children Exposure. Proximity to sources of toxics is critical to determining potential impacts. California freeway studies show that about a 70-percent drop-off in particulate pollution levels at 500 feet. Also, CARB and SCAQMD emissions and modeling analyses, show that an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more conservative than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified by CARB and SCAQMD.

There are no schools located within 0.25 mile of the proposed industrial development site or Specific Plan Amendment area. The nearest school is Frisbie Middle School, which is located approximately 1,950 feet southwest of PA 3. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than 0.25 mile from the air pollution source, there would be no potential of significant impacts to schools in the vicinity of the proposed industrial development Project site and Specific Plan Amendment area. Impacts related to school locations would be less than significant.

Operation of All Four PAs. Buildout of PAs 1 and 10 under the proposed Specific Plan Amendment includes 13,000 SF of Community Commercial uses and 250,185 SF of Light Industrial uses. Because no specific development is currently proposed for PAs 1 and 10, the operational cancer risk from these areas was scaled based on the risk calculated for PAs 2 and 3. As shown on Table 5.2-14, the cumulative risk of operation of all four PAs would be 0.72 per million, which would not would not exceed the threshold of 10 in a million. Maximum non-cancer risks are <0.01, which would not exceed the applicable significance

threshold of 1.0. As such, operation of all four PAs would not cause a significant human health or cancer risk and impacts would be less than significant.

Table 5.2-14: Operational DPM Risk of All Four PAs

Scenario	Cancer Risk (Risk per Million)	Noncancer HI
PA 2 and PA 3	0.47	<0.01
PA 1 and PA 10	0.25	<0.01
Total Cumulative Risk	**0.72**	**<0.01**
Threshold	10	1
Threshold Exceeded?	**No**	**No**

Source: HRA, 2022 (Appendix C).

5.2.7 CUMULATIVE IMPACTS

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from operation of the proposed Specific Plan Amendment at buildout would exceed SCAQMD's threshold for NOx after implementation of mitigation measures. The large majority of operational-source NOx emissions (by weight) would be generated by Project vehicles that neither Project applicants nor the City have the ability to reduce emissions of. Therefore, operational-source NOx emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

5.2.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

The following existing regulations would reduce potential impacts related to air quality.

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1108: Volatile Organic Compounds
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1143: Paint Thinners and Solvents
- SCAQMD Rule 2305: Warehouse Indirect Source Rule

5.2.9 PROJECT DESIGN FEATURES

The Project includes various measures from the *California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, to reduce potentially significant impacts[4]. In order to ensure a conservative disclosure of Project impacts, no reductions in impacts have been assumed due to the incorporation of these PDFs.

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft Subsequent EIR Air Quality Impact Analysis.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible[5].

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[4] Some of the Best Practices have not been agreed to, or have been modified, when such Best Practices do not constitute feasible measures.

[5] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the Project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

PDF AQ-26: The Project Applicant/Developer/Owner shall post signs that all parking of trucks must be within designated on-site areas and not within the surrounding community or public streets. Install signs in residential areas noting that truck and employee parking is prohibited.

PDF AQ-27: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community.

PDF AQ-28: The Project Applicant/Developer/Contractor shall prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

Impact AQ-1: Construction and operation associated with the proposed industrial development Project on PA 2 and PA 3 would not result in an exceedance of SCAQMD thresholds. However, buildout of the proposed Specific Plan Amendment would increase the frequency or severity of existing air quality violations, and an impact regarding AQMP Consistency Criterion No. 2 would occur.

Impact AQ-2: Construction and operation associated with the proposed industrial development Project on PA 2 and PA 3 would not result in an exceedance of SCAQMD thresholds; however, construction and operation of the proposed Specific Plan Amendment at buildout would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SCAB.

Impact AQ-3: Development and operation of the proposed industrial development Project on PA 2 and PA 3 would not expose sensitive receptors to substantial pollutant concentrations. However, buildout of the proposed Specific Plan Amendment could result in new sources of criteria air pollutant emissions that exceed SCAQMD thresholds.

5.2.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

Mitigation Measure AQ-1: Tier 4. All off-road construction equipment with a horsepower (HP) greater than 50 shall be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the emission ratings for USEPA Tier 4 engines. In the event that all construction equipment cannot meet the Tier 4 engine certification, the applicant must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies that reductions in the daily NOx and $PM_{2.5}$ emissions can be achieved by other technologies/strategies so that emissions from all concurrent construction would not exceed applicable SCAQMD daily emission thresholds. Alternative measures may include but would not be limited to: reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Specific Plan area, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously.

Proposed Industrial Development Project Applicability: Mitigation Measure AQ-1 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure AQ-1 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Proposed Project Mitigation Measures

Mitigation Measure AQ-2: PA 1 and PA 10 - Emissions Modeling. Prior to approval of a construction permit for development within PA 1 and PA 10, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of regional construction emissions and localized on-site emissions associated with daily grading activities required for construction and operations of PA 1 and PA 10. During the City's review process of development applications in the PA 1 and PA 10 areas, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading and other construction and operational activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading and/or operational activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions; and/or use of higher tiered construction equipment shall be required to reduce the exceedance of emissions to below the SCAQMD thresholds.

Mitigation Measure AQ-3: Idling Regulation Signage. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.

Mitigation Measure AQ-4: Environmental Protection Agency (EPA) SmartWay Features. The Project plans and specifications shall include requirements (by contract specifications) that building operators/tenants to ensure that haul trucks incorporate EPA SmartWay features, as required by CARB. Tenants shall be required to maintain a daily log of incoming and outgoing haul trucks that are fitted with the combination of aerodynamic kits and low rolling resistance tires to reduce fuel consumption. The daily logs shall be submitted to the City Public Works Division regularly for verification.

Mitigation Measure AQ-5: Energy Efficient Vendor Trucks. The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption.

Mitigation Measure AQ-6: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.

Mitigation Measure AQ-7: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles.

Mitigation Measure AQ-8: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism

shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.

5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AQ-1: The proposed Specific Plan Amendment and industrial development Project would not result in an exceedance of SCAG's growth projections, but the cumulative operational impacts of the Specific Plan at buildout would result in an increase of criteria pollutants that would exceed regional thresholds of NOx after implementation of mitigation. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be **significant and unavoidable**.

Impact AQ-2: Emissions from the construction of PA 1 and PA 10 are unknown; however, after implementing SCAQMD Rules and Mitigation Measures AQ-1 and AQ-2, impacts from construction activities would be less than significant. However, emissions from operation of the Specific Plan Amendment at buildout would exceed SCAQMD's thresholds for NOx after implementation of regulations and Mitigation Measures AQ-3 through AQ-8 because over 90 percent of operational-source NOx emissions (by weight) would be generated by vehicle trips, that neither the Project applicants nor the City have the ability to reduce emissions of. Therefore, operational-source NOx emissions from the proposed Specific Plan Amendment would be cumulatively considerable, and cumulative air quality impacts would be **significant and unavoidable**.

Impact AQ-3: After implementation of Mitigation Measure AQ-2, localized and toxic air contaminant emissions would not exceed the SCAQMD's localized significance threshold for any of the localized pollutants or TAC related thresholds. Thus, impacts would be **less than significant**.

REFERENCES

City of Rialto General Plan. Accessed at: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan

City of Rialto Municipal Code. Accessed at: https://library.municode.com/ca/rialto

Fiscal Impacts Resulting from the Proposed Pepper Avenue Industrial Building Project, 2021. Prepared by DTA Finance.

SCAG 2016-2045 RTP/SCS Final Growth Forecast by Jurisdiction. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

Urban Crossroads. "Pepper Avenue Specific Plan Amendment and Industrial Development Project Air Quality Impact Analysis" 2022, Appendix B.

Urban Crossroads. "Pepper Avenue Specific Plan Amendment and Industrial Development Project Mobile Source Health Risk Assessment" 2022, Appendix C.

5.3 Cultural Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Cultural Resources Assessment, Pepper Avenue Rialto Project, City of Rialto, San Bernardino County, California*, Material Culture Consulting March 2022, Appendix D
- *City of Rialto General Plan*
- *Pepper Avenue Specific Plan Environmental Impact Report* (Final EIR), ESA, October 2017
- *City of Rialto Municipal Code*

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;

b) Properties that are associated with the lives of persons significant in our past;

c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

5.3.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register is determined by applying the following criteria:

1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2) It is associated with the lives of persons important in California's past;
3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the

treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.3.2.3 Local Regulations

City of Rialto General Plan

The City of Rialto's General Plan contains the follow goals and policies related to cultural resources:

Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.

Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.

Policy 7-3.1: Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

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

Policy 7-3.3: Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.

Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

5.3.3 ENVIRONMENTAL SETTING

Historic

Euro-American development in San Bernardino County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. Franciscan missionaries served as a catalyst for the Euro-American expansion into the area of San Bernardino. Mormon colonies settled in the San Bernardino area raised livestock, planted crops, and established civic services such as a school and a post office. In 1858, most of the Mormons returned to Salt Lake City, Utah. Agriculture and livestock continued to be the chief industries until growth of the citrus industry in the 1870s, which greatly contributed to the population boom in San Bernardino County. The City of Rialto was founded after the construction of the Santa Fe Railroad in 1887. The city began initially as a town that primarily grew citrus and contained slightly over 2,000 residents. By the 1950s, the majority of orange groves were replaced by housing subdivisions as Rialto became one of the fastest growing cities in the Inland Empire.

Based on historical aerials, as early as 1930, PAs 1, 2, 3, and 10 of the Pepper Avenue Specific Plan were developed with structures and orchards. By the late 1970s, PAs 1 and 10 were cleared of citrus trees, although the built structures were still visible on the northwest quadrant. By 1989 all of the PAs were cleared

of the orchard and only the structures remained. At some point between 2009 and 2011 the structures were demolished (MCC 2022). PAs 1, 2, 3, and 10 of the Specific Plan are now vacant and no historic structures exist onsite.

Archaeological

The Cultural Resources Assessment identified 26 previously recorded cultural resources within one mile of the Project site. Twenty-three of the cultural resources are of historic age and include refuse scatters, structural foundations, water conveyance systems, roads, and buildings. The remaining three resources are of prehistoric age.

P-36-026760

The records search identified one historic-era resource within PA 1. This resource consists of a mix of historic period and modern agricultural features. Modern components include one large cement slab foundation with an asphalt driveway, several outbuildings, and a linear concrete wall foundation. The potentially historic-aged features include a smaller concrete pad, two reutilized wooden electrical/telephone poles, and an earthen ditch. This resource appears to be heavily disturbed, and all standing structures have been demolished. A review of historic records indicates that this property had been subject to improvements as early as 1918 and that structures were present through 1946. Historic aerials from 1938 depict orchards throughout the property as well as a "small clearing," which could have been the location of additional structures. The improvements to the property may have been associated with Aaron Ashbury Cox, a well-known orange grower and prominent citizen in San Bernardino, although conflicting information states that Mr. Cox had a large home on Mt. Vernon Avenue in San Bernardino. This resource was subject to formal evaluation for listing to the CRHR and is recommend as ineligible due to lack of site integrity and unknown association with the Cox Family (MCC 2022).

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

CUL-3: Disturb any human remains, including those interred outside of formal cemeteries.

Initial Study Findings

The Initial Study established that the proposed Project would not result in new impacts related to Threshold CUL-1 and impacts related to Threshold CUL-3 would be less than significant with incorporation of 2017 Final EIR Mitigation Measure CUL-7; no further assessment of these impacts is required in the Draft Subsequent EIR.

5.3.5 METHODOLOGY

The cultural resources analysis is based on the Cultural Resources Assessment (Appendix D) and contains information that was compiled through field reconnaissance, record searches, and reference materials.

Archaeological and Historic Records Search. An archaeological and historical records search was completed by the South Central Coastal Information Center (SCCIC) of the California Historical Resources Inventory System (CHRIS), located at California State University, Fullerton on March 11, 2022. This search included existing PAs 1, 2 and 3 with an additional 1-mile buffer. The records search also included a review of the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Inventory of Historic Resources. The California State Historic Resources Inventory and Built Environment Resources Directory for San Bernardino County were also reviewed to determine if any local historical properties which have been previously evaluated for historic significance are located in the records search buffer. In addition, archival maps were inspected for indications of historical structures in the area.

Archaeological and Historic Field Surveys. A cultural resources pedestrian survey was conducted on February 24, 2022 within existing PAs 1, 2 and 3 to identify and verify locations of known and potential unknown resources within the proposed Specific Plan Amendment area. The survey consisted of walking in parallel transects spaced at approximately 5-meter intervals over the entire Project are while closely inspecting the ground surface. All undeveloped ground surfaces were examined for artifacts, soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings, or historic-era debris. Existing ground disturbances (e.g., cutbanks, ditches, animal burrows, etc.), if visible, were visually inspected for any potential presence of the above-mentioned indicators of cultural resources.

5.3.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR determined that there are no historic resources within areas that are proposed for development by the Specific Plan. Therefore, no impacts related to historic resources would occur (2017 Draft EIR page 4.D-15). However, the 2017 Final EIR determined that ground disturbing construction activities within the Specific Plan area could have a significant impact on archaeological resources. Thus, mitigation related to development level site screening was included to reduce potential impacts to a less than significant level (2017 Draft EIR page 4.D-16).

The 2017 Final EIR also describes that no known human remains, or Native American cultural resources have been identified within the Specific Plan area or within a one-half mile buffer. However, the Specific Plan area is located within close proximity to a major water source (Lyle Creek) which would have attracted prehistoric and historic period inhabitants to the area and several historic period water control/management resources have been identified nearby. As a result, the 2017 Final EIR determined that the Specific Plan area has a moderate to high potential to encounter human remains and mitigation was included to reduce potential impacts to a less than significant level (2017 Draft EIR page 4.D-17).

The 2017 Final EIR Mitigation Measure CUL-1 requires Phase I archaeological resources assessment prior to excavation, clearing, trenching, grading, or boring. If resources are discovered, a Phase II report is required by Mitigation Measure CUL-2. If resources are determined eligible for listing in the California Register or are considered “unique archaeological resources”, Mitigation Measure CUL-3 requires preparation of a Phase III assessment. Mitigation Measure CUL-4 includes methods for construction monitoring of archaeological resources. Mitigation Measure CUL-5 requires that ground-disturbing activities be ceased, and a treatment plan be implemented if archaeological

resources are encountered. Mitigation Measure CUL-6 requires the preparation of an archaeological monitoring report, if needed. Mitigation Measures CUL-7 requires cessation of ground-disturbing activity and consultation with the County Coroner and Native American tribes in the event human remains are encountered (2017 Draft EIR page 6-5).

Proposed Project

The proposed Specific Plan Amendment would redesignate the land use of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, development would change from the anticipated buildout of a portion of the Pepper Avenue Specific Plan area from 125,000 square feet of business park uses and 351,650 square feet of retail uses to 735,185 square feet of light industrial uses and 13,000 square feet of retail uses. In addition, evaluation of the Project includes development of a 485,000 square foot industrial warehousing building on PAs 2 and 3. Potential cultural resource related impacts from the proposed change in land use and from construction and operation of the proposed light industrial development are detailed below.

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO § 15064.5.

Less than Significant with Mitigation Incorporated

Proposed Industrial Development

PA 2 and PA 3. Pursuant to 2017 Final EIR Mitigation Measure CUL-1, a Cultural Resources Assessment (Appendix D) was prepared for the proposed industrial development in PAs 2 and 3, which included a cultural record search and cultural resources survey. No prehistoric or historic-period archaeological resources were identified during the pedestrian and reconnaissance surveys within PA 2 and PA 3. However, previously recorded prehistoric and historical archaeological sites have been identified within the site vicinity and within PA 1. Therefore, the area is considered moderately sensitive to archaeological resources. Construction of the proposed industrial development Project would require excavation to depths of at least 4 to 6 feet below the existing ground surface and proposed building pad subgrade elevations. Therefore, it is possible that ground-disturbing construction for the proposed industrial development could uncover archaeological resources.

As there have been a number of previously recorded prehistoric and historical archaeological sites proximate to the Specific Plan area, PA 2 and PA 3 are considered sensitive for archaeological resources, and impacts are potentially significant. As such, 2017 Final EIR Mitigation Measure CUL-4, which requires archaeological and tribal monitoring, 2017 Final EIR Mitigation Measure CUL-5, which requires which includes provisions for incidental discoveries of previously unknown resources, and 2017 Final EIR Mitigation Measure CUL-6, which requires an Archeological Monitoring Report, would be required for the proposed industrial development in PA 2 and PA 3. With implementation of 2017 Final EIR Mitigation Measures CUL-4 through CUL-6, impacts to archaeological resources within PA 2 and PA 3 from development of the proposed industrial development Project would be less than significant.

Specific Plan Amendment

PA 1 and Proposed PA 10. Pursuant to 2017 Final EIR Mitigation Measure CUL-1, a Cultural Resources Assessment was prepared for PA 1 and proposed PA 10, which included a cultural record search and cultural resources survey that identified previously recorded prehistoric and historical archaeological sites in Project region. Furthermore, P-36-026760 is located within PA 1. Therefore, the area is considered moderately

sensitive to archaeological resources, and it is possible that ground-disturbing constructing activities in PA 1 and proposed PA 10 could uncover archaeological resources. Additionally, as previously discussed, P-36-026760 is located within PA 1 and was previously formally evaluated for listing in the CRHR and determined to be ineligible for listing due to a lack of integrity and unknown association with the Cox family. Therefore, no further evaluation of P-36-026760 is required prior to development of PA 1.

However, due to the moderate sensitivity of PA 1 and proposed PA 10, 2017 Final EIR Mitigation Measure CUL-4, requires archaeological and tribal monitoring, 2017 Final EIR Mitigation Measure CUL-5 includes provisions for incidental discoveries of previously unknown resources, and 2017 Final EIR Mitigation Measure CUL-6 requires an Archeological Monitoring Report, for developments in PA 1 and proposed PA 10. With implementation of 2017 Final EIR Mitigation Measures CUL-4 through CUL-6, potential impacts to archaeological resources within PA 1 and proposed PA 10 would be less than significant.

5.3.7 CUMULATIVE IMPACTS

Historic Resources: The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in the City of Rialto that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys indicate the absence of significant historical sites and resources within existing PAs 1, 2 and 3. Additionally, there are no structures within PAs 1, 2 or 3 that would qualify as historic resources. Therefore, development of the proposed industrial development Project within PA 2 and PA 3 would have no potential to contribute towards a significant cumulative impact to historical sites and/or resources. Additionally, future development within PA 1 and proposed PA 10 would have no potential to contribute towards a significant cumulative impact to historical sites and/or resources. Thus, cumulative impacts from the proposed Project would be less than significant.

Archaeological Resources: The Project's impact to prehistoric archaeological resources was analyzed in the context of the City of Rialto, which is identified as sensitive for archaeological resources. Construction activities within the Specific Plan area – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5 definition. However, mitigation has been included to reduce the potential of the Project to contribute to a significant cumulative impact to archaeological resources. With compliance with project-specific mitigation, cumulatively considerable impacts would be less than significant.

Disturbance of Human Remains: Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5, which are included as 2017 Final EIR Mitigation Measure CUL-7, would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

5.3.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following existing regulations would reduce potential impacts related to cultural resources.

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

5.3.9 PROJECT DESIGN FEATURES

No Project Design Features (PDFs) related to cultural resources are included in the proposed Project.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impact would be **potentially significant**:

- Impact CUL-2: Earth-moving construction activities could impact archaeological resources.

5.3.9 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

Mitigation Measure CUL-4: Conduct Archaeological and Native American Construction Monitoring. If it is determined by the qualified archaeologist preparing the Phase I Archaeological Resources Assessment that there is a moderate or high potential to encounter buried archaeological resources; and 2) that construction monitoring is required during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the proposed improvements, then the City shall require future development/Project applicants on a project-by-project basis within the Specific Plan area to retain a qualified archaeological monitor and/or Native American monitor who shall be present during construction excavation activities. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the archaeological monitor.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-4 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-4 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Mitigation Measure CUL-5: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event that archaeological resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by Project construction activities shall be evaluated by the archaeologist. The Applicant and City shall coordinate with the archaeologist and Native American monitor (if the resources are prehistoric in age) to develop an appropriate treatment plan for the resources. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preserve it in place. The Applicant, in consultation with the archaeologist and Native American monitor (if the resources are prehistoric in age), shall designate repositories in the event that archaeological material is recovered.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-5 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-5 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Mitigation Measure CUL-6: Prepare Archaeological Monitoring Report. The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the City and the San Bernardino Archaeological Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register of Historical Resources and CEQA, and treatment of the resources.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-5 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-5 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Mitigation Measure CUL-7: Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered. If human remains are unearthed during construction exaction activities, the construction contractor shall comply with State Health and Safety Code Section 7050.5. The contractor and Project applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the landowner, inspect the site of the discovery of the Native American remains and may recommend to the landowner means for treating or disposing, with appropriate dignity, the human remains and any associated funerary objects. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and cultural items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. MLDs in the region typically recommend reburial of the remains as close to the original burial location as feasible accompanied by a ceremony. The MLD shall file a record of the reburial with the NAHC and the Project archaeologist shall file a record of the reburial with the CHRIS-SBAIC.

If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his

or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance. A record of the reburial shall be filed with the NAHC and the CHRIS-SBAIC.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-7 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-7 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Proposed Project Mitigation Measures

No additional mitigation measures are required.

5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of 2017 Final EIR Mitigation Measures CUL-4 through CUL-7, impacts to cultural resources from the proposed industrial development and the Specific Plan Amendment would be **less than significant**.

REFERENCES

Material Culture Consulting. Cultural Resources Assessment, Pepper Avenue Rialto Project, City of Rialto, San Bernardino County, California. March 2022. Appendix D.

Pepper Avenue Specific Plan Environmental Impact Report (Final EIR). ESA. October 2017.

Rialto General Plan, December 2010. Accessed:
https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan

5.4 Energy

5.4.1 INTRODUCTION

This section of the Draft Subsequent EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.5, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions. This section includes data from the following City documents and reports:

- *City of Rialto General Plan*
- *City of Rialto Municipal Code*
- *Pepper Avenue Specific Plan and Industrial Development Project Energy Tables*, Urban Crossroads, 2022, Appendix E.

5.4.2 REGULATORY SETTING

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFÉ) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFÉ standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update is the 2022 California Green Building Code Standards that is applicable to building permit applications submitted after January 1, 2023. The updated 2022 standards focus on the following:

- Encouraging electric heat pump technology and use. Heat pumps use less energy and produce fewer emissions than traditional HVACs and water heaters
- Establishing electric-ready requirements when natural gas is installed to provide for electric heating, cooking, and electric vehicle (EV) charging.
- Expanding solar photovoltaic (PV) system and battery storage standards
- Strengthening ventilation standards to improve indoor air quality

In addition to these updated standards, the CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. Provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Title 24 Part 6 Table 5.106.5.2.
- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.

- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi. Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute. Metering faucets shall not deliver more than 0.20 gallons per cycle. Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle.

- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.
- Water meters. Separate submeters or metering devices shall be installed for new buildings or where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day.
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit.
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements.

The CalGreen Building Standards Code has been adopted by the City of Rialto by reference in Municipal Code Section 15.08.060.

City of Rialto General Plan

The General Plan Conservation chapter contains the following policies related to energy that are applicable to the Project:

Goal 2-30 Incorporate green building and other sustainable building practices into development projects.

Policy 2.30.1 Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Policy 2-30.2 Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

Policy 2-30.3 Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Goal 2-31 Conserve energy resources.

Policy 2-31.1 Require the incorporation of energy conservation features into the design of all new construction and site development activities.

5.4.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Rialto. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric

distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2020 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and 80 percent from the same baseline by 2050 in order to help achieve carbon neutrality by 2045. It describes that in 2020 approximately 43% of power that SCE delivered to customers came from carbon-free resources (SCE 2020).

The existing electricity service in the Specific Plan area is provided by the electricity distribution systems that exists along Pepper Avenue in the Specific Plan area.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Rialto and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (CGEU 2020). The Specific Plan area is currently served by the natural gas distribution system that exists within Pepper Avenue.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

E-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the

project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.4.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR describes that the Specific Plan incorporates, sustainable design features and would be implement in consistency with the existing energy related regulations. The 2017 Final EIR describes that construction related energy usage would not represent a substantial portion of the available energy supply in terms of equipment and transportation fuels, and compliance with regulations (i.e., idling restrictions and the use of low-pollutant engines and equipment) would result in less fuel combustion and energy consumption, a more efficient use of energy, and the minimization or elimination of wasteful and unnecessary consumption of energy during construction (2017 Draft EIR page 6-10).

The 2017 Final EIR also describes that operation of the Specific Plan would utilize energy for necessary building usage and transportation associated with vehicles traveling within the Specific Plan area. The amount of energy used would represent an insubstantial fraction of the region's available energy supply. The developments pursuant to the Specific Plan would be required to incorporate green building measures and encourage use of nonmotorized transportation (walking and cycling), it would not result in the wasteful, inefficient, and unnecessary consumption of energy. Thus, the 2017 Final EIR determined that impacts related to energy would be less than significant (2017 Draft EIR page 6-15).

Proposed Project

As detailed in Section 3.0, *Project Description*, the proposed Project would amend the Pepper Avenue Specific Plan that would result in a total development potential of 748,185 SF, or an increase of 271,535 SF of Light Industrial and Community Commercial development over the existing Specific Plan development maximum of 476,650 SF of Community Commercial.

Buildout of the proposed Specific Plan Amendment includes the proposed industrial development project on PAs 2 and 3 (buildout of PAs 2 and 3 is a maximum of 485,000 SF of unrefrigerated warehousing uses); 13,000 square feet of community commercial uses on PA 1; and 250,185 square feet of light industrial uses on PA 10. As detailed in Section 3.0, *Project Description*, the Project includes various measures from the California Attorney General's Warehouse Projects Best Practices that would reduce energy consumption during both construction and operation of the Project. These features include development of buildings per CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20).

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.

Construction

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

During construction of the amended Specific Plan buildout and proposed industrial development Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the construction area, as well as delivery truck trips;

2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure from implementation of the Project are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. The CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction trucks and equipment.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Construction of PA 2 and PA 3. The energy analysis modeling for the construction of the proposed industrial development (at 485,000 SF) (included as Appendix E) details that the total construction electricity usage for would be approximately 303,877 kWh. In addition, Table 5.4-1 shows that construction equipment would use approximately 117,375 gallons of diesel fuel.

Table 5.4-1: Estimated Construction Equipment Fuel for the Proposed Industrial Development

Construction Activity	Days	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
Grading	45	Crawler Tractors	212	2	8	0.43	1,459	3,548
		Excavators	158	2	8	0.38	961	2,337
		Graders	187	1	8	0.41	613	1,492
		Rubber Tired Dozers	247	1	8	0.40	790	1,923
		Scrapers	367	2	8	0.48	2,819	6,856
Building Construction	300	Cranes	231	2	8	0.29	1,072	17,381
		Crawler Tractors	212	4	8	0.43	2,917	47,305
		Forklifts	89	4	8	0.20	570	9,237
		Generator Sets	84	2	8	0.74	995	16,128
		Welders	46	2	8	0.45	331	5,371
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	40	Air Compressors	78	1	8	0.48	300	648
Total Construction Equipment Fuel Demand (Gallons Diesel Fuel)								**117,375**

Source: Energy, Appendix E.

Table 5.4-2 shows that construction workers would use approximately 67,882 gallons of fuel to travel to and from the proposed industrial development site. Table 5.4-3 shows that approximately 44,042 gallons of fuel would be used by vendor trucks (vehicles that deliver materials to the site during construction) and hauling during construction.

Table 5.4-2: Estimated Construction Worker Fuel Consumption for the Proposed Industrial Development Project

Year	Construction Activity	Days	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022	**Light-Duty-Auto Vehicles (LDA)**						
	Site Preparation	10	9	14.7	1,323	31.93	41
	Grading	45	10	14.7	6,615	31.93	207
	Building Construction	55	218	14.7	176,253	31.93	5,520
	Light-Duty-Auto Vehicles (LDT1) (less than 3,750 lbs)						
	Site Preparation	10	5	14.7	735	26.79	27
	Grading	45	5	14.7	3,308	26.79	123
	Building Construction	55	109	14.7	88,127	26.79	3,290
	Light-Duty-Auto Vehicles (LDT2) (between 3,750 lbs and 6,000 lbs)						
	Site Preparation	10	5	14.7	735	25.15	29
	Grading	45	5	14.7	3,308	25.15	132
	Building Construction	55	109	14.7	88,127	25.15	3,505
2023	**Light-Duty-Auto Vehicles (LDA)**						
	Building Construction	245	218	14.7	785,127	32.93	23,842
	Paving	20	8	14.7	2,352	32.93	71
	Architectural Coating	40	44	14.7	25,872	32.93	786
	Light-Duty-Auto Vehicles (LDT1) (less than 3,750 lbs)						
	Building Construction	245	109	14.7	392,564	27.61	14,221
	Paving	20	4	14.7	1,176	27.61	43
	Architectural Coating	40	22	14.7	12,936	27.61	469
	Light-Duty-Auto Vehicles (LDT2) (between 3,750 lbs and 6,000 lbs)						
	Building Construction	245	109	14.7	392,564	26.11	15,036
	Paving	20	4	14.7	1,176	26.11	45
	Architectural Coating	40	22	14.7	12,936	26.11	495
Total Construction Worker Fuel Consumption							**67,882**

Source: Energy, Appendix E.

Table 5.4-3: Estimated Construction Vendor and Hauling Fuel Consumption for the Proposed Industrial Development Project

Year	Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022	**Medium-Heavy-Duty-Trucks (MHDT)**						
	Site Preparation	10	3	6.9	207	10.04	21
	Grading	45	11	6.9	3,416	10.04	340
	Building Construction	55	72	6.9	27,324	10.04	2,720
	Heavy-Heavy-Duty Trucks (HHDT) (Vendor)						
	Site Preparation	10	3	6.9	207	6.33	33
	Grading	45	11	6.9	3,416	6.33	540
	Building Construction	55	72	6.9	27,324	6.33	4,317
2022	**Heavy-Heavy-Duty Trucks (HHDT) (Hauling)**						
	Grading	45	44	20	39,600	6.33	6,256
2023	**Medium-Heavy-Duty-Trucks (MHDT)**						
	Building Construction	245	72	6.9	121,716	10.45	11,644
	Heavy-Heavy-Duty Trucks (HHDT) (Vendor)						
	Building Construction	245	72	6.9	121,716	6.70	18,171
Total Construction Vendor/Hauling Fuel Consumption							**44,042**

Source: Energy, Appendix E.

Overall, construction activities related to buildout of PA 2 and PA 3 would require limited energy consumption, would comply with all existing regulations, as verified through the City's permitting process; and would therefore not use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Construction of PA 1 and PA 10. Buildout of the proposed PAs 1 and 10 under the proposed Specific Plan Amendment includes 13,000 SF of community commercial uses and 250,185 SF of light industrial uses. However, no specific development is currently proposed for PAs 1 and 10. Therefore, construction activities for buildout of these areas are unknown; and thus, have not been quantified. However, the City's permitting of future construction activities in these areas would ensure that development activities comply with all existing energy conservation regulations and would therefore not use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage during development of PAs 1 and 10 as proposed, would be less than significant.

Operation

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

Once operational, the proposed Project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

Operation of PA 2 and PA 3. As detailed in Table 5.4-4, operation of the proposed industrial development (at 485,000 SF) is estimated to annually use 523,265 gallons of fuel. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table 5.4-4: Estimated Annual Operational Vehicle and Truck Fuel Consumption from the Proposed Industrial Development Project

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	32.93	902,934	27,420
LDT1	27.61	93,714	3,395
LDT2	26.11	289,420	11,085
MDV	21.08	233,348	11,068
MCY	37.21	42,484	1,142
LHDT1	13.97	59,074	4,230
LHDT2	14.12	15,564	1,102
MHDT	10.45	990,814	94,788
HHDT	6.70	2,471,905	369,035
Total Annual Fuel Consumption		**5,099,256**	**523,265**

Source: Energy, Appendix E. MDV = Medium Duty Trucks; LHDT1 = Light-Duty Trucks (Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.); LHDT2 = Light-Duty Trucks (Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.); MCY = Motorcycle

Table 5.4-5 details that operation of the proposed unrefrigerated warehousing industrial development would use approximately 974,850 thousand British thermal units (kBTU) per year of natural gas and 1,166,717 kWh per year of electricity.

Table 5.4-5: Estimated Operational Annual Natural Gas Demand (kBTU/year) and Electricity (kWh/year) Consumption from the Proposed Industrial Development Project

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Light Industrial Warehouse	974,850	1,125,200
Parking	0	41,517
Total Project Energy Demand	**974,850**	**1,166,717**

Source: Energy, Appendix E.

Operation of PA 1 and PA 10. Operation of the proposed PA 1 and PA 10 includes 13,000 SF of community commercial uses and 250,185 SF of light industrial. As detailed in Table 5.4-6, operation of PA 1 and 10 at buildout would consume 418,743 gallons of fuel annually, which when added to the fuel used from operation of the proposed industrial development would total approximately 1,072,376 gallons of fuel annually.

Table 5.4-6: Estimated Annual Operational Vehicle and Truck Fuel Consumption from Buildout of the Proposed Specific Plan Amendment

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
Operation of Buildout of PA 1 and PA 10			
LDA	32.93	3,134,037	95,173
LDT1	27.61	325,386	11,787
LDT2	26.11	1,004,436	38,471
MDV	21.08	810,043	38,421
LHDT1	13.97	154,244	11,044
LHDT2	14.12	41,135	2,914
MHDT	10.45	468,752	44,844
HHDT	6.70	1,116,413	166,671
OBUS	6.44	2,773	431
UBUS	4.72	1,260	267
MCY	37.21	147,457	3,963
SBUS	8.15	4,733	581
MH	6.02	25,158	4,176
Total Annual Fuel Consumption of PA 1 and PA 10		**7,235,828**	**418,743**
Total Annual Fuel Consumption of PA 2 and PA 3		1,961,926	653,634
Total Annual Fuel Consumption of Operation of Specific Plan Amendment		**9,197,754**	**1,072,376**

Source: Energy, Appendix E. MDV = Medium Duty Trucks; LHDT1 = Light-Duty Trucks (Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.); LHDT2 = Light-Duty Trucks (Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.); MCY = Motorcycle

Table 5.4-7 details that operation of operation of PA 1 and 10 at buildout would consume 1,820,574 thousand British thermal units (kBTU) per year of natural gas annually and 901,545 kWh of electricity annually, which

when added to the energy used from operation of the proposed unrefrigerated warehousing industrial development would total approximately 2,795,424 kBTU of natural gas annually and 2,068,262 kWh of electricity annually.

Table 5.4-7: Estimated Operational Annual Natural Gas Demand (kBTU/year) and Electricity (kWh/year) Consumption from Buildout of the Proposed Specific Plan Amendment

Land Use	**Natural Gas Demand** (kBTU/year)	**Electricity Demand** (kWh/year)
Operation of Buildout of PA 1 and PA 10		
Convenience Store/Gas Station	1,012	55,844
Fast Food Restaurant with Drive-Through Window[1]	1,308,770	221,568
Other Asphalt Surfaces	0	0
Strip Retail Plaza	7,920	43,704
Warehouse	502,872	580,429
Total Annual Energy Consumption of PA 1 and PA 10	**1,820,574**	**901,545**
Total Annual Energy Consumption of PA 2 and PA 3	974,850	1,166,717
Total Annual Energy Consumption of Operation of Specific Plan Amendment	**2,795,424**	**2,068,262**

Source: Energy, Appendix E.

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

As described previously, and detailed in Section 3.0, *Project Description*, the Project includes performance standards for light industrial uses and various measures from the California Attorney General's Warehouse Projects Best Practices that were not included in the previous energy calculations to provide for a conservative analysis of potential energy consumption.

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

No Impact

As described previously, the development that would occur pursuant to the proposed Specific Plan Amendment and industrial development Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The non-residential buildings would be solar ready would have infrastructure as required by CCR Title 24 requirements. As detailed in Section 3.0, *Project Description*, the Project Applicant for the industrial development Project has voluntarily agreed to incorporate various measures from the California Attorney General's Warehouse Projects Best Practices that would reduce energy consumption during both construction and operation of the Project. These features include development of buildings per CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20). Thus, the proposed Specific Plan Amendment and proposed industrial development Project would not obstruct use of renewable

energy or energy efficiency. Overall, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impacts would occur.

5.4.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed mixed uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.4.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following existing regulations would reduce potential impacts related to energy:

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CalGreen Building Standards Code as included in the City's Municipal Code in Section 15.08.060.

5.4.9 PROJECT DESIGN FEATURES

The Project includes various measures from the *California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, that reduce the potential of wasteful, inefficient, or unnecessary consumption of energy, which are included as Project Design Features (PDFs) and include the following.

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible[1].

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the Project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

[1] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1and E-2 would be less than significant.

5.4.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

No mitigation measures related to energy were included in the 2017 Final EIR.

Proposed Project Mitigation Measures

Project impacts related to energy would be less than significant and no mitigation measures are required.

5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

REFERENCES

California Energy Commission. "2022 Title 24 Building Energy Standards Summary" (CEC 2022). Accessed: https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf

California Gas and Electric Utilities 2020 California Gas Report (CGEU 2020). Accessed: https://www.socalgas.com/regulatory/cgr.shtml.

Edison International 2020 Annual Report (SCE 2020). Accessed: https://www.edison.com/home/investors/sec-filings-financials/annual-reports.html

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Urban Crossroads. "Pepper Avenue Industrial Warehouse and Specific Plan Amendment Energy Tables" 2022. Appendix E.

5.5 Greenhouse Gas Emissions

5.5.1 INTRODUCTION

This section of the Draft Subsequent EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the proposed Project contributes to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following documents:

- *City of Rialto General Plan*
- *City of Rialto Municipal Code*
- *Pepper Avenue Specific Plan and Industrial Development Project Greenhouse Gas Analysis*, Urban Crossroads, 2022, Appendix F.

5.5.2 REGULATORY SETTING

5.5.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing

programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

Senate Bill 375 (**Chapter 728, Statutes of 2008**)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (**Chapter 617, Statutes of 2017**)

AB 398was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

CARB Advanced Clean Truck Regulation

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

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

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 update that is applicable to building permit applications submitted after January 1, 2023. The updated 2022 standards focus on the following:

- Encouraging electric heat pump technology and use. Heat pumps use less energy and produce fewer emissions than traditional HVACs and water heaters
- Establishing electric-ready requirements when natural gas is installed to provide for electric heating, cooking, and electric vehicle (EV) charging.
- Expanding solar photovoltaic (PV) system and battery storage standards
- Strengthening ventilation standards to improve indoor air quality

In addition to these updated standards, the CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. Provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Title 24 Part 6 Table 5.106.5.2.

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.
    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi. Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute. Metering faucets shall not deliver more than 0.20 gallons per cycle. Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle.
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.
- Water meters. Separate submeters or metering devices shall be installed for new buildings or where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day.
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit.
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements.

The CalGreen Building Standards Code has been adopted by the City of Rialto by reference in Municipal Code Section 15.08.060.

5.5.2.2 Local Regulations

City of Rialto General Plan

Chapter 2, Managing Our Land Supply, of the General Plan describes the conservation goals and policies of the City and contains the following policies related to GHG emissions that are applicable to the Project:

Goal 2-30 Incorporate green building and other sustainable building practices into development projects.

Policy 2.30.1 Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Policy 2-30.2 Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

Policy 2-30.3 Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Policy 2-31.1 Require the incorporation of energy conservation features into the design of all new construction and site development activities.

Policy 2-35.2 Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Goal 2-38 Mitigate against climate change.

Policy 2-38.3 Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit.

City of Rialto Climate Adaptation Plan

The Climate Adaptation Plan was approved by City Council on September 28, 2021. The Climate Adaptation Plan lays the groundwork to help prepare the City of Rialto and its residents for the expected impacts of climate change, as required by State law. This plan builds on the City's existing General Plan Safety Element and Local Hazard Mitigation Plan to evaluate Rialto's vulnerabilities and capabilities and propose policy around four climate-related hazards: air pollution, extreme heat, wildfire, and flooding.

The Climate Adaptation Plan goals and policies related to greenhouse gas emissions and the proposed Specific Plan Amendment and light industrial land uses are listed below.

Policy 2.1 Low-Emission Vehicles. Increase the use of low-emission and electric vehicles where feasible.

Policy 2.2 Truck Routes. Prevent truck routes from disproportionately impacting disadvantaged communities.

5.5.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts

attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The Specific Plan Amendment area includes approximately 35.56-acres of land on the east side of Pepper Avenue that is undeveloped and is continually disced for weed abatement purposes. Greenhouse gas emissions generated from the site are minimal and limited to weed abatement and other maintenance type activities.

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse

Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 $MTCO_2E$ per year
    - Based on land use type:
        - Residential: 3,500 $MTCO_2E$ per year
        - Commercial: 1,400 $MTCO_2E$ per year
        - Mixed use: 3,000 $MTCO_2E$ per year
        - Industrial use: 10,000 $MTCO_2E$ per year when SCAQMD is the lead agency

SCAQMD used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO2 concentrations at 450 ppm, thus stabilizing global climate.

The City of Rialto has not adopted project-specific significance thresholds. The City has opted to use a non-zero threshold approach based on Approach 2 of the CAPCOA CEQA and Climate Change handbook, which is the Tier 3 screening value of 3,000 MTCO2e per year that is recommended by SCAQMD staff for residential and commercial projects. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) of the CAPCOA CEQA and Climate Change handbook establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is the 3,000 MTCO2e/yr screening threshold.

Thus, if Project-related GHG emissions do not exceed the 3,000 MTCO2e per year threshold, then Project-related GHG emissions would have a less-than-significant impact pursuant to Impact GHG-1, below. On the other hand, if Project related GHG emissions exceed 3,000 MTCO2e per year, the Project would result in a significant impact related to GHG emissions.

It should be noted that the City has not selected to evaluate Project-related GHG emissions against the numerical threshold that SCAQMD adopted for industrial projects for which SCAQMD is the lead agency (i.e., 10,000 MTCO2e per year). The industrial threshold adopted by SCAQMD is a widely accepted threshold used by numerous lead agencies in the SCAB and was established based on the recommendations from CAPCOA contained in a report titled "CEQA and Climate Change" (dated January 2008), which serves as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The CAPCOA report provides three recommendations for evaluating a development project's GHG emissions. When establishing their significance threshold, SCAQMD selected the CAPCOA non-zero approach which establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development (Approach 2, Threshold 2.5). A 90 percent emission capture rate means

that 90 percent of total emissions from all new or modified projects would be subject to evaluation under CEQA.

Based on SCAQMD's research of 1,297 major, industrial source point (i.e., stationary) emission sources in the SCAB, SCAQMD found that source point industrial facilities that generate at least 10,000 MTCO2e per year produce approximately 90 percent of the carbon dioxide equivalent emissions in the SCAB per year. As such, SCAQMD established their significance criterion at 10,000 MTCO2e as that threshold would capture 90 percent of total emissions from future industrial development in accordance with CAPCOA recommendations. (CAPCOA, 2008, pp. 46-47; SCAQMD, 2008, pp. 3-5)1516 Although the SCAQMD demonstrated that reliance on the numerical significance threshold of 10,000 MTCO2e per year adequately address the potential environmental effects from industrial-source GHG emissions, the City of Rialto selected to rely on a more stringent/protective numerical significance threshold, 3,000 MTCO2e per year, to ensure this Draft Subsequent EIR provides a conservative analysis of Project-related environmental effects

5.5.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2020.4.0 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0*, Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; Thus, this analysis has identified the most relevant to the County of San Bernardino and the proposed Project.

5.5.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR determined that construction and operation of the Specific Plan would generate GHG emissions due to construction and operational activities; however, the net increase in annual GHG emissions, directly and indirectly, would be consistent with the City of Rialto GHG reduction measures and San Bernardino County Reduction Plan. Therefore, the 2017 Final EIR determined that GHG emissions and associated impacts would be less than significant (2017 Draft EIR page 4.E-16).

The 2017 Final EIR also describes that the Specific Plan is consistent with the AB 32 goals and CARB guidelines for assessing GHG emissions. Further, the Specific Plan includes land use characteristics and design strategies that would be consistent with state, regional, and local regulations for reducing GHG emissions. Therefore, the 2017 Final EIR determined that impacts regarding greenhouse gas reduction plans would be less than significant (2017 Draft EIR page 4.E-20).

Proposed Project

The proposed Specific Plan Amendment would modify the existing PAs and redesignate the land use of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, Specific Plan development on the east side of Pepper Avenue would change from 125,000 square feet of business park uses and 351,650 square feet of retail uses to 735,185 square feet of light industrial uses and 13,000 square feet of retail uses. In addition, evaluation of the Project includes development of a 485,000 square foot industrial unrefrigerated warehousing building on PAs 2 and 3.

IMPACT GHG-1: THE PROJECT WOULD GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Significant and Unavoidable Impact

Industrial Development Project

Construction of PA 2 and PA 3. The buildout of PAs 2 and 3 is a maximum of 485,000 SF. The Implementation of the proposed Specific Plan would generate GHG emissions from construction activities. The SCAQMD methodology for calculation of project generated GHG emissions recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.5-1 provides the estimated construction emissions from construction of the proposed industrial development Project.

Table 5.5-1: Proposed Industrial Development Construction Greenhouse Emissions

Year	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
2022	573.66	0.10	0.02	583.40
2023	1,519.50	0.21	0.06	1,542.09
Total GHG Emissions	2,093.16	0.31	0.08	2,125.49
Amortized Construction Emissions ($MTCO_2e$)	**69.77**	**1.04E-02**	**2.75E-03**	**70.85**

Source: Urban Crossroads, 2022 (Appendix F).

Operation of PA 2 and PA 3. The long-term operation of unrefrigerated light industrial development generates GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis (Appendix H) were utilized to quantify the GHGs from operation of the light industrial development Project at buildout. To determine

emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length and the SCAQMD recommended truck trip length of 40 miles with an assumption of 100% primary trips for the proposed industrial land uses.

- **On-Site Cargo Handling Equipment Emissions.** It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that the proposed industrial warehousing uses would require on-site operational equipment of two 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day for 365 days of the year, respectively.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The light industrial development would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The annual GHG emissions associated with operation of the proposed unrefrigerated light industrial development on PA 2 and PA 3 at 485,000 SF are summarized in Table 5.8-2. As shown, construction and operation of the proposed unrefrigerated industrial development Project would generate a total of approximately 5,204.99 MTCO2e/yr, which would exceed the 3,000 MTCO2e/yr screening threshold and would therefore, result in a significant impact.

Table 5.5-2: Proposed Industrial Development Project (PA 2 and 3) Generated Greenhouse Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	69.77	1.04E-02	2.75E-03	70.85
Area Source	0.04	0.00012	0.00	0.05
Energy Source	258.93	0.02	0.00307	260.31
Mobile Source	3,963.09	0.14	0.55	4,129.19
On-Site Equipment	101.50	0.03	0.00	102.32
Waste	92.54	5.47	0.00	229.27
Water Usage	294.58	3.68	0.09	412.99
Total CO_2e (All Sources)				**5,204.99**

Source: Urban Crossroads, 2022 (Appendix F).

Specific Plan Amendment

Operation of PA 1, PA 2, PA 3, and PA 10. In addition to operation of 485,000 SF of unrefrigerated light industrial uses on PA 2 and PA 3, buildout of the proposed Specific Plan Amendment includes operation of 13,000 SF of community commercial uses and 250,185 SF of light industrial uses on the proposed PA 1 and PA 10 that would also generate emissions from the same sources described for PA 2 and PA 3. As shown in Table 5.5-3, operation of the Specific Plan Amendment at buildout would generate emissions that would generate a total of approximately 9,926.17 MTCO2e/yr, which would also exceed the 3,000 MTCO2e/yr screening threshold and would therefore, result in a significant impact.

It should be noted that this does not include reductions in emissions that would be achieved by implementation of the AQMD Rule 2305, which is tenant specific and cannot be quantified at this time, and the California Attorney General's Warehouse Projects Best Practices included as Project Design Features (PDFs) (listed below in Section 5.5.9) that have not been quantified to provide a conservative analysis of GHG emissions.

Because the proposed Project at buildout would exceed 3,000 MTCO2e/yr, Mitigation Measures AQ-3 through AQ-8 would be implemented to require implementation of various measures to reduce GHG emissions. However, these measures would not be sufficient enough to reduce the GHG emissions to below the threshold. The large majority (79 percent) of GHG emissions would be generated by Project vehicles that neither Project applicants nor the City have the ability to reduce emissions of. Therefore, GHG emissions from implementation of the proposed Project would be significant and unavoidable.

Table 5.5-3: Operational Emissions of PA 1, PA 2, PA 3, and PA 10 at Buildout

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Area Source	0.02	6.00E-05	0.00	0.02
Energy Source	257.52	0.02	3.43E-03	258.93
Mobile Source	3,902.82	0.27	0.42	4,034.57
On-Site Equipment	50.75	0.02	0.00	51.16
Waste	62.54	3.70	0.00	154.93
Water Usage	158.30	1.96	0.05	221.57
Total CO_2e (All Sources)	**4,721.19**			
Proposed Industrial Development Project Emissions	*5,204.99*			
Total CO_2e Emissions at Specific Plan Amendment Buildout	**9,926.17**			

Source: Urban Crossroads, 2022 (Appendix F).

IMPACT GHG-2: THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

As detailed in Section 3.0, *Project Description*, the proposed Specific Plan Amendment includes measures that shall be included as performance standards and conditions of approval for industrial development projects and various measures from the California Attorney General's Warehouse Projects Best Practices. Also, the Project would implement CalGreen building standards, as verified through the City's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency. In addition, proposed Project would not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017).

The development resulting from the proposed Project would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with CARB's Scoping Plans (the 2007 and 2017) that provide measures to reduce GHG emissions, as detailed in Tables 5.5-4 and 5.5-5. Thus, the proposed Project would not conflict with the CARB Scoping Plans and related regulations, including the following.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel

Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Specific Plan Amendment and proposed industrial development are consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.

- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Specific Plan Amendment and proposed industrial development has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The proposed Project are consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The Specific Plan Amendment and proposed industrial development are consistent with this regulation (included as PDF AQ-24), as it applies to specific trucks that are used throughout the State.
- Energy Efficiency – Title 24/CalGreen: The proposed Specific Plan Amendment and industrial development are subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.5.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during building permitting process. In addition, PDF AQ-19 states that the Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking; and PDF AQ-20 states that Project buildings will achieve certification of compliance or demonstrate equivalency with LEED green building standards.
- Renewable Portfolio Standard. As a customer of Southern California Edison (SCE), the Specific Plan Amendment and proposed industrial development would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The Specific Plan Amendment and proposed industrial development is consistent with this scoping plan measure as the structures would provide either solar powered or solar ready roofs, as appliable to each structure (PDF AQ-15).
- Water Efficiency and Waste Diversion: Development and operation of the Specific Plan Amendment and proposed industrial development would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

Table 5.5-4: Project Consistency with the CARB 2007 Scoping Plan

Action	Supporting Measures[1]	Consistency
Cap-and-Trade Program	--	**Not applicable.** These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect warehousing projects.
Light-Duty Vehicle Standards	T-1	**Not applicable.** While these are CARB-enforced measures that are not directly applicable to the Project, vehicles that access the Specific Plan area are required to comply with the standards and would comply with this strategy. Electric Vehicle (EV) charging stations within the Specific Plan area are required to be installed on site per the 2019 Title 24 standards.
Energy Efficiency	E-1 E-2 CR-1 CR-2	**Consistent.** The Project would include a variety of building, water, and solid waste efficiencies consistent with the most current State Title 24, CalGreen Tier 2 green building standards (PDF-19) requirements, and LEED green building standards (PDF-20).
Renewables Portfolio Standard	E-3	**Not applicable.** Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	**Not applicable.** Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related GHG Targets	T-3	**Not applicable.** This is a statewide measure and is not within the purview of the Project.
Vehicle Efficiency Measures	T-4	**Not applicable.** Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5 T-6	**Not applicable.** 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 activity associated with Goods Movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.
Million Solar Roofs (MSR) Program	E-4	**Consistent.** The MSR program sets a goal for use of solar systems throughout the state as a whole. The industrial building roof structures would be solar ready, consistent with Title 24 requirements and PDF AQ-15.
Medium- & Heavy-Duty Vehicles	T-7 T-8	**Not applicable.** MD and HD trucks and trailers for industrial uses are subject to aerodynamic and hybridization requirements as established by CARB; the Project would not interfere with implementation of these requirements and programs.
Industrial Emissions	I-1 I-2 I-3 I-4 I-5	**Not applicable.** These measures are applicable to large industrial facilities (> 500,000 $MTCO_2e$/yr) and other intensive uses such as refineries.
High Speed Rail	T-9	**Not applicable.** Supports increased mobility choice.
Green Building Strategy	GB-1	**Consistent.** The Project would include a variety of building, water, and solid waste efficiencies consistent with the current State Title 24, CalGreen Tier 2 green building standards (PDF-19) requirements, and LEED green building standards (PDF-20).
High Global Warming Potential Gases	H-1 H-2 H-3 H-4 H-5	**Not applicable.** The Project is not a substantial source of high GWP emissions and would comply with any future changes in air conditioning, fire protection suppressant, and other requirements.

[1] Supporting measures can be found at the following link: http://www.arb.ca.gov/cc/scopingplan/2013_update/appendix_b.pdf

Action	Supporting Measures[1]	Consistency
	H-6	
	H-7	
Recycling and Waste	RW-1	**Consistent.** The Project would be required recycle a minimum of 65 percent from construction activities and Project operations per State and County requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	**Consistent.** The Project would support carbon sequestration by providing new on-site trees per the Project landscaping, as required in the proposed Pepper Avenue Specific Plan Amendment and as shown for the proposed industrial development Project on Figure 3-7.
Water	W-1	**Consistent.** The Project would include use of low-flow fixtures and efficient landscaping per State Title 24, CalGreen Tier 2 green building standards (PDF-19) requirements, and LEED green building standards (PDF-20).
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	**Not applicable.** The Project is not an agricultural use.

Table 5.5-5: Project Consistency with the CARB 2017 Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** Developments within the Pepper Avenue Specific Plan area would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		**Consistent.** The Project would be designed and constructed to implement the energy efficiency measures for new developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		**Consistent.** The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20).
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation Agency (CalSTA),	**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets. Project Design Features PDF-10,

Action	Responsible Parties	Consistency
	Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	PDF-12, and PDF-14 support zero emission vehicle and truck use.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets. Project Design Features PDF-10, PDF-12, and PDF-14 support zero emission vehicle and truck use.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. Project Design Features PDF-10, PDF-12, and PDF-14 support zero emission vehicle and truck use.
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. Project Design Features PDF-10, PDF-12, and PDF-14 support zero emission truck use.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions. Project Design Features PDF-10, PDF-12, and PDF-14 support zero emission truck use.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		**Consistent.** The Project implements Transportation Demand Measures (TDMs) that would act to reduce VMT. Please refer to Project Design Features PDF AQ-7, PDF AQ-8, PDF AQ-18, and PDF AQ-21.

Action	Responsible Parties	Consistency
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities. Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	**Consistent.** The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	**Consistent.** The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	**Consistent.** This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		**Consistent.** The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030. Project Design Features PDF-10, PDF-12, and PDF-14 support zero emission truck use.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	**Consistent.** When adopted, this measure would apply to all fuel purchased and used

Action	Responsible Parties	Consistency
		by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50 percent reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	**Consistent.** The Project would implement waste reduction and recycling measures consistent with State requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Consistent.** The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	**Consistent.** The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		**Consistent.** The Project site is vacant and disturbed property and does not comprise an area that would effectively provide for substantial carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		**Consistent.** Where appropriate, Project designs would incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		**Consistent.** The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

Action	Responsible Parties	Consistency
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Consistent.** The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Consistent.** The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Consistent.** The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Further, the proposed Project is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the Project would be consistent with the State's requirements for GHG reductions.

In addition, Chapter 2 of the General Plan and the Climate Adaptation Plan contains policies related to GHG emissions that are applicable to the Project. As detailed in Table 5.5-6, the Project would not conflict with the relevant General Plan goals and policies.

Table 5.5-6: Project Consistency with General Plan Goals and Policies Related to Greenhouse Gas Emissions

General Plan Goal/Policy	Consistency
General Plan Chapter 2, Managing Our Land Supply	
Goal 2-30 Incorporate green building and other sustainable building practices into development projects.	**Consistent.** As described in previously, the proposed Project includes sustainable design features that promote energy efficiency and sustainability. The Project includes development of buildings per CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20). Therefore, the Project is consistent with Goal 2-30.
Policy 2.30.1 Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.	**Consistent.** As described in the previous response, the Project includes development of buildings per CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20). Therefore, the Project is consistent with Policy 2.30.1.
Policy 2-30.2 Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.	**Consistent.** As described in the previous response, the Project includes development of buildings per CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20). Therefore, the Project is consistent with Policy 2.30.2.

Policy 2-30.3 Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	**Consistent.** The Project would be designed and constructed to implement sustainable building measures. The Project includes energy efficient lighting and water fixtures and would be solar ready. The Project would meet the current CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20). Therefore, the Project is consistent with Policy 2-30.3.
Policy 2-31.1 Require the incorporation of energy conservation features into the design of all new construction and site development activities.	**Consistent.** As described in the previous response, the Project includes development of buildings per Title 24, CalGreen Tier 2 green building standards (PDF-19), and LEED green building standards (PDF-20). Therefore, the Project is consistent with Policy 2.31.1.
Policy 2-35.2 Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.	**Consistent.** The Project implements Transportation Demand Measures (TDMs) that would act to reduce VMT. Please refer to Project Design Features PDF AQ-7, PDF AQ-8, PDF AQ-18, and PDF AQ-21. Thus, the proposed Project is consistent with Policy 2-35.2.
Goal 2-38 Mitigate against climate change.	**Consistent.** As described previously, the Project includes implementation of the AQMD Rule 2305 and the California Attorney General's Warehouse Projects Best Practices that are included as Project Design Features and would be required to implement Mitigation Measures AQ-3 through AQ-8 to reduce Project generated GHG emissions. Thus, the Project would mitigate against climate change and the proposed Project is consistent with Goal 2-38.
Policy 2-38.3 Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit.	**Consistent.** The Project provides a sidewalk along Pepper Avenue and would not conflict with public transit services. Thus, the proposed Project is consistent with Policy 2-38.3.
Climate Adaptation Plan	
Policy 2.1 Low-Emission Vehicles. Increase the use of low-emission and electric vehicles where feasible.	**Consistent.** Project Design Features PDF AQ-10, PDF AQ-11, PDF AQ-12, PDF AQ-13, and PDF AQ-14 support the use of low-emission and electric vehicles. Thus, the proposed Project is consistent with Policy 2.1.
Policy 2.2 Truck Routes. Prevent truck routes from disproportionately impacting disadvantaged communities.	**Consistent.** Truck routes are located to and from the freeway via Pepper Avenue, which is the route to be used by the proposed industrial development Project. Project Design Feature PDF AQ-22 includes posting signs at every truck exit driveway providing directional information to the truck route. Thus, the proposed Project is consistent with Policy 2.2.

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features that are included as Specific Plan Amendment performance standards for light industrial uses and the California Attorney General's Warehouse Projects Best Practices. The Project would be consistent with

the CARB 2007 and 2017 Scoping Plans, which are intended to achieve the reduction targets required by the state. In addition, the Project would be consistent with the relevant City General Plan goal and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

5.5.7 CUMULATIVE IMPACTS

Specific Plan Amendment and Industrial Development Project

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft Subsequent EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated GHG emissions from the proposed Project at build out would exceed the 3,000 MTCO2e/yr screening threshold after implementation of mitigation measures. Therefore, the GHG emissions from the proposed Project would be significant and cumulatively considerable.

5.5.7 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following existing regulations would reduce potential impacts related to GHG emissions.

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

- City of Rialto General Plan
- City of Rialto Climate Adaptation Plan

5.5.8 PROJECT DESIGN FEATURES

The Project includes various measures from the California Attorney General's *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, to reduce potentially significant impacts[2]. In order to ensure a conservative disclosure of Project impacts, no reductions in impacts have been assumed due to the incorporation of these PDFs.

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft Subsequent EIR Air Quality Impact Analysis.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible[3].

[2] Some of the Best Practices have not been agreed to, or have been modified, when such Best Practices do not constitute feasible measures.

[3] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project building(s) will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

PDF AQ-26: The Project Applicant/Developer/Owner shall post signs that all parking of trucks must be within designated on-site areas and not within the surrounding community or public streets. Install signs in residential areas noting that truck and employee parking is prohibited.

PDF AQ-27: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community.

PDF AQ-28: The Project Applicant/Developer/Contractor shall prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area.

5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

As a result of compliance with existing regulatory requirements Impact GHG-2 would be less than significant.

Without mitigation, the following impact would be **potentially significant**:

Impact GHG-1: The proposed Project would result in new source sources of GHG emissions that could directly and indirectly have an impact on the environment.

5.5.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

No mitigation measures related to greenhouse gas emissions were included in the 2017 Final EIR.

Proposed Project Mitigation Measures

Mitigation measures identified below are also listed in Draft Subsequent EIR Section 5.2.15, *Air Quality*.

Mitigation Measure AQ-3: Idling Regulation Signage. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.

Mitigation Measure AQ-4: Environmental Protection Agency (EPA) Smartway Features. The Project plans and specifications shall include requirements (by contract specifications) that building operators/tenants to ensure that haul trucks incorporate EPA Smartway features, as required by CARB. Tenants shall be required to maintain a daily log of incoming and outgoing haul trucks that are fitted with the combination of aerodynamic kits and low rolling resistance tires to reduce fuel consumption. The daily logs shall be submitted to the City Public Works Division regularly for verification.

Mitigation Measure AQ-5: Energy Efficient Vendor Trucks. The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption.

Mitigation Measure AQ-6: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.

Mitigation Measure AQ-7: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles.

Mitigation Measure AQ-8: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.

5.5.129 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Greenhouse gas emissions from buildout and operation of the proposed Project would remain **significant and unavoidable,** after implementation of Mitigation Measures AQ-3 through AQ-8.

REFERENCES

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SCAG 2016-2045 RTP/SCS Final Growth Forecast by Jurisdiction. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

Urban Crossroads. "Pepper Avenue Specific Plan Amendment and Industrial Development Project Greenhouse Gas Analysis" 2022, Appendix F.

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5.6 Land Use and Planning

5.6.1 INTRODUCTION

Future development within the Specific Plan area is guided by policies and regulations set forth in local and regional plans. Many of the provisions set forth in these plans have been adopted for eliminating or reducing potential land use impacts as a result of development. This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with these plans and policies. The analysis in this section is based in part on the City of Rialto General Plan, the Pepper Specific Plan, and the Municipal Code.

5.6.2 REGULATORY SETTING

SCAG Regional Transportation Plan

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

The City of Rialto General Plan

The Rialto General Plan is the comprehensive planning document governing development within the City, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The General Plan establishes policies for the orderly growth and development of the City of Rialto.

The City of Rialto General Plan contains the following chapters related to the State mandated elements required for a General Plan: Managing Our Land Supply; Investing in Our Future; Making the Connections: the Circulation Chapter; Safety and Noise; Housing Element; Our Roots: Cultural and Historic Preservation; and Implementation Plan. The General Plan goals and policies related to land use and are relevant to the proposed Project include the following:

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.

Goal 2-9: Protect residential, schools, parks, and other sensitive land uses from the impacts associated with industrial and trucking-related land uses, as well as commercial and retail areas.

Policy 2-9.1: Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas

from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.

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

Goal 2-10: Create distinctive gateways at all entry points into Rialto and for individual districts or neighborhoods.

Policy 2-10.1: Continue the use of monument signs at focal points within the community and at major and minor gateways. Establish unified entry treatments at major entries into the City.

Policy 2-10.2: Design and implement themed landscape treatments near freeway off- and on- ramps to announce entry into Rialto.

Policy 2-11.1: Require the screening of commercial or industrial parking areas, storage yards, stockpiles, and other collections of equipment from the public right-of-way.

Policy 2-11.2: Provide and maintain street trees and parkway landscaping within the public right-of-way for developed properties within Rialto. Require private development to do the same as per City design regulations.

Goal 2-14: Protect scenic vistas and scenic resources.

Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.

Policy 2-14.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.

Policy 2-14.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.

Goal 2-17: Provide high-quality and environmentally sustainable landscaping.

Policy 2-17.1: Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.

Policy 2-17.2: Require all new development to incorporate tree plantings dense enough to shade and beautify residential and commercial areas.

Goal 2-22: Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.

Policy 2-22.3: 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.

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

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

Policy 2-22.7: Require outdoor storage areas, where permitted, to be screened from public view.

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

Policy 2-23.1: Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.

Goal 2-30: Incorporate green building and other sustainable building practices into development projects.

Policy 2.30.1: Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Policy 2-30.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

Policy 2-30.3: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Goal 2-31: Conserve energy resources.

Policy 2-31.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.

Goal 2-35: Reduce air pollution emissions from both mobile and stationary sources in the City.

Policy 2-35.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Policy 2-35.3: Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.

Policy 2-35.4: Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.

Goal 2-36: Reduce the amount of fugitive dust released into the atmosphere.

Goal 2-38: Mitigate against climate change.

Policy 2-38.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit.

Goal 3-3: Attract, expand, and retain commercial and industrial businesses to reduce blighted conditions and encourage job growth.

Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.

Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

Goal 5-10: Minimize the impact of point source and ambient noise levels throughout the community.

Policy 5-10.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise-sensitive areas in accordance with the Rialto Municipal Code.

Policy 5-10.4: Limit the hours of operation at all noise generation sources that are adjacent to noise-sensitive areas.

Policy 5-10.5: Require all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and techniques to reduce exterior noise to acceptable levels that are compatible with adjacent land uses.

Goal 5-11: Minimize the impacts of transportation-related noise.

Policy 5-11.3: Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.

Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.

Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.

Policy 7-3.1: Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

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

Policy 7-3.3: Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.

Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

Existing Pepper Avenue Specific Plan

The existing Pepper Avenue Specific Plan is intended to serve the following purposes:

- Promote quality development consistent with the goals and policies of the City of Rialto General Plan.
- Provide for comprehensive planning that assures the orderly development of the site in relation to its surroundings.
- Assure appropriate phasing and financing for community facilities, including circulation and streetscape improvements, domestic water, urban runoff and flood control facilities, and sewage disposal facilities.
- Establish development regulations that permit a variety of non-residential uses, protect natural habitat, encourage a pedestrian connection to Frisbie Park, create gateway elements, and allow the flexibility for multi-family residential to be developed.
- Develop a plan that is economically feasible and that can be implemented based on existing and anticipated future economic conditions.
- Provide for the creation of an exciting, energetic, cohesive development that establishes a strong "sense of place."

The existing Pepper Avenue Specific Plan identifies land uses for each PA and includes specific design guidelines, development standards, and allowable land uses for development projects within the existing Specific Plan area.

City of Rialto Municipal Code

Title 18 of the Rialto Municipal Code functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land

use regulations and development standards. However, the provisions of the Pepper Avenue Specific Plan are the primary land use and development standards for the Specific Plan area and are in addition to the City's Municipal Code. In the event of a conflict between the Specific Plan and the Municipal Code (which includes the City's Zoning Ordinance), the Specific Plan prevails. Where the Specific Plan is silent and there is no conflict, both apply concurrently.

5.6.3 ENVIRONMENTAL SETTING

Specific Plan Area

The approximately 101.7-acre Pepper Avenue Specific Plan area is located south of SR-210 and along Pepper Avenue in the northeastern portion of the City of Rialto. The Specific Plan area is currently comprised of nine Planning Areas (PAs) with land uses designated for commercial, business park, open space, and an overlay that allows for multi-family dwelling units. The existing Specific Plan land uses are shown in Figure 3-3 and a summary is provided in Table 5.6-1.

Table 5.6-1: Specific Plan Area Existing Land Use Summary by Planning Area

Planning Area	Acres	Land Use	Development Potential
PA 1	15.1	Community Commercial	95,000 SF Business Park 108,650 sf Retail Uses
PA 2	14.6	Community Commercial	30,000 sf Business Park 127,000 sf Retail Uses
PA 3	9.4	Community Commercial with Residential Overlay	116,000 sf Retail Uses or up to 275 multi-family units
PA 4	13.7	Public Facility	West Valley Water District Facilities
PA 5	4.5	Community Commercial	41,000 sf Retail Uses
PA 6	2.0	Community Commercial	8,400 sf Retail Uses
PA 7	5.4	Open Space with Community Commercial Overlay	52,700 sf Retail Uses
PA 8	0.9	Open Space with Community Commercial Overlay	8,250 sf Retail Uses
PA 9	29.5	Open Space	Natural Open Space
Pepper Avenue Right-Of-Way	6.6	Right-of-way	Right-of-way
Total	**101.7**		**462,000 Total Retail Uses and/or up to 275 multi-family units** **125,000 Total Business Park Uses**

The Specific Plan area is mostly vacant except for Pepper Avenue, which bisects the Specific Plan area, and the West Valley Water District (WVWD) Lord Ranch Facility site that consists of PA 4. The WVWD facility includes water wells, a pump station, and a reservoir on approximately 13.7 acres. An unnamed wash drains southeasterly through the Specific Plan area through PA 9 and to the south of PA 4 that eventually reaches Lytle Creek and is roughly eight feet lower than the portions of the Specific Plan areas that are designated for development.

Existing Land Use Designations of the Proposed Specific Plan Amendment Areas

The existing land use designations within the proposed Specific Plan Amendment area are described below.

- **Community Commercial:** The existing Pepper Avenue Specific Plan states that the Community Commercial land use designation provides for a variety of commercial and retail uses, as well as business park development consisting of a mix of office, research and development, light industrial and other complementary uses. Community commercial land use area consists of approximately 45.6-acres located toward the SR-210 (PA 1, PA 3, PA 5, and PA 6) due to its physical and visual accessibility from SR-210 and the Pepper Avenue interchange.
- **Community Commercial Overlay:** The Community Commercial Overlay is intended to increase the viability of commercial development within PAs 5 and 6 by potentially allowing commercial uses on the adjacent PAs 7 and 8. In this development scenario, an additional 6.3 areas of Community Commercial uses would be developable, allowing the possibility of larger retail tenants.
- **Multi-Family Residential Overlay:** The Multi-Family Residential Overlay is intended to provide flexibility to better address future market conditions and housing needs of the City of Rialto. Multi-family units, at a maximum density of 30 dwelling units per acre, may be developed within PA 3 up to a maximum of 275 units. These units would be permitted with a corresponding reduction up to 116,000 square feet of retail uses.
- **Open Space:** PAs 7, 8 and 9 (5.4, 0.9, and 26.5 acres, respectively) function as habitat area for RAFSS and includes a natural drainage feature. This open space designation precludes development, with the exception of a ten-foot wide, grade separated pedestrian bridge that connects the Project's developed areas with the off-site Frisbie Park.
- **Public Facility:** PA 4 is designated as Public Facility. An existing WVWD facility exists on the site and consists of a combination of pump stations, water supply wells, and an aeration reservoir.

Surrounding Areas

The land uses that surround the Specific Plan area are described below.

- **North:** The SR-210 freeway and right-of-way followed by vacant land and aggregate mining operations north of the freeway that are within unincorporated County of San Bernardino. The area north of SR-210 has a General Plan Land Use designation of Resource Conservation and a zoning designation of Resource Conservation.
- **West:** Vacant land, single-family residential uses and Frisbie Park. The area has a General Plan Land Use designations of Residential 6 (single-family residential) and Open Space Recreation, and a zoning designation of Single Family Residential (R-1A).
- **South:** An unnamed wash and vacant land followed by single-family residential uses on the west side of Pepper Avenue; and West Valley Water District Facilities on the east side of Pepper Avenue. The area has a General Plan Land Use designation of Residential 6 (single-family residential) and a zoning designation of Single Family Residential (R-1A).
- **East:** Riverside Highland Water Company property and the Burlington Northern Santa Fe Railroad, followed by the Lytle Creek Wash which trends in a southeast to southwest direction. Areas to the east of the Specific Plan area are within the City of San Bernardino and have a General Plan land use designation of Public Facility (PF) and have a zoning designation of Flood Control (PFC).

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

LU-1 Physically divide an established community; or

LU-2 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.

Initial Study Findings

The Initial Study established that the Project would result in no impact related to Threshold LU-1; no further assessment of this impact is required in this Draft Subsequent EIR.

5.6.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the proposed Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect.

5.6.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR determined that while there are several developed residential, commercial, and public facility uses within the Project vicinity, no established communities are located within the Specific Plan area that could be physically divided by Project implementation. Therefore, no impacts related to the physical division of an established community would result from the Specific Plan (2017 Draft EIR page 6-25).

The 2017 Final EIR also determined that implementation of the Specific Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the planning area, including California Government Code 65450, SCAG policy documents, the City of Rialto General Plan, and the City's Zoning Ordinance. Therefore, impacts were determined to be less than significant (2017 Draft EIR page 4.F-11).

Proposed Project

The proposed Specific Plan Amendment would modify the existing PAs and redesignate the land use of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, Specific Plan development on the east side of Pepper Avenue would change from 125,000 square feet of business park uses and 351,650 square feet of retail uses to 735,185 square feet of light industrial uses and 13,000 square feet of retail uses. In addition, evaluation of the Project includes development of a 485,000 square foot unrefrigerated industrial warehousing building on PAs 2 and 3. Potential impacts related to conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect from the proposed change in land use and from construction and operation of the proposed light industrial development are detailed below. As detailed in Section 3.5.3, *Project Design Features*, the Project includes various features to avoid or reduce the potential of the Project to result in a conflict with a relevant plan or policy that could result in an environmental impact.

Impact LU-2: THE PROJECT WOULD NOT 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

Specific Plan Amendment and Industrial Development Project

The proposed Project would redevelop the Project site in compliance with the proposed Specific Plan Amendment land use designations, design guidelines, and sustainable design strategies.

Pepper Avenue Specific Plan Land Use Designations. As described previously, the Specific Plan Amendment area is currently designated for Community Commercial uses by the Pepper Avenue Specific Plan. The proposed Specific Plan Amendment provides a new Light Industrial land use designation that is proposed for PA 2, PA 3, and PA 10 (as shown in Figure 3-4) that allows warehouse and logistic centers as permitted uses that is intended to accommodate a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location close to SR-210. The land use designation accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution, and a wide range of manufacturing and assembly uses are also permitted.

The proposed industrial development component of the Project is consistent with the intention of the Light Industrial land use designation by developing the industrial building that would expand the employment base within the City. Therefore, the proposed industrial development component of the Project would be consistent with the Industrial District Specific Plan designation.

The proposed Specific Plan Amendment would reduce the size of PA 1 from 15.1 acres to 2.63 acres as part of creation of the new PA 10. PA 1 is located at the northeast corner of Pepper Avenue at the SR-210 interchange to meet the commercial retail needs at the arterial and freeway interchange location. The Pepper Avenue Specific Plan states that the Community Commercial land use designation is intended to facilitate development of a variety of commercial and retail uses, as well as business park uses. As described in the existing Specific Plan, retail uses include, but are not limited to, grocery stores, retail stores, restaurants, and other similar uses; and business park uses include, but are not limited to, general offices, medical offices, research and development, light industrial and other similar uses. The Project is consistent with the Community Commercial land use designation, and thus, would not conflict with the Specific Plan land use designation.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Specific Plan Amendment and Industrial Development Project

The 2020 RTP/SCS Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency.

The proposed Project would be consistent with the applicable SCAG's 2020 RTP/SCS goals, as detailed in Table 5.6-2. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Table 5.6-2: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** The Project would provide community commercial, business park, and light industrial land uses that would enhance the region's overall economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The proposed Project locates commercial and industrial distribution facilities near an interstate freeway interchange that would provide access to goods in the region. The Project would not create traffic impediments or travel safety impacts.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** There are no components of the Project that would result in the deterioration of the regional transportation system. As detailed in Section 5.8, *Transportation*, the Project would not result in significant impacts to the transportation system.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The proposed Project locates commercial and industrial distribution facilities near an interstate freeway interchange that would provide access to goods in the region. The Project would not create traffic impediments or travel safety impacts. The Project provides a sidewalk along the Pepper Avenue frontage to provide pedestrian travel choices.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project would not conflict with SCAG implementing actions to improve air quality and reduce GHG emissions within the region. Also, the Project would incorporate various Project Design Features (PDFs) related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code, and reduce vehicular emissions, such as provisions for electric vehicles and trucks that would reduce criteria air quality emissions and GHG emissions.
RTP/SCS G6: Support healthy and equitable communities.	**Consistent.** The Project provides a sidewalk along the Pepper Avenue frontage to provide for pedestrian travel. The Project would provide job opportunities along the freeway corridor.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. However, the Project is located adjacent to the SR-210 that would support the transportation of goods stored in the proposed light industrial warehousing uses and sold in the Community Commercial areas of the Specific Plan.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable.** The proposed Project would not hinder the development of diverse housing types in areas supported by multiple transportation options.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The proposed Project would be consistent with goals and policies of the City's General Plan and would not cause significant environmental impacts to agricultural lands or biological resources. The Specific Plan area is located within an area that does not contain agricultural lands or sensitive biological habitats.

City of Rialto General Plan Policies. The proposed Project has been prepared in conformance with the goals and policies of the City of Rialto General Plan. Table 5.6-3 lists the General Plan goals and policies that are applicable to the proposed Project and were adopted for the purpose of avoiding or mitigating an environmental effect. The table evaluates the Project's compliance with each policy. As described, the proposed Project would be consistent with the applicable General Plan policies, and therefore, impacts would be less than significant.

Table 5.6-3: Project Consistency with Applicable General Plan Policies

General Plan Policy	Proposed Project Consistency with Policy
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.	**Consistent.** The existing and proposed amended Specific Plan would include design guidelines and development standards that prevent extreme changes in scale between adjacent structures. The Specific Plan Amendment area and industrial development site (PA 2 and PA 3) are vacant and not located near any residences. Development of PA 2, PA 3, and the proposed PA 10 with light industrial structures would not result in a scale difference amongst structures. Thus, the proposed Project is consistent with General Plan Policy 2-8.4.
Goal 2-9: Protect residential, schools, parks, and other sensitive land uses from the impacts associated with industrial and trucking-related land uses, as well as commercial and retail areas.	**Consistent.** The location of the proposed light industrial areas are not located adjacent to residences and are buffered by Pepper Avenue, the natural drainage feature in the western and southern portions of the Specific Plan area. As detailed within this Draft Subsequent EIR, the Project would not result in impacts to residential, school, or park areas and would implement all applicable mitigation measures to reduce or eliminate potential impacts to other environmental topic areas. Thus, the proposed Project is consistent with General Plan Goal 2-9.
Policy 2-9.1: Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.	**Consistent.** Due to the distance of existing residences from the proposed light industrial uses, impacts, such as noise and localized pollutants are limited and reduced to a less than significant impact with implementation of existing regulations. The Project is not anticipated to involve use, generation, or storage of acute hazardous materials. In the event that future uses require usage or

General Plan Policy	Proposed Project Consistency with Policy
	storage of hazardous materials a Conditional Development Permit through the City's permitting procedures and implementation of California Department of Toxic Substances Control would be required to reduce any potential impacts from hazardous materials to a less than significant level. Thus, the proposed Project is consistent with General Plan Policy 2-9.1.
Policy 2-9.2: Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping, and facade and entrance treatments.	**Consistent.** The proposed Specific Plan Amendment incudes design requirements and development standards for industrial uses that include front setbacks, landscaping, façade, and entrance treatments. The proposed unrefrigerated industrial development Project would install landscaping along Pepper Avenue, setbacks that are consistent with the Specific Plan requirements and driveway entrance treatments, per the Specific Plan proposed landscaping guidelines. Thus, the proposed Project would be consistent with General Plan Policy 2-9.2.
Goal 2-10: Create distinctive gateways at all entry points into Rialto and for individual districts or neighborhoods.	**Consistent.** Signage and monumentation for the Pepper Avenue Specific Plan is outlined in Chapters 4, *Design Guidelines*, and 5, *Development Standards*, of the Specific Plan. Since the Specific Plan area is the gateway to the City from the Pepper Avenue exit of SR-210, the Project would incorporate freeway-oriented signage, where appropriate, and monument signage that would contribute to the overall sense of place. Therefore, the proposed Project would be consistent with General Plan Policy 2-10.
Policy 2-10.1: Continue the use of monument signs at focal points within the community and at major and minor gateways. Establish unified entry treatments at major entries into the City.	**Consistent.** As described in the previous response, the Project would incorporate monument signage that would contribute to the overall sense of place. Therefore, the proposed Project would be consistent with General Plan Policy 2-10.1.
Policy 2-10.2: Design and implement themed landscape treatments near freeway off- and on- ramps to announce entry into Rialto.	**Consistent.** Landscaping along Pepper Avenue is planned to be implemented as part of the Project. This landscape theme is consistent with the existing landscape already installed in Pepper Avenue, as identified in Chapter 4, Design Guidelines of the Specific Plan. This landscaping would be designed to announce the entry into both the Project and the City. Thus, the proposed Project would be consistent with General Plan Policy 2-10.2.
Policy 2-11.1: Require the screening of commercial or industrial parking areas, storage yards, stockpiles, and other collections of equipment from the public right-of-way.	**Consistent.** The proposed Specific Plan Amendment includes design guidelines that require screening of parking, storage, and loading dock areas. The Project would screen loading and truck parking areas from public view through the building orientation, design, walls and/or landscaping. Therefore, the Project would be consistent with General Plan Policy 2-11.1.

General Plan Policy	Proposed Project Consistency with Policy
Policy 2-11.2: Provide and maintain street trees and parkway landscaping within the public right-of-way for developed properties within Rialto. Require private development to do the same as per City design regulations.	**Consistent.** The proposed Specific Plan Amendment includes development standards that include installation and maintenance of street trees. The proposed industrial development Project includes installation of street trees and parkway landscaping. Therefore, the Project would not be consistent with General Plan Policy 2-11.2.
Goal 2-14: Protect scenic vistas and scenic resources.	**Consistent.** As described in Section 5.1, *Aesthetics*, the proposed Project would not result in significant impacts to scenic vistas or scenic resources. Therefore, the Project would be consistent with General Plan Policy 2-14.
Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.	**Consistent.** As described in Section 5.1, *Aesthetics*, the Project would not result in impacts to views of the San Gabriel and San Bernardino Mountains. The maximum allowable height of buildings within the Specific Plan area is currently 55 feet and would not increase with implementation of the proposed Specific Plan Amendment. Thus, the Project would be consistent with General Plan Policy 2-14.1.
Policy 2-14.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.	**Consistent.** As described in the previous response, the Project would not result in a significant impact to a scenic vista and the maximum allowable height of buildings within the Specific Plan area is currently 55 feet and would not increase with implementation of the proposed Specific Plan Amendment. Thus, the Project would be consistent with General Plan Policy 2-14.2.
Policy 2-14.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.	**Consistent.** The proposed Specific Plan Amendment incudes design requirements and development standards for new uses and lighting that include provisions related to building materials and colors and location and shading od lighting to reduce the potential of glare. Thus, the proposed Project is consistent with General Plan Policy 2.14.3.
Goal 2-17: Provide high-quality and environmentally sustainable landscaping.	**Consistent.** The Pepper Avenue Specific Plan includes development standards for new landscaping that provide for high quality and climate driven plant selection that specifies native, non-invasive, and drought tolerant plants requiring minimal or no irrigation. The proposed industrial development Project would be implemented pursuant to the Specific Plan guidelines. Therefore, the Project is consistent with General Plan Goal 2-17.
Policy 2-17.1: Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.	**Consistent.** The Pepper Avenue Specific Plan includes development standards for new landscaping that provide for both street trees and trees within development sites. These trees would minimize urban heat island effect and lessen impacts of high winds. The proposed industrial development Project would include both street trees and onsite trees. Therefore, the Project is consistent with General Plan Policy 2-17.1.

General Plan Policy	Proposed Project Consistency with Policy
Policy 2-17.2: Require all new development to incorporate tree plantings dense enough to shade and beautify residential and commercial areas.	**Consistent.** The proposed Specific Plan Amendment includes development standards that include installation and maintenance of trees. The proposed industrial development Project includes installation of trees and landscaping throughout the site. Therefore, the Project would not be consistent with General Plan Policy 2-17.2.
Goal 2-22: Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.	**Consistent.** The existing Specific Plan and proposed Specific Plan Amendment incudes design requirements and development standards that promote well designed and people oriented sustainable development that is functional. Therefore, the proposed Project would be consistent with General Plan Goal 2-22.
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.	**Consistent.** The proposed Specific Plan Amendment includes development standards that include installation and maintenance of trees and landscaping in areas that would emphasize entrances. The proposed industrial development Project includes installation of trees and landscaping within and around the proposed building in a manner that would emphasize the entrance to the site and front entrance to the building. Therefore, the Project would not be consistent with General Plan Policy 2-23.3.
Policy 2-22.5: Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.	**Consistent.** The Specific Plan Circulation Plan identifies pedestrian, bicycle, and vehicle circulation and connections. The Specific Plan Development Standards and review by the City's Public Works Department as a part of development permitting would ensure appropriate design of pedestrian and vehicular circulation. As shown on Figure 3-5, *Conceptual Site Plan*, the proposed industrial development Project would provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings. Therefore, the proposed Project would be consistent with General Plan Policy 2-22.5.
Policy 2-22.6: Require delivery areas to be separated from pedestrian areas.	**Consistent.** The Specific Plan Circulation Plan identifies pedestrian and vehicle circulation and connections and provides that delivery areas would be separated from pedestrian areas. Also, as shown on Figure 3-5, *Conceptual Site Plan*, the proposed industrial development Project would provide pedestrian sidewalk along the street frontage that is separated from the loading dock areas. Therefore, the proposed Project would be consistent with General Plan Policy 2-22.6.
Policy 2-22.7: Require outdoor storage areas, where permitted, to be screened from public view.	**Consistent.** The proposed Specific Plan Amendment includes design guidelines that require screening of parking, storage, and loading dock areas. The Project would screen loading and truck parking areas from public view through the building orientation, design,

General Plan Policy	Proposed Project Consistency with Policy
	walls and/or landscaping. Therefore, the Project would be consistent with General Plan Policy 2-22.7.
Policy 2-22.8: Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.	**Consistent.** The proposed Specific Plan Amendment includes design guidelines that require architectural treatments on all facades visible to the street. Also, as shown on Figure 3-6, the proposed industrial development Project includes architectural treatment on street frontage areas. Therefore, the proposed Project is consistent with General Plan Policy 2-22.8.
Policy 2-23.1: Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.	**Consistent.** The proposed Specific Plan Amendment includes development standards that include installation and maintenance of trees and landscaping in off-street parking areas. The proposed industrial development Project includes installation of trees and landscaping within and around the parking areas. Therefore, the Project would not be consistent with General Plan Policy 2-23.1.
Goal 2-30: Incorporate green building and other sustainable building practices into development projects.	**Consistent.** As described in Section 3.4, *Project Objectives*, one of the Project objectives is to Incorporate "Green" and sustainable practices. PDF AQ-19 states that the Project shall meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Goal 2-30.
Policy 2-30.1: Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.	**Consistent.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet with LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-30.1.
Policy 2-30.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.	**Consistent.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-30.2.
Policy 2-30.3: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	**Consistent.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-30.3.
Goal 2-31: Conserve energy resources.	**Consistent.** The PDFs included in the proposed Project and listed in Section 3.0, *Project Description,* would conserve energy. This includes PDF AQ-19 providing that the Project would meet CalGreen Tier 2 green

General Plan Policy	Proposed Project Consistency with Policy
	building standards, and PDF AQ-20 for LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2.-31.
Policy 2-31.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.	**Consistent.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-31.1.
Goal 2-35: Reduce air pollution emissions from both mobile and stationary sources in the City.	**Consistent.** As detailed in Section 3.0, *Project Description*, the proposed Project would comply with the California Green Building Standards Code [CALGreen]; California Code of Regulations, Title 24, Part 11), which includes installation of low flow water fixtures. Therefore, the proposed Project would be consistent with General Plan Policy 2-35.
Policy 2-35.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.	**Consistent.** As described in Section 3.0, *Project Description*, the proposed Project includes PDFs that promote ridesharing and bicycle and pedestrian circulation. The industrial development Project includes development of sidewalk along Pepper Avenue and PDF AQ-8, PDF AQ-18, PDF AQ-21 promote ridesharing. Therefore, the Project is consistent with Policy 2-35.2.
Policy 2-35.3: Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.	**Consistent.** As described in Section 5.10, *Mandatory Findings of Significance*, the proposed Specific Plan Amendment would result in 612 jobs that would equate to 5.5 percent of SCAG's projection. The City of Rialto has had unemployment rates ranging between 4.6 and 10.9 percent over the last 5 years. The job from the proposed Specific Plan Amendment would provide employment opportunities for residents within Rialto that could reduce vehicle trips. Therefore, the proposed Project would be consistent with General Plan Policy 2-35.3.
Policy 2-35.4: Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.	**Consistent.** As described in the Initial Study (Appendix A), the proposed Specific Plan Amendment and industrial development Project do not include uses that would generate noxious odors. Therefore, the proposed Project would be consistent with General Plan Policy 2-35.4.
Goal 2-36: Reduce the amount of fugitive dust released into the atmosphere.	**Consistent.** As detailed in Section 5.2, Air Quality, construction activities related to the proposed Project would implement SCAQMD Rule 403 that requires construction activities to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. Therefore, the proposed Project would be consistent with General Plan Goal 2-36.

General Plan Policy	Proposed Project Consistency with Policy
Goal 2-38: Mitigate against climate change.	**Consistent.** The Project would incorporate various PDFs related to building design, landscaping, efficient use of energy, and reduce vehicular emissions, such as provisions for electric vehicles and trucks that would reduce GHG emissions. Also, as detailed in Section 5.5, *Greenhouse Gas Emissions*, Mitigation Measures AQ-3 through AQ-8 are included to mitigate GHG emissions generated from the Project. Therefore, the proposed Project would be consistent with General Plan Policy 2-38.
Policy 2-38.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit.	**Consistent.** The Project provides a sidewalk along the Pepper Avenue frontage to provide for pedestrian travel. The Project does not hinder transit services. The closest Omnitrans bus routes are located alone Baseline Road (Route 10) and Highland Avenue (Route 12). Therefore, the proposed Project would be consistent with General Plan Policy 2-38.3.
Goal 3-3: Attract, expand, and retain commercial and industrial businesses to reduce blighted conditions and encourage job growth.	**Consistent.** The proposed Specific Plan Amendment would result in 612 jobs that would equate to 5.5 percent of SCAG's projection. The proposed light industrial development would provide an industrial business and provide employment opportunities. The City of Rialto has had unemployment rates ranging between 4.6 and 10.9 percent over the last 5 years. The job from the proposed Specific Plan Amendment would provide employment opportunities for residents within Rialto and surrounding areas. Therefore, the proposed Project is consistent with General Plan Goal 3-3.
Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	**Consistent.** As detailed in Section 5.7, *Noise*, the Project does not result in potentially significant noise along truck routes to nearby sensitive receptors. Thus, mitigation measures are not required. The proposed Project is consistent with General Plan Policy 4-10.3.
Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.	**Consistent.** As described in Section 3.0, *Project Description*, the proposed unrefrigerated industrial development includes 62 loading docks, 2 at grade doors, and 201 trailer parking spaces on the south side of the building. In addition, the Project includes a long driveaway that would avoid truck queuing into the street. In addition, the Specific Plan Amendment design guidelines provide for adequate on-site loading and parking areas. Therefore, the proposed Project is consistent with General Plan Policy 4-10.4.
Goal 5-10: Minimize the impact of point source and ambient noise levels throughout the community.	**Consistent.** As described in Section 5.7, *Noise*, the proposed Project does not involve a significant point source of ambient noise. Therefore, the proposed Project is consistent with General Plan Goal 5-10.
Policy 5-10.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise-sensitive areas in accordance with the Rialto Municipal	**Consistent.** As described in Section 5.7, *Noise*, the proposed light industrial areas are not adjacent to noise sensitive uses and impacts to sensitive uses would

General Plan Policy	Proposed Project Consistency with Policy
Code.	not occur from implementation of the proposed Project. Therefore, the proposed Project is consistent with General Plan Policy 5-10.3.
Policy 5-10.4: Limit the hours of operation at all noise generation sources that are adjacent to noise-sensitive areas.	**Consistent.** As described in Section *5.7*, *Noise*, the proposed light industrial areas are not adjacent to noise sensitive uses. Therefore, the proposed Project would not conflict with General Plan Policy 5-10.4.
Policy 5-10.5: Require all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and techniques to reduce exterior noise to acceptable levels that are compatible with adjacent land uses.	**Consistent.** Project permitting would ensure that exterior equipment and machinery use available noise suppression devices. Therefore, the proposed Project is consistent with General Plan Policy 5-10.5.
Goal 5-11: Minimize the impacts of transportation-related noise.	**Consistent.** As detailed in Section *5.7*, *Noise*, the Project does not result in potentially significant noise impacts from vehicular and truck noise to nearby sensitive receptors. Thus, mitigation measures are not required. The proposed Project is consistent with General Plan Goal 5-11.
Policy 5-11.3: Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.	**Consistent.** As detailed in Section *5.7*, *Noise*, the Project does not result in potentially significant noise impacts from vehicular and truck noise to nearby sensitive receptors. The design of the Project provides for heavy trucks to travel to and from the SR-210 and minimize noise to sensitive use areas. Therefore, the proposed Project is consistent with General Plan Policy 5-11.3.
Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.	**Consistent.** The proposed Specific Plan Amendment and industrial development Project would not result in impacts related to architectural, historical, agricultural, and open space resources, as detailed in the Initial Study (Appendix A). Also, Section 5.3, *Cultural Resources*, Mitigation Measures CUL-4 through CUL-6 provide for protection of archaeological resources. Therefore, the proposed Project is consistent with General Plan Policy 7-1.1.
Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.	**Consistent.** Should any archaeological resources be identified during implementation of the Project, Section 5.3, *Cultural Resources*, details that Mitigation Measures CUL-4 through CUL-6 provide for documentation and protection of the resources. Therefore, the proposed Project is consistent with General Plan Policy 7-3.
Policy 7-3.1: Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.	**Consistent.** Section 5.3, *Cultural Resources*, details that archaeological surveys of the Specific Plan Amendment area have been completed. Therefore, the Project is consistent with General Plan Policy 7-3.1.
Policy 7-3.2: Actively pursue a comprehensive survey program to identify, document, and protect prehistoric and historical archaeological sites and sites containing Native American human remains.	**Consistent.** Section 5.3, *Cultural Resources*, details that archaeological surveys of the Specific Plan Amendment area have been completed. Therefore, the Project is consistent with General Plan Policy 7-3.2.

General Plan Policy	Proposed Project Consistency with Policy
Policy 7-3.3: Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.	**Consistent.** Section 5.3, *Cultural Resources*, Mitigation Measures CUL-4 through CUL-7 provide for protection of archaeological resources and Native American human remains. Therefore, the Project is consistent with General Plan Policy 7-3.3.
Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.	**Consistent.** Should any archaeological resources be identified during implementation of the Project, Section 5.3, *Cultural Resources*, details that Mitigation Measures CUL-4 through CUL-6 provide for documentation and protection of the resources. Therefore, the Project is consistent with General Plan Policy 7-3.4.

City of Rialto Municipal Code

Specific Plan Amendment

Upon adoption of the proposed Specific Plan Amendment, the new development regulations and design criteria within the Specific Plan would apply to the Project area and would consist of the applicable zoning regulations and development standards. The amended Specific Plan would become the main land use implementation tool for the Project area. In the event of any conflict between the requirements of the zoning code and the standards contained within the amended Specific Plan, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the City's Municipal Code shall apply. As such, the proposed Specific Plan Amendment would not result in conflicts with the City of Rialto zoning code, and impacts would be less than significant.

Industrial Development Project

The proposed industrial development component of the Project would be implemented in compliance with the proposed amendment to the Pepper Avenue Specific Plan and the City of Rialto Municipal Code. As described above, the Specific Plan is the main development implementation tool, and the Municipal Code applies in absence of a Specific Plan specification. The City's development permitting process would ensure that the proposed industrial development component of the Project would be implemented in compliance with these existing regulations. As such, the proposed industrial development component of the Project would not result in conflicts with the City of Rialto zoning code, and impacts would be less than significant.

5.6.7 CUMULATIVE IMPACTS

The geographic context for this cumulative analysis includes the City of Rialto in relation to the City's General Plan. Cumulative development would result in substantial changes to existing land use patterns through conversion of underutilized parcels into urban uses pursuant to the General Plan and proposed Pepper Avenue Specific Plan Amended land use designations. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan and Specific Plan policies, as well as with the City's Municipal Code. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The

cumulative projects as a whole would result in a more intensely developed built environment than currently exists and would be required to be consistent with local General Plan policies.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses. Such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.6.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

The applicable regulations that would reduce potential impacts related to land use and planning are listed previously, herein.

5.6.9 PROJECT DESIGN FEATURES

The proposed Specific Plan Amendment provides land use guidelines and development standards to regulate development within the Specific Plan area. No additional PDFs related to land use and planning are included in the proposed Project.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact LU-2 would be less than significant, and no mitigation measures are required.

5.6.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

No mitigation measures related to land use and planning were included in the Final EIR.

Proposed Project Mitigation Measures

Project impacts related to land use and planning would be less than significant and no mitigation measures are required.

5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be **less than significan**t, and no mitigation measures are required. Therefore, no significant unavoidable adverse impacts related to land use and planning would occur.

REFERENCES

City of Rialto General Plan. Accessed at: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan

City of Rialto Municipal Code. Accessed at: https://library.municode.com/ca/rialto

Southern California Association of Governments (SCAG). Connect SoCal. *The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy Of The Southern California Association Of Governments*. Adopted 2020, September 3. Accessed at: https://scag.ca.gov/post/connect-socal-plan

5.7 Noise

5.7.1 INTRODUCTION

This Draft Subsequent EIR section evaluates the potential noise and vibration impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Specific Plan area as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during demolition, construction, and operational activities; and evaluates the proposed Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following:

- *City of Rialto General Plan*
- *City of Rialto Municipal Code*
- *Pepper Avenue Specific Plan and Industrial Development Project Noise Impact Analysis*, Urban Crossroads, 2022, Appendix G.

Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft Subsequent EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per

doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.7.2 REGULATORY SETTING

5.7.2.1 Federal Regulations

Federal Highway Administration

Proposed federal or federal-aid highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes, requires an assessment of noise and consideration of noise abatement per 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals when "worst-hour" noise levels approach or exceed 67 dBA Leq. Caltrans has further defined approaching the criteria to be 1 dBA below the NAC for noise-sensitive receivers identified as Category B activity areas (e.g., 66 dBA Leq is considered approaching the criteria).

US Environmental Protection Agency

In addition to FHWA standards, the United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land

use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have settled on the 65 dBA Ldn level as their standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Safety and Health Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Safety and Health Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA.

5.7.2.2 State Regulations

Title 24, California Building Code

State regulations related to noise include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards and are found in California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room and, where such units are proposed in areas subject to noise levels greater than DNL 60 dBA require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

The mandatory measures for non-residential buildings states that new construction shall provide an interior noise level that does not exceed an hourly equivalent level of 50 dBA Leq in occupied areas during any hour of operation. Title 24 standards are included in the City's Municipal Code in Chapter 15 and are enforced through the City's development permitting process.

5.7.1.3 Local Regulations

City of Rialto General Plan

The General Plan contains the following goals and policies related to noise and vibration that are applicable to the Project:

Goal 5-10: Minimize the impact of point source and ambient noise levels throughout the community.

Policy 5-10.1: Revise the City's noise ordinance to address ongoing noise issues by using quantitative noise limits where appropriate and establishing comprehensive noise control measures.

Policy 5-10.2: Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.

Policy 5-10.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise-sensitive areas in accordance with the Rialto Municipal Code.

Policy 5-10.4: Limit the hours of operation at all noise generation sources that are adjacent to noise-sensitive areas.

Policy 5-10.5: Require all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and techniques to reduce exterior noise to acceptable levels that are compatible with adjacent land uses.

Goal 5-11: Minimize the impacts of transportation-related noise.

Policy 5-11.1: Work with responsible federal and state agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, and Metrolink and other rail lines.

Policy 5-11.2: Require development which is, or will be, affected by railroad noise to include appropriate measures to minimize adverse noise effects on residents and businesspersons.

Policy 5-11.3: Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.

Policy 5-11.4: Develop a program for monitoring noise levels and investigating complaints.

Policy 5-11.5: Provide education to the community at large about the importance of maintaining a healthy noise environment and identify ways residents can assist in noise abatement efforts.

The City of Rialto General Plan Safety and Noise Element specifies exterior noise guidelines for land uses. Table 5.7-1, Rialto Noise Guidelines for Land Use Planning presents the City's exterior noise guidelines. As shown, industrial land uses, are considered normally acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. Residential land uses are considered normally acceptable with exterior noise levels below 60 dBA CNEL, and conditionally acceptable with noise levels below 65 dBA CNEL. For conditionally acceptable land uses, new development should be undertaken only after detailed analysis of noise reduction requirements are made.

It should also be noted that the Safety and Noise Element mentions sound levels exceeding 40 to 45 dBA are generally considered to cause sleep interference within a residence. The General Plan also references Title 24 of the California Health and Safety Code, stipulating a maximum of 45 dBA for interior residential noise levels.

Table 5.7-1: City of Rialto General Plan Noise Guidelines for Land Use Planning

Land Use Category	Community Noise Equivalent Level (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 buildings are of conventional construction	**Conditionally Acceptable** New development should be undertaken only after detailed analysis of noise reduction requirements are made.	**Normally Unacceptable** New development should be 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 Safety & Noise Element, Exhibit 5.5.

City of Rialto Municipal Code

The municipal code contains the following regulation related to noise and vibration that are applicable to the Project.

Municipal Code Section 9.50.050, Controlled Hours of Operation: This municipal code states that it is unlawful for any person to engage in the following activities other than between the hours of seven a.m. and eight p.m. in all zones:

B. Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence;

C. Operate or permit the use of domestic power tools, or machinery or any other equipment or tool in any garage, workshop, house or any other structure;

D. Operate or permit the use of gasoline or electric powered leaf blowers, such as commonly used by gardeners and other persons for cleaning lawns, yards, driveways, gutters and other property;

E. Operate or permit the use of privately operated street/parking lot sweepers or vacuums, except that emergency work and/or work necessitated by unusual conditions may be performed with the written consent of the city manager;

F. Operate or permit the use of pile driver, steam or gasoline shovel, pneumatic hammer, steam or electric hoist or other similar devices;

G. Operate or permit the use of electrically operated compressor, fan, and other similar devices;

H. Perform ground maintenance on golf course grounds and tennis courts contiguous to golf courses that creates a noise disturbance across a residential or commercial property line;

I. Operate or permit the use of any motor vehicle with a gross vehicle weight rating in excess of ten thousand pounds, or of any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than fifteen minutes in any hour while the vehicle is stationary and on a public right-of-way or public space except when movement of the vehicle is restricted by other traffic;

J. Repair, rebuild, reconstruct or dismantle any motor vehicle or other mechanical equipment or devices in a manner so as to be plainly audible across property lines.

Municipal Code Section 9.50.060(O), Exemptions: This municipal code states that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the Controlled Hours of Operation.

Municipal Code Section 9.50.070, Disturbances from Construction Activity: This municipal code provides exemptions for construction noise. This code section states that no person shall be engaged in any type of work relating to construction, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours provided in Table 5.7-2.

Table 5.7-2: City of Rialto Permitted Hours of Construction Work

Days	Time
October 1 through April 30	
Monday – Friday	7:00 AM to 5:30 PM
Saturday	8:00 AM to 5:00 PM
Sunday and State Holidays	No Permissible Hours
May 1 through September 30	
Monday – Friday	6:00 AM to 7:00 PM
Saturday	8:00 AM to 5:00 PM
Sunday and State Holidays	No Permissible Hours

Source: City of Rialto, Municipal Code Section 9.50.070

5.7.3 ENVIRONMENTAL SETTING

Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The closest sensitive receptors are residences; the closest of which is 255 feet southeast of PA 3. The closest noise sensitive receptors to the Specific Plan Amendment area are described below and shown in Figure 5.7-1.

R1: Location R1 represents the noise sensitive Frisbee Park at 1901 North Acacia Avenue, approximately 1,481 feet northwest of the Project site. Receiver R1 is placed in the park's playing field. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive residence at 2294 Lincoln Avenue, approximately 2,018 feet northeast of the Project site Receiver R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

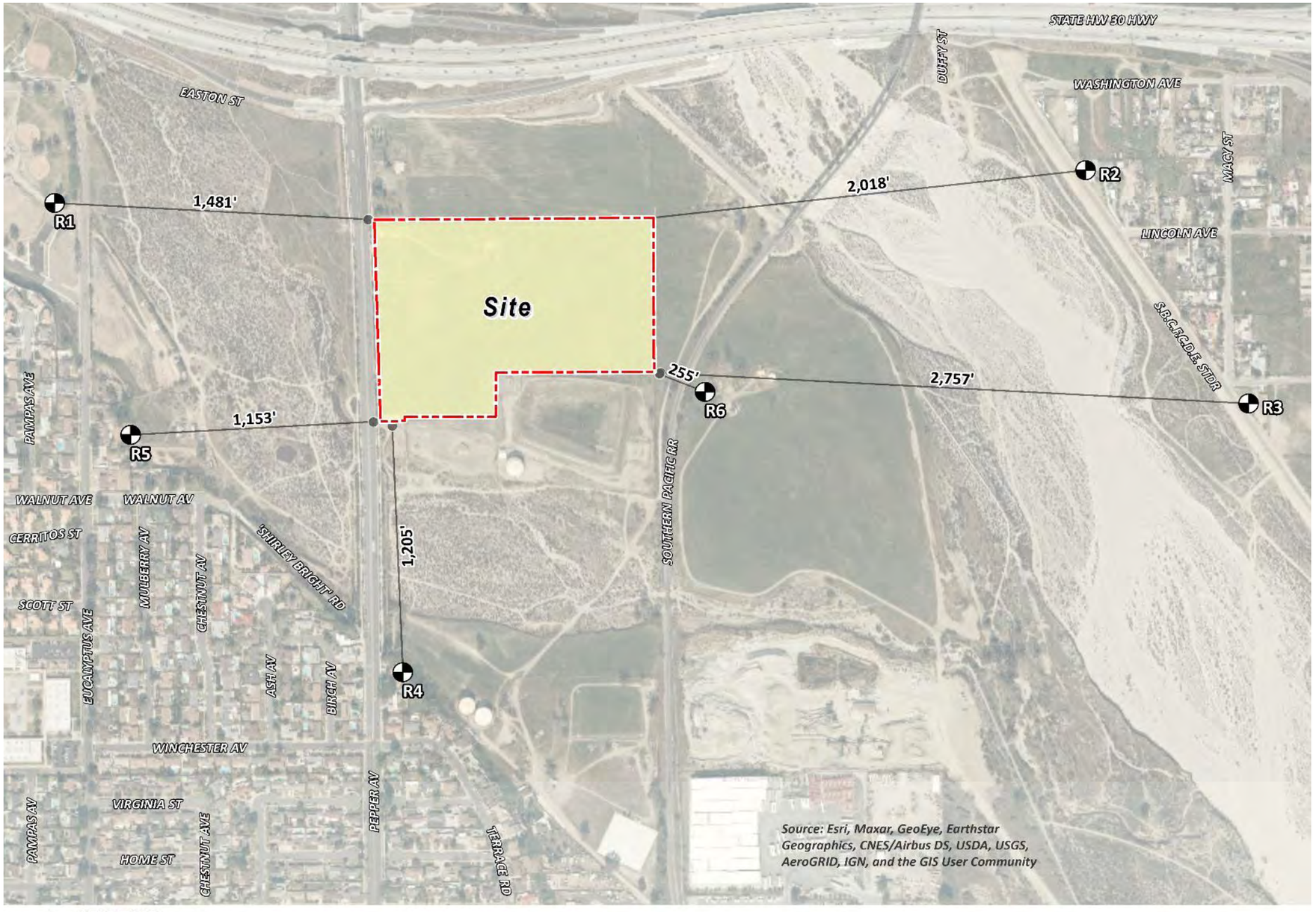
R3: Location R3 represents the existing noise sensitive residence at 2185 Roosevelt Avenue, approximately 2,757 feet southeast of the Project site. Receiver R3 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing noise sensitive residence at 1475 North Pepper Avenue, approximately 1,205 feet south of the Project site. Receiver R4 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R5: Location R5 represents the existing noise sensitive residence at 1645 North Eucalyptus Avenue, approximately 1,162 feet west of the Project site. Receiver R5 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

R6: Location R6 represents a non-conforming residence at 1398 North Lassen Street, approximately 255 feet southeast of the Project site. A 24-hour noise measurement was taken, L3, to describe the existing ambient noise environment.

Noise Sensitive Reciever Locations



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Receiver Locations

Distance from receiver to Project site boundary (in feet)

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Existing Noise Levels

To assess the existing noise levels, 24-hour noise level measurements were taken at 5 locations near sensitive receivers in the vicinity of the Project area as shown in Figure 5.7-2. The field survey noted that noise within the area is generally characterized by vehicle traffic on area roadways. A description of these locations and the existing noise levels are provided in Table 5.7-3. As shown, ambient noise levels range from 54.3 to 68.6 CNEL throughout the area.

Table 5.7-3: Existing Ambient Noise Measurement Results

Location	Description	Energy Average Noise Level (dBA L_{eq})[1]	
		Daytime	Nighttime
L1	Located northwest of the Project site near Frisbee Park at 1901 North Acacia Avenue.	61.1	63.8
L2	Located northeast of the Project site near single-family residence at 2281 West Washington Avenue.	62.7	64.7
L3	Located east of the Project site near single-family residence at 2185 Roosevelt Avenue.	54.3	55.4
L4	Located south of the Project site near single-family residence at 1438 Terrace Road.	68.6	64.5
L5	Located west of the Project site near single-family residence at 1698 North Eucalyptus Avenue.	64.2	65.6

[1] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Noise Study, 2022. Appendix G.

The noise measurements identified that ambient noise levels range from 54.3 to 68.6 CNEL throughout the area. Table 5.7-4 summarizes the existing ambient noise level conditions in relation to the General Plan Noise/Land Use Compatibility Matrix listed in Table 5.7-1.

Table 5.7-4: Existing Noise and Land Use Compatibility

Location	Land Use	CNEL	General Plan Land Use Category	General Plan Noise/Land Use Compatibility
L1	Park	63.8	Open Space Recreation	Normally Acceptable
L2	Residential	64.7	Residential 6	Conditionally Acceptable
L3	Residential	55.4	Residential 6	Normally Acceptable
L4	Residential	64.5	Residential 6	Conditionally Acceptable
L5	Residential	65.6	Residential 6	Normally Unacceptable

Source: Noise Study 2022, Appendix G and General Plan Exhibit 2.2, Land Use Policy Plan.

Table 5.7-4 shows that within the existing ambient noise environment, the existing residential land uses near the Specific Plan area are considered normally acceptable, conditionally acceptable, and normally unacceptable with the General Plan Noise/Land Use Compatibility Matrix.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Specific Plan area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways, such as Pepper Avenue and SR-210. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and

could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

NOI-2 Generate excessive groundborne vibration or groundborne noise levels;

NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, 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.

Initial Study Findings

The Initial Study established that the proposed Project would result in less than significant impacts related to Threshold NOI-3. No further assessment of these impacts is required in this Draft Subsequent EIR.

Construction Noise and Vibration

- An impact would not occur if Project related construction activities are between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays (Municipal Code Section 9.50.050(F)); or
- An impact could occur if construction creates noise levels which exceed the 80 dBA Leq during the daytime or 70 dBA Leq during the nighttime acceptable noise level thresholds at the nearby sensitive receiver locations (FTA, 2006);
- An impact could occur if Project-related construction activities generate vibration levels which exceed 0.2 PPV in/sec at receiver locations.

Traffic Noise

- If the without Project noise levels are below 60 dBA, a *readily perceptible* increase of 5 dBA or greater is considered a significant impact. If the without Project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase is considered a significant impact. If the without Project noise levels exceed 65 dBA, a 1.5 dBA increase or greater is considered a significant impact.

Operational Noise

- If Project related operational increase in ambient noise levels:
    - When the without Project noise levels at the residential land uses are below the normally acceptable 60 dBA CNEL compatibility criteria and at the light industrial land uses are below the normally acceptable 70 dBA CNEL compatibility criteria, a Project generated readily perceptible 5 dBA or greater noise level increase is considered a significant impact.

Noise Measurement Locations

LEGEND:

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Measurement Locations

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- When the without Project noise levels are greater than the normally acceptable of 60 dBA CNEL at residential uses and 70 dBA CNEL at light industrial uses pursuant to the General Plan land use compatibility criteria, a Project generated barely perceptible 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded.

5.7.5 METHODOLOGY

The percentile noise descriptors are provided by the Noise Impact Analysis (Appendix G) to ensure that the duration of the noise source is fully considered. However, due to the relatively constant intensity of the Project operational activities, the L50 or average Leq noise level metrics best describe the loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. In addition, the Leq noise level metric accounts for noise fluctuations over time by averaging the louder and quieter events and giving more weight to the louder events. In addition, due to the mathematical relationship between the median (L50) and the mean (Leq), the Leq will always be larger than or equal to the L50. The more variable the noise becomes, the larger the Leq becomes in comparison to the L50. Therefore, this noise analysis conservatively relies on the average Leq sound level limits to describe the Project operational noise levels.

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were analyzed through comparison of construction noise levels to the thresholds listed previously to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular trips and new stationary sources (such as heating, ventilation, and air conditioning units) associated with the new buildings. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Specific Plan area and industrial development site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.7.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR describes that construction activities associated with implementation of the Specific Plan would be conducted within the allowable hours specified in the City's Municipal Code, which would ensure that construction noise impacts are less than significant (2017 Draft EIR page 4.G-15). The 2017 Final EIR determined that noise impacts on existing development from operational on-site stationary noise sources

would be less than significant. Operational traffic would increase ambient noise levels at off-site noise-sensitive uses in the Specific Plan area; however, the increases would not exceed the established thresholds (2017 Draft EIR page 4.G-15).

The 2017 Final EIR also describes that potential future residences could be exposed to traffic-related noise levels that would exceed thresholds. However, implementation of the 2017 Final EIR mitigation measure would ensure that impacts would be reduced to a less than significant level (2017 Draft EIR page 4.G-18). Also, the 2017 Final EIR determined that noise impacts related to airports would not occur, as no airports are located near the Specific Plan Area (Draft EIR page 6-26).

Regarding vibration, the 2017 Final EIR determined that construction activities would result in sporadic, temporary vibration effects that would not exceed established thresholds. Thus, construction vibration impacts was determined to be less than significant (2017 Draft EIR page 4.G-25). Likewise, the 2017 Final EIR determined that none of the proposed land uses would generate excessive vibration levels at sensitive receptor locations. Thus, operational vibration impacts were determined to be less than significant (2017 Draft EIR page 4.G-25).

Proposed Project

The proposed Project would redesignate the land use of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the Light Industrial land use, development would change from the anticipated buildout of a portion of the Pepper Avenue Specific Plan area from 125,000 square feet of business park uses and 351,650 square feet of retail uses to 735,185 square feet of light industrial uses and 13,000 square feet of retail uses. In addition, the Project includes development of a 470,000 square foot unrefrigerated warehousing industrial building on PAs 2 and 3. To provide a conservative evaluation of potential impacts and to account for potential design changes, such as additional mezzanine space, this Subsequent EIR evaluates development and operation of 485,000 square feet of light industrial unrefrigerated warehouse uses on the site. Potential noise and vibration related impacts from the proposed change in land use and from construction and operation of the proposed light industrial development are detailed below.

IMPACT NOI-1: THE PROJECT WOULD NOT GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Construction

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

Less than Significant. The timing of development and various construction activities pursuant to the Specific Plan Amendment within the proposed PA 10 would be dependent upon market conditions and development applications for new projects but would result in similar construction activities that are described below for the proposed industrial development component of the Project.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, excavation, and grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 67 dBA to 79 dBA at 50 feet from the noise source, as shown on Table 5.7-5.

Table 5.7-5: Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

Source: Noise Study 2022, Appendix G
[1] FHWA Roadway Construction Noise Model (RCNM).
[2] Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.

Section 9.50.050(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, in order to determine if construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed above have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence.

As shown on Table 5.7-6, the construction noise levels are expected to range from 42.0 to 62.2 dBA Leq at the nearby receiver locations that are shown in Figure 5.7-3. This would not exceed the daytime construction noise threshold of 80 dBA Leq. Therefore, construction noise from the proposed industrial development component of the Project would be less than significant.

Also, future light industrial uses that would be developed within the proposed PA 10, pursuant to the proposed Specific Plan Amendment would result in similar construction noise that would be farther distances to sensitive receptors. However, should sensitive receptors be as close as 255 feet from the future construction pursuant to the proposed Specific Plan Amendment, the construction noise would be similar to that shown in Table 5.7-6 and impacts would also be less than significant.

Table 5.7-6: Industrial Development Project Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	49.9	52.9	50.9	52.9	46.9	52.9
R2	47.4	50.4	48.4	50.4	44.4	50.4
R3	45.0	48.0	46.0	48.0	42.0	48.0
R4	51.9	54.9	52.9	54.9	48.9	54.9
R5	51.8	54.8	52.8	54.8	48.8	54.8
R6	59.2	62.2	60.2	62.2	56.2	62.2

Source: Noise Study 2022, Appendix G

In addition to the typical construction activities described above, development of the proposed industrial development component of the Project and other developments pursuant to the proposed Specific Plan Amendment may conduct nighttime concrete pouring activities. Nighttime concrete pouring activities are often conducted to reduce concrete mixer truck transit times and take advantage of lower air temperatures than during the daytime hours and are generally limited to the actual building area as shown on Figure 5.7-4. Since the nighttime concrete pours would take place outside the permitted Municipal Code Section 9.50.070 hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year, the Project applicant would be required to obtain authorization for nighttime work from the City.

As shown on Table 5.7-7, the noise levels from nighttime concrete pour activities (paving) are estimated to range from 41.6 to 53.8 dBA L_{eq} at the closest sensitive receptors and would be less than the FTA 70 dBA L_{eq} nighttime noise level threshold. Thus, noise impacts related nighttime concrete pour activities would be less than significant.

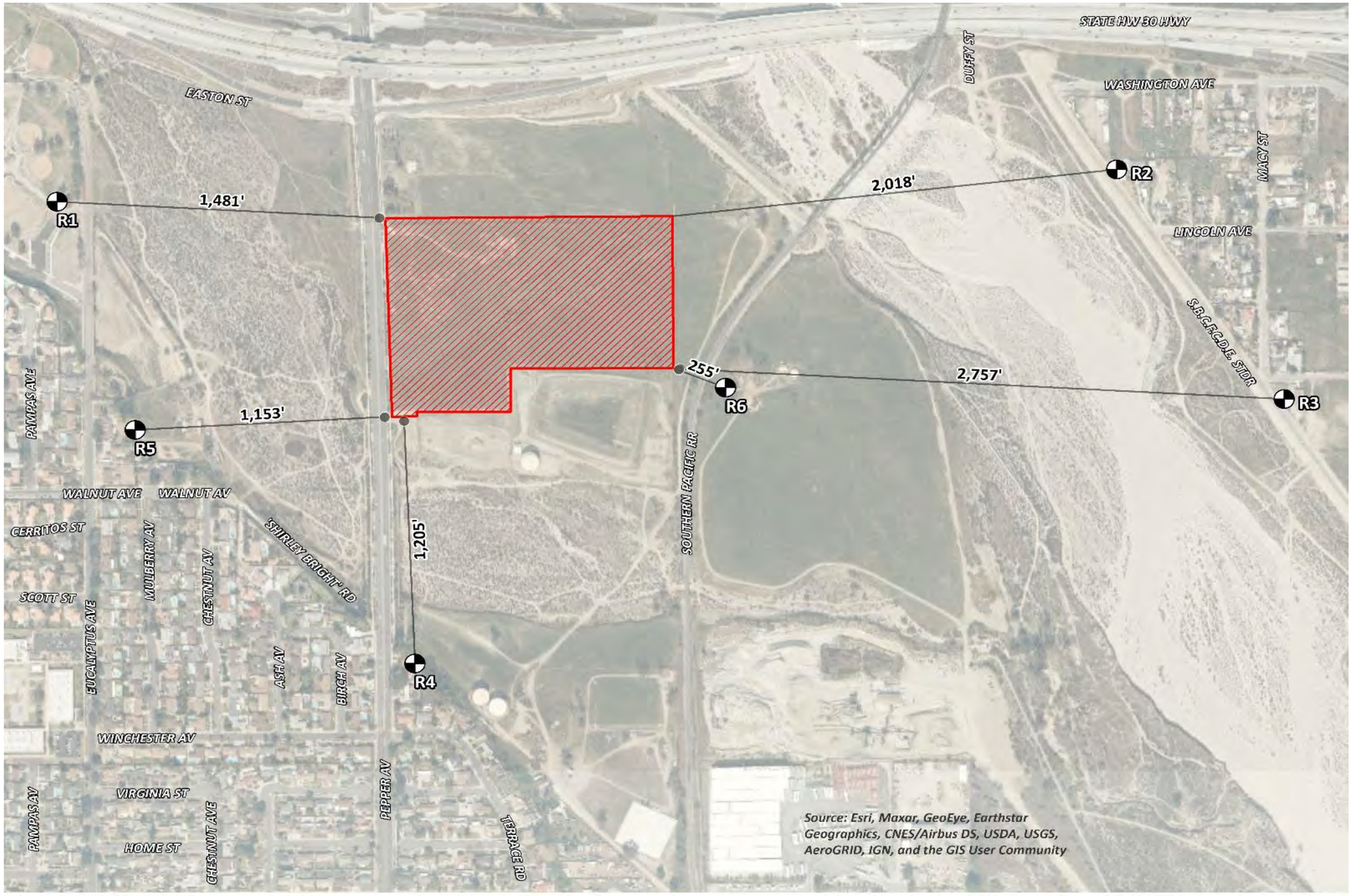
Table 5.7-7: Nighttime Concrete Pour Noise Level Compliance

Receiver Location	Construction Noise Levels (dBA L_{eq})		
	Paving Construction	Nighttime Threshold	Threshold Exceeded?
R1	46.4	70	No
R2	44.2	70	No
R3	41.6	70	No
R4	47.1	70	No
R5	47.5	70	No
R6	53.8	70	No

Source: Noise Study 2022, Appendix G

The future light industrial uses that would be developed within PA 2, PA 3, and the proposed PA 10, pursuant to the proposed Specific Plan Amendment would result in similar noise from nighttime concrete pour activities that would be similar distances to sensitive receptors. Therefore, should sensitive receptors be a minimum of 255 feet from the future construction pursuant to the proposed Specific Plan Amendment, the construction noise would be similar to that shown on Table 5.7-7 and impacts would also be less than significant.

Industrial Development Project Construction Noise Source and Receiver Locations



LEGEND:

N

Construction Activity

Distance from receiver to construction activity (in feet)

Receiver Locations

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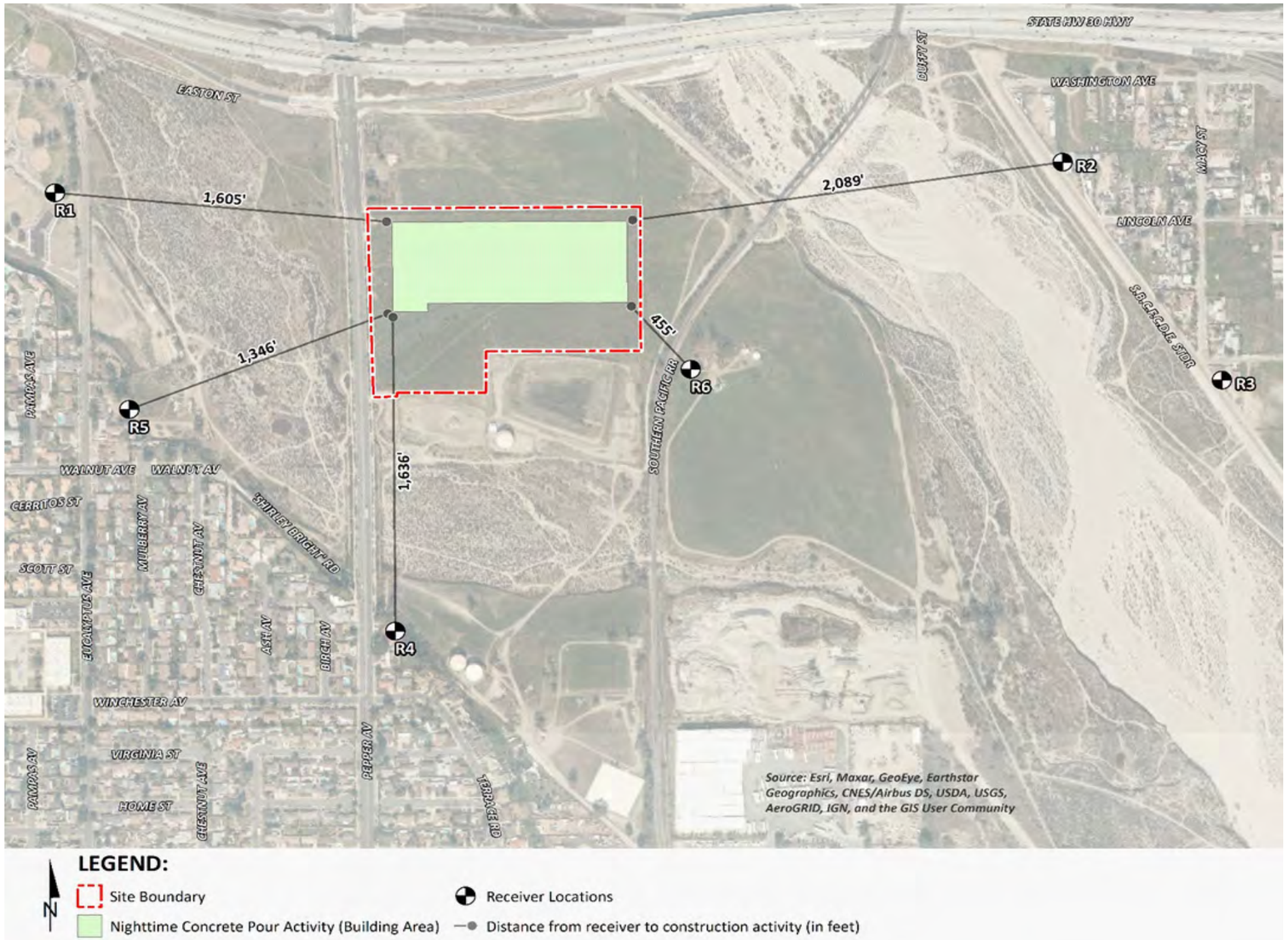
Industrial Development Nighttime Concrete Pour Noise Source and Receiver Locations



N

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Operation

Onsite Operational Noise Standard Compliance

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

To present the potential worst-case noise conditions, this analysis assumes the proposed industrial uses would be operational 24 hours per day, seven days per week. Consistent with similar unrefrigerated warehouse uses, the business operations of the industrial uses proposed by the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. The locations of operational noise sources from the proposed industrial development on PA 2 and PA 3 are shown on Figure 5.7-5.

The Noise Impact Analysis calculated the operational source noise levels that would be generated by operation of the proposed unrefrigerated warehousing light industrial uses and the noise increases that would be experienced at the closest sensitive receptor locations. Table 5.7-8 shows that operational noise levels of the proposed unrefrigerated industrial development during the daytime hours at the closest off-site noise receiver locations are expected to range from 33.7 to 48.1 dBA Leq.

Table 5.7-8: Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	36.8	34.5	33.5	41.0	41.9	48.0
Roof-Top Air Conditioning Units	21.0	19.4	16.7	21.8	21.9	24.3
Trash Enclosure Activity	6.8	8.1	5.8	10.3	10.4	21.4
Parking Lot Vehicle Movements	29.5	13.7	13.4	24.8	31.3	23.0
Truck Movements	27.5	20.3	16.8	24.1	24.8	28.5
Total (All Noise Sources)	**38.0**	**34.8**	**33.7**	**41.2**	**42.4**	**48.1**

Source: Noise Study 2022, Appendix G

Table 5.7-9 shows that operational noise levels of the proposed unrefrigerated industrial development component of the Project during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to also range from 33.7 to 48.1 dBA Leq. The differences between the modeled daytime and nighttime noise levels are largely related to the estimated duration of noise activity.

Table 5.7-9: Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	36.8	34.5	33.5	41.0	41.9	48.0
Roof-Top Air Conditioning Units	18.6	17.0	14.3	19.3	19.5	21.9
Trash Enclosure Activity	5.8	7.2	4.8	9.4	9.4	20.4
Parking Lot Vehicle Movements	29.5	13.7	13.4	24.8	31.3	23.0
Truck Movements	27.5	20.3	16.8	24.1	24.8	28.5
Total (All Noise Sources)	**38.0**	**34.8**	**33.7**	**41.2**	**42.4**	**48.1**

Source: Noise Study 2022, Appendix G

Table 5.7-10 shows that these operational noise levels would not exceed the City's General Plan Noise Guidelines for Land Use Planning at the closest sensitive receiver locations. Thus, impacts from operation of the proposed industrial development would be less than significant.

In addition, future light industrial uses that would be developed within the proposed PA 10, pursuant to the proposed Specific Plan Amendment would result in similar operational noise. Therefore, should sensitive receptors be a minimum of 255 feet from the future light industrial development pursuant to the proposed Specific Plan Amendment, the operational noise would be similar to those shown in Table 5.7-10 and impacts would also be less than significant.

Table 5.7-10: Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	38.0	38.0	55	45	No	No
R2	34.8	34.8	55	45	No	No
R3	33.7	33.7	55	45	No	No
R4	41.2	41.2	55	45	No	No
R5	42.4	42.4	55	45	No	No
R6	48.1	48.1	55	55	No	No

Source: Noise Study 2022, Appendix G

Operational Noise Level Increases

Less than Significant Impact

Industrial Development Project

To evaluate if noise from operation of the proposed unrefrigerated industrial development component of the Project would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise levels measurements at the nearby receiver locations. The difference between the combined operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.7-11 and 5.7-12, the increase in noise would range from 0.0 to 0.9, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. Therefore, impacts would be less than significant.

Table 5.7-11: Operational Daytime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	38.0	L1	61.1	61.1	0.0	5.0	No
R2	34.8	L2	62.7	62.7	0.0	5.0	No
R3	33.7	L3	54.3	54.3	0.0	5.0	No
R4	41.2	L4	68.6	68.6	0.0	1.5	No
R5	42.4	L5	64.2	64.2	0.0	5.0	No
R6	48.1	L3	54.3	55.2	0.9	5.0	No

Source: Noise Study 2022, Appendix G

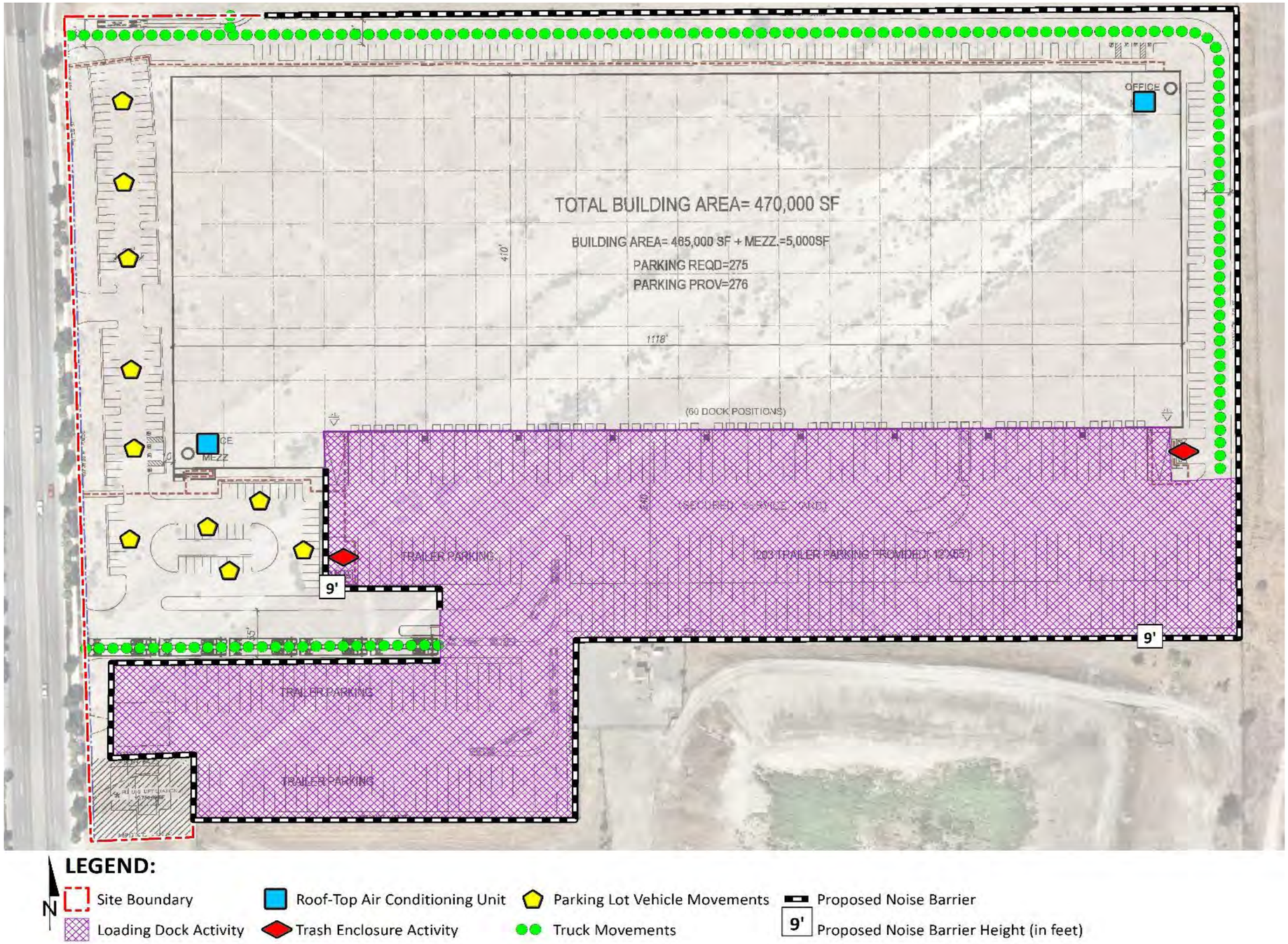
TOTAL BUILDING AREA= 470,000 SF
BUILDING AREA= 465,000 SF + MEZZ.=5,000SF
PARKING REQD=275
PARKING PROV=276
410'
1118'
(60 DOCK POSITIONS)
OFFICE
MEZZ
TRAILER PARKING
TRAILER PARKING
TRAILER PARKING
9'
9'
LEGEND:
N
Site Boundary
Loading Dock Activity
Roof-Top Air Conditioning Unit
Trash Enclosure Activity
Parking Lot Vehicle Movements
Truck Movements
Proposed Noise Barrier
9'
Proposed Noise Barrier Height (in feet)

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Table 5.7-12: Operational Nighttime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	38.0	L1	63.8	63.8	0.0	5.0	No
R2	34.8	L2	64.7	64.7	0.0	5.0	No
R3	33.7	L3	55.4	55.4	0.0	5.0	No
R4	41.2	L4	64.5	64.5	0.0	5.0	No
R5	42.4	L5	65.6	65.6	0.0	1.5	No
R6	48.1	L3	55.4	56.1	0.7	5.0	No

Source: Noise Study 2022, Appendix G

Off-Site Traffic Noise

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

The proposed Project would generate traffic related noise from operation. As described in Section 3.0, *Project Description*, the proposed Specific Plan would be accessed from various driveways along Pepper Avenue and the proposed industrial development building would be accessed from three driveways to Pepper Avenue that would include two 50-foot-wide truck driveways and one 26-foot-wide vehicle entrance. To identify the potential of traffic from the proposed Project to generate noise impacts, modeling of vehicular noise on area roadways was conducted by the Noise Impact Analysis (Appendix G). The tables below provide a summary of the exterior traffic noise levels for the area roadway segments in the without and with Project conditions.

Opening Year with Project Conditions. The Opening Year without Project conditions exterior noise levels range from 73.5 to 77.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.7-13 shows that the Opening Year with Project conditions would range from 73.5 to 78.4 dBA CNEL, and that an off-site traffic noise level increases range from 0.0 to 0.9 dBA CNEL, which is less than the 1.5 and 3.0 dBA CNEL thresholds. Thus, off-site traffic noise impacts in the Opening Year plus Project condition would be less than significant.

Opening Year with Project Conditions Plus Cumulative. The Opening Year without Project cumulative conditions exterior noise levels range from 74.1 to 78.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.7-14 shows that the Opening Year with Project plus cumulative conditions would range from 74.1 to 79.1 dBA CNEL, and that an off-site traffic noise level increases range from 0.0 to 0.3 dBA CNEL, which is less than the 1.5 and 3.0 dBA CNEL thresholds. Thus, off-site traffic noise impacts in the Opening Year plus Project and cumulative condition would be less than significant.

General Plan Buildout Project Conditions. As detailed in the Traffic Impact Analysis (Appendix G), the General Plan buildout condition consists of a 1 percent per year linear growth rate was identified and applied to the existing traffic volumes. Using this method, a growth of 24 percent was applied to the existing 2021 traffic volumes to forecast future 2045 General Plan conditions. In addition, traffic from cumulative projects along Pepper Avenue and build out of the Specific Plan were also included in the General Plan Buildout traffic volumes. The General Plan buildout without Project conditions exterior noise levels range from 74.1 to 79.2 dBA CNEL, without accounting for any noise attenuation features such as

noise barriers or topography. Table 5.7-15 shows that the General Plan Buildout with Project would range from 74.5 to 74.8 dBA CNEL, and that an off-site traffic noise level increases range from 0.0 to 0.3 dBA CNEL, which is less than the 1.5 and 3.0 dBA CNEL thresholds. Thus, off-site traffic noise impacts in the General Plan buildout plus Project condition would be less than significant.

Table 5.7-13: Opening Year with Specific Plan Amendment and Industrial Development Project Off-Site Traffic Noise

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Pepper Av.	n/o Baseline Rd.	Sensitive	73.5	73.5	0.0	1.5	No
2	Pepper Av.	n/o Winchester Dr.	Sensitive	73.7	73.7	0.0	1.5	No
3	Pepper Av.	s/o I-210 EB Ramp	Non-Sensitive	77.5	78.4	0.9	3.0	No

Source: Noise Study 2022, Appendix G

Table 5.7-14: Opening Year with Specific Plan Amendment and Industrial Development Project Plus Cumulative Off-Site Traffic Noise

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Pepper Av.	n/o Baseline Rd.	Sensitive	74.1	74.1	0.0	1.5	No
2	Pepper Av.	n/o Winchester Dr.	Sensitive	74.3	74.3	0.0	1.5	No
3	Pepper Av.	s/o I-210 EB Ramp	Non-Sensitive	78.8	79.1	0.3	3.0	No

Source: Noise Study 2022, Appendix G

Table 5.7-15: General Plan Buildout with Specific Plan Amendment and Industrial Development Project Off-Site Traffic Noise

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Pepper Av.	n/o Baseline Rd.	Sensitive	74.6	74.6	0.0	1.5	No
2	Pepper Av.	n/o Winchester Dr.	Sensitive	74.1	74.2	0.1	1.5	No
3	Pepper Av.	s/o I-210 EB Ramp	Non-Sensitive	79.2	79.5	0.3	3.0	No

Source: Noise Study 2022, Appendix G

IMPACT NOI-2: THE PROJECT WOULD NOT GENERATE EXCESSIVE GROUND-BORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Construction

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

Construction activities for buildout of the proposed Project would include site preparation, grading, building construction, paving, and application of architectural coatings, which have the potential to

generate low levels of groundborne vibration. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

As described previously Section 9.50.050(F) of the City's Municipal Code limits construction activities occur between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year, which also limits the time that construction vibration could occur.

Ground vibration levels associated with various types of construction equipment are summarized in Table 5.7-16. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet. Using representative vibration levels for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: PPVequip = PPVref x (25/D).

Table 5.7-16: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Noise 2022. Appendix G

The primary source of vibration during infill and redevelopment construction would be from the operation of a bulldozer. As shown in Table 5.7-16 a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Table 5.7-17 lists that anticipated construction related vibration levels at distances ranging from 255 to 2,757 feet from construction activity. As shown construction vibration from the proposed industrial development would not occur. Likewise, other construction projects from implementation of the proposed Specific Plan Amendment that would occur at similar distances from sensitive receptors would also not result in vibration impacts.

Table 5.7-17: Construction Equipment Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)					Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	1,481	0.000	0.000	0.000	0.000	0.000	0.2	No
R2	2,018	0.000	0.000	0.000	0.000	0.000	0.2	No
R3	2,757	0.000	0.000	0.000	0.000	0.000	0.2	No
R4	1,205	0.000	0.000	0.000	0.000	0.000	0.2	No
R5	1,153	0.000	0.000	0.000	0.000	0.000	0.2	No
R6	255	0.000	0.001	0.002	0.003	0.000	0.2	No

Source: Noise 2022, Appendix G

Operation
Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

Operation of the proposed Project would include heavy trucks for loading dock activities and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for the heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the vibration threshold of 0.2 in/sec PPV, and therefore, would be less than significant.

5.7.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the proposed Project. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the activities of the proposed Project to result in cumulative noise impacts.

Buildout of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Municipal Code Section 9.50.050(F) limits construction noise to between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year. Also, construction noise and vibration are localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to proposed Project construction activity. As the timing of development and various construction activities pursuant to the proposed Specific Plan Amendment would be dependent upon market conditions and development applications for new projects, its currently unknown if construction projects would occur adjacent to one another. However, due to the location of the closest sensitive receptors from the Specific Plan Amendment area noise and vibration levels from potential cumulative projects would attenuate to a less than significant level. Thus, cumulative construction noise and vibration impacts would be less than significant.

Development anticipated by the proposed Project in combination with other nearby projects would result in an increase in ambient noise. However, all development projects would be subject to the operational noise standards established by the General Plan and Municipal Code, which would ensure that noise from new uses would stay below City standards and therefore not combine with other development projects to be cumulatively significant. Thus, operational noise from new land uses in the proposed Specific Plan area would result in less than significant cumulative noise impacts.

Also, as detailed previously, operational traffic noise would not combine to be cumulatively considerable. Table 5.7-14 shows that the Opening Year with Specific Plan Amendment and industrial development plus cumulative conditions would result in off-site traffic noise increases between 0.0 and 1.0 dBA CNEL, which is less than the 1.5 dBA CNEL threshold. Thus, off-site traffic noise impacts in the cumulative condition with the proposed Project would be less than significant.

5.7.8 EXISTING REGULATIONS PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City's Municipal Code Section 9.50.050, Controlled Hours of Operation, states that it is unlawful to engage in specific activities other than between the hours of 7:00 a.m. and 8:00 p.m.
- City's Municipal Code Section 9.50.060(O), Exemptions, states that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the Controlled Hours of Operation.
- City's Municipal Code Section 9.50.050(F) limits construction noise to between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or holidays

Plans, Programs, or Policies

City of Rialto General Plan Noise Guidelines for Land Use Planning, General Plan Safety & Noise Element, Exhibit 5.5.

5.7.9 PROJECT DESIGN FEATURES

No PDFs related to noise are included in the proposed Project.

5.7.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts NOI-1 and NOI-2 would be less than significant.

5.7.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

No mitigation measures related to noise were included in the 2017 Final EIR.

Proposed Project Mitigation Measures

Project impacts related to noise would be less than significant and no mitigation measures are required.

5.7.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant, and no mitigation measures are required. Therefore, no significant unavoidable adverse impacts related to noise or vibration would occur.

REFERENCES

Caltrans Guidance for Compliance. Accessed: https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-12-noise

Federal Transit Administration Transit Noise and Vibration Impact Assessment, May 2006 (FTA, 2006). Accessed: https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf

City of Rialto General Plan. Accessed at: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan

City of Rialto Municipal Code. Accessed at: https://library.municode.com/ca/rialto

Urban Crossroads. "Pepper Avenue Specific Plan Amendment and Industrial Development Project Noise Impact Analysis" 2022, Appendix G.

5.8 Transportation

5.8.1 INTRODUCTION

This section describes the existing transportation and circulation conditions and evaluates the potential transportation impacts from implementation of the proposed Project. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT).

In addition, the City's General Plan and traffic study guidelines require analysis based on Level of Service (LOS), which the City uses to confirm development projects' consistency with the General Plan and to determine the transportation improvement obligations of development projects. In the case of this Draft Subsequent EIR, the LOS analysis will identify the necessity of the proposed Project to include the traffic related Project Design Features (PDFs) and mitigation measures that were adopted as part of the 2017 Final EIR for the existing approved Specific Plan. Further, the LOS analysis and number of vehicular trips described herein, is provided for public disclosure and to identify the change in vehicular trips that would result from the proposed Specific Plan Amendment.

The proposed Project's impacts are analyzed in the context of the Project opening (2023) and General Plan buildout (2040) conditions. This analysis is based on the following:

- *City of Rialto General Plan*
- *City of Rialto Municipal Code*
- *Pepper Avenue Specific Plan and Industrial Development Project Traffic Impact Analysis*, EPD Solutions, 2022, Appendix H.

5.8.2 REGULATORY SETTING

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal

and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's congestion management agency. SBCTA prepares, monitors and periodically updates the County Congestion Management Program (CMP) to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures; the process for mitigation of impacts of new development on the transportations system' and technical justification for the approach. The San Bernardino County CMP sets a LOS standard of E for intersections or roadway segments on the CMP system of roadways. The Pepper Avenue and Baseline Road intersection is identified as a CMP intersection.

San Bernardino County Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development projects pay fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State, and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a Development Impact Fee (DIF) program that is consistent with Measure I requirements.

City of Rialto Development Impact Fee Program

The City of Rialto has implemented a Development Impact Fee (DIF) Program to collect fees from new development that may be used to mitigate the additional traffic burdens created by new development to the City's arterial and collector street system. The identification of specific roadway and intersection improvement projects and the timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. The proposed Project would be subject to the DIF Program and would be required to pay fees as part of permit approval.

City of Rialto General Plan

Chapter 4 of the General Plan describes the City's circulation goals and policies and contains the following policies related to transportation that are applicable to the Project:

Goal 4-1: Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.

Policy 4-1.17: Require new streets and improvements to connect to established streets.

Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours and require new development to mitigate traffic impacts that degrade LOS below that level. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E.

Policy 4-1.21: Design City streets so that unsignalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours and require new development to mitigate traffic impacts that increase delay above that level.

Policy 4-2.1: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.

Goal 4-5: Ensure the provision of adequate, convenient, and safe parking for all land uses.

Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Policy 4-9.1: Install sidewalks where they are missing and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

Policy 4-9.2: Require sidewalks and parkways on all streets in new development.

Policy 4-9.4: Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.

Goal 4-10: Provide a circulation system that supports Rialto's position as a logistics hub.

Policy 4-10.1: Designate and enforce truck routes for use by commercial trucking as part of the project approval process.

Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

5.8.3 ENVIRONMENTAL SETTING

Existing Roadway Network

Figure 5.8-1shows the existing roadway network in the vicinity of the Pepper Avenue Specific Plan, which includes the following:

- **State Route 210.** The State Route (SR) 210 is adjacent to the north of the Specific Plan aera and accessible via the Pepper Avenue interchange. In this location, the freeway consists of four lanes in both directions. which connects to SR-215 approximately 2.5 miles east of the Specific Plan area.
- **Pepper Avenue.** Primary access to the Project site is provided by Pepper Avenue from the north and south. Pepper Avenue is a public street designated as a Major Arterial in the City of Rialto General Plan. The roadway has four lanes of travel and Class II bike lane in both directions. A Class II bike lane is provided by a stripe on the pavement. The posted speed limit on Pepper Avenue is 45 MPH.

- **Baseline Road.** Baseline Road is a four-lane east-west roadway, designated as a Major Arterial and a truck route, in the General Plan Circulation Element. The roadway has two lanes of travel in each direction a Class II bike lane, and sidewalks.
- **Winchester Drive and Terrace Road.** These are local roadways that provide access to residential areas to the south of the Specific Plan area.

Existing Truck Routes

As shown on Figure 5.8-2, the General Plan Exhibit 4.5, *Truck Routes*, shows that Pepper Avenue, SR-210, and Baseline Road are the identified truck routes in the vicinity of the Specific Plan area.

Study Intersections

The City of Rialto Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) Guidelines were used to identify the transportation study area for the proposed Project based on 50 or more peak hour trips. The study area includes the intersections and roadway segments where the Project would add 50 or more peak hour trips on a "Collector" or higher roadway classification. The following intersections identified in Figure 5.8-1 were included in the analysis:

1. Pepper Avenue/SR-210 WB Ramps
2. Pepper Avenue/SR-210 EB Ramps
3. Pepper Avenue/North Project Driveway (future)
4. Pepper Ave/Auto Driveway (right in right out only)
5. Pepper Avenue/Truck Driveway (future)
6. Pepper Avenue/Winchester Drive – Terrace Road
7. Pepper Avenue/Baseline Road

The following roadway segments were included in the analysis:

1. Pepper Avenue between Baseline Road and Winchester Drive-Terrace Road
2. Pepper Avenue between Winchester Drive-Terrace Road and SR-210

Existing Traffic Volumes and Intersection Operations

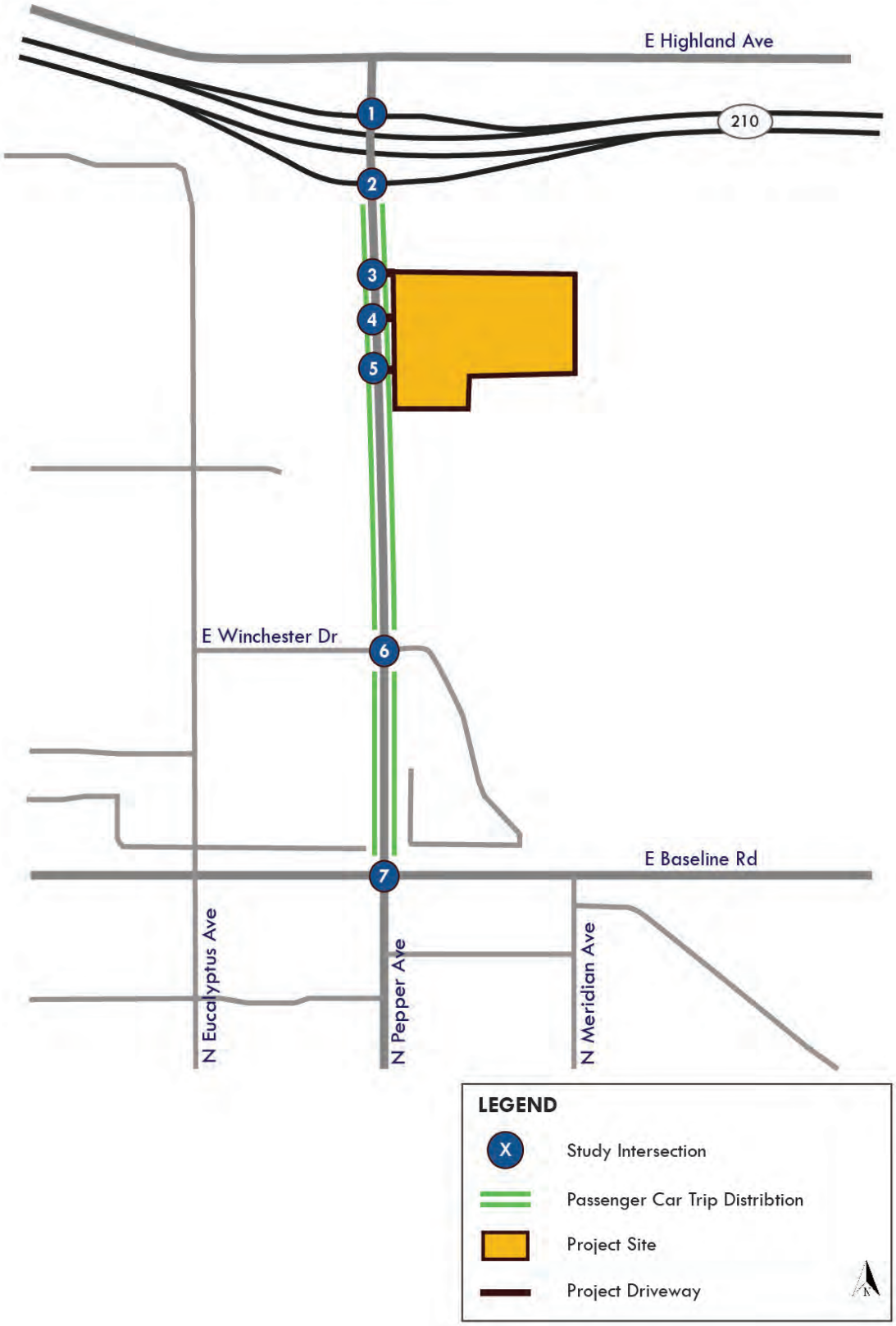
The Specific Plan area is undeveloped except for the West Valley Water District (WVWD) facility on PA 4 that consists of existing pump stations, water supply wells, and a reservoir, and generates minimal vehicle trips. To identify the existing vehicular trips in the traffic study area, counts were conducted on October 20, 2021. Table 5.8-1 shows the existing AM and PM peak hour levels of service at study intersections, which identifies that all of the study area intersections operate above the satisfactory LOS D.

Table 5.8-1: Existing AM and PM Peak Hour Level of Service

Intersection		Control Type	AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1.	Pepper Avenue/SR-210 WB Ramps	Signal	23.8	C	15.8	B
2.	Pepper Avenue/SR-210 EB Ramps	Signal	13	B	14.1	B
3.	Pepper Avenue/North Project Driveway (future)	Signal	-	-	-	-
4.	Pepper Ave/Auto Driveway (right in right out only)	TWSC	-	-	-	-
5.	Pepper Avenue/Truck Driveway (future)	TWSC	-	-	-	-
6.	Pepper Avenue/Winchester Drive – Terrace Road	Signal	14.0	B	6.6	A
7.	Pepper Avenue/Baseline Road	Signal	23.4	C	25.2	C

Source: TIA, Appendix H

Roadway Network and Project Study Intersections



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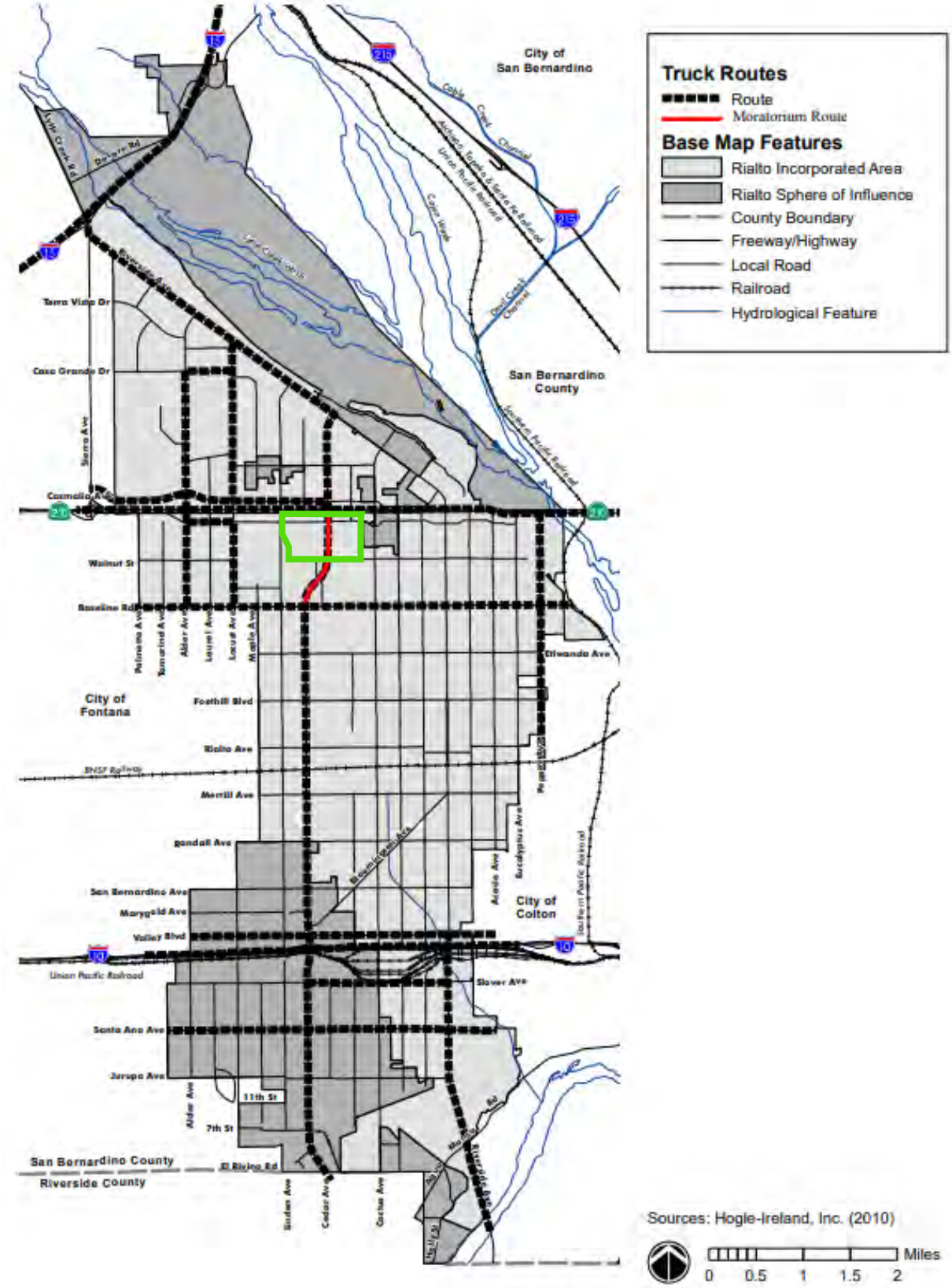
Truck Routes



Specific Plan

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Existing Roadway Segment Operations

The Existing Conditions LOS at the roadway segments were determined through comparison of the daily roadway volumes with the capacity shown in the City's TIA Guidelines. Table 5.8-2 shows the existing LOS for daily roadway segments, which operate at satisfactory levels (above the LOS D threshold).

Table 5.8-2: Existing Roadway Segment Operations

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	Existing Roadway ADT
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	D	32,999	20,955
2. Pepper Ave: Winchester-Terrace to SR-210 EB Ramp	Modified Arterial	D	32,999	22,129
3. Pepper Ave: Project North Driveway to SR-210 EB Ramp	Modified Arterial	D	32,999	22,129

Source: TIA, Appendix H

Transit Services

The City of Rialto is served by the OmniTrans, the transit service for San Bernardino County. The Specific Plan area along Pepper Avenue is not currently served by OmniTrans service. The closest existing transit services to the Specific Plan area include Route 10 that runs east and west along Baseline Road to the south of the Specific Plan area and Route12 that runs east and west along Highland Avenue to the north of the Specific Plan area. However, transit service is reviewed and updated by OmniTrans periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Pedestrian and Bicycle Facilities

Pepper Avenue contains Class II bike lanes and sidewalks on both sides of the street. Also, Baseline Road contains a Class II bike lane and sidewalks on both sides of the street.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

TR-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b);

TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

TR-4 Result in inadequate emergency access.

Initial Study Findings

The Initial Study established that the Project would not result in significant impacts related to Thresholds TR-3 and TR-4; no further assessment of this impact is required in this Draft Subsequent EIR.

City Intersection Thresholds

As described previously, the City of Rialto utilize a "50 peak hour trip" criteria to identify intersections that need to be evaluated. This generally represents the minimum number of trips by which a typical intersection could be substantively impacted by a development.

The City of Rialto's General Plan established LOS "D" as the minimum level of service for its intersections. The City of Rialto Traffic Impact Analysis Guidelines provides that Intersections already operating at worse than LOS C would be required to implement improvements to reduce delay caused by the project to acceptable operations according to increases in delay shown in Table 5.8-3.

Table 5.8-3: Thresholds for Acceptable Intersection Operation in City of Rialto

With Project LOS	Acceptable Increase in Delay
A/B	+10.0 Seconds
C	+8.0 Seconds
D	+5.0 Seconds
E	+2.0 Seconds
F	+1.0 Seconds

Source: TIA, Appendix H

City Roadway Thresholds

The City's Roadway Segment Capacities and corresponding LOS for acceptable operations is shown in Table 5.8-4. The City's General Plan recommends an LOS standard of D. For roadways under the San Bernardino County Congestion Management Program (CMP), LOS E is acceptable.

Table 5.8-4: City of Rialto Roadway Segment Capacity

Roadway Classification	No. of Lanes	Two-Way Traffic Volume (ADT)		
		Service Level C	Service Level D	Service Level E
Local	2	2,500 - 2,799	2,800 - 3,099	3,100 +
Collector (60' or 64')	2	9,900 - 11,199	11,200 - 12,499	12,500 +
Industrial (45')	2	9,900 – 11,199	11,200 – 12,499	12,500 +
Arterial	2	14,400 – 16,199	16,200 – 17,999	18,000 +
Secondary Highway	4	16,900 – 19,399	19,400 – 21,199	22,000 +
Modified Arterial (100')	4	26,200 – 29,599	29,600 – 32,999	33,000 +
Arterial (120')	6	38,700 – 44,099	44,100 – 49,499	49,500 +

Source: TIA, Appendix H

San Bernardino County CMP Thresholds

The San Bernardino County CMP sets a LOS standard of E for intersections or roadway segments on the CMP system of roadways. The Pepper Avenue and Baseline Road intersection is identified as a CMP intersection. Thus, an LOS E would apply at the Pepper Avenue and Baseline Road intersection.

Caltrans Facility Thresholds

The Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002) required that State Highway facilities be analyzed when project traffic was added to the facility. As per the guidelines, LOS

D is the required standard at intersections under the jurisdiction of Caltrans. In response to implementation of SB 743, Caltrans released the *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, May 20, 2020. According to the latest guide, "With this guidance, the Department will transition away from requesting LOS or other vehicle operations analyses of land use projects."

Vehicle Miles Traveled Screening Criteria

The City of Rialto utilizes the County of San Bernardino VMT analysis methodology, impact thresholds and screening thresholds to determine if projects would require a vehicle miles traveled (VMT) analysis. The County's Transportation Impact Study Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. The project is a local-serving land use.
2. The project generates less than 110 daily vehicle trips.
3. The project is located within a Transit Priority Area (TPA).
4. The project is located in a low VMT generating area.

5.8.5 METHODOLOGY

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, this analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on VMT. The City of Rialto utilizes the County of San Bernardino VMT analysis methodology to determine if projects would have the potential to result in a VMT impact; and therefore, require a VMT analysis. The County's Transportation Impact Study Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis.

In addition, the City's General Plan and traffic study guidelines require analysis based on Level of Service (LOS), which the City uses to confirm development projects' consistency with the General Plan, to determine the transportation improvement obligations of development projects, and implement the City's DIF Program. The LOS analysis focuses on the nature and magnitude of the change from implementation of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The City of Rialto Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) Guidelines were used to identify the transportation study area for the proposed Project based on 50 or more peak hour trips. The study area includes the intersections and roadway segments where the Project would add 50 or more peak hour trips on a "Collector" or higher roadway classification.

Signalized Intersections

The City of Rialto requires signalized intersection operations analysis based on the methodology described in the Highway Capacity Manual (HCM), which identifies intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 5.8-5.

Table 5.8-5: Signalized Intersection LOS Thresholds

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Unsignalized Intersections

The City of Rialto requires that unsignalized intersections be evaluated using the methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 5.8-6.

Table 5.8-6: Unsignalized Intersection LOS Thresholds

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

California Department of Transportation

The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) required that State Highway facilities be analyzed when project traffic was added to the facility. As per the guidelines, LOS D is the required standard at intersections under the jurisdiction of Caltrans. However, in response to implementation of SB 743, Caltrans released the Vehicle Miles Traveled-Focused Transportation Impact Study Guide, May 20, 2020, which states that "With this guidance, the Department will transition away from requesting LOS or other vehicle operations analyses of land use projects."

5.8.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR determined that with implementation of the prescribed mitigation measure and the Specific Plan design features, potentially significant traffic impacts would be reduced to a less than significant level under the Existing Plus Project, Opening Year, and Long Range (2035) conditions (2017 Draft EIR page 4.H-22). The 2017 Final EIR includes Mitigation Measure TRAF-1 that requires development projects to participate in the City of Rialto DIF Program by paying applicable fees, supplemented by participation in additional fair share intersection improvement costs as needed (2017 Draft EIR page 6-5). The 2017 Final EIR also determined that due to compliance with existing safety design standards, as verified through development permitting, the Specific Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) (2017 Draft EIR page 4.H-22).

Proposed Project

The proposed Specific Plan Amendment would modify the existing PAs and redesignate the Specific Plan zoning of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial. Under the new land use, Specific Plan development on the east side of Pepper Avenue would change from 125,000 square feet of business park uses and 351,650 square feet of retail uses to 735,185 square feet of light industrial uses and 13,000 square feet of retail uses. In addition, the Project includes development of a 485,000 square foot industrial warehousing building on PAs 2 and 3.

Impact TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant with Mitigation Incorporated

As described previously, SB 743 requires that VMT thresholds be utilized for traffic analysis. State CEQA Guidelines Section 15064.3 states that a project's effect on automobile delay shall not constitute a significant environmental impact. However, the City's General Plan and traffic study guidelines require analysis based on Level of Service (LOS), which the City uses to confirm development projects' consistency with the General Plan, to determine the transportation improvement obligations of development projects, and implement the City's DIF Program. Also, in the case of this Draft Subsequent EIR, the LOS evaluation identifies if the 2017 Final EIR PDFs and mitigation measures to identify those that are applicable to the proposed Project.

Industrial Development Project

Trip Generation

The trip generation for the industrial development Project was prepared using trip rates for Warehousing (Land Use Code 150) from the Institute of Transportation Engineers (ITE). The required truck percentages from the City's Traffic Impact Analysis (TIA) Guidelines were applied to the trip generation. A Passenger Car Equivalent (PCE) factor from the San Bernardino County CMP, Appendix B – Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016, was added to the truck trips to account for the larger vehicle size and increased roadway capacity utilized by large trucks. As shown on Table 5.8-7 operation of the proposed industrial Project is anticipated to generate 1,390 daily PCE trips including 138 PCE trips during the AM peak hour and 146 PCE trips during the PM peak hour.

Table 5.8-7: Proposed Industrial Project Trip Generation (PCE)

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Warehouse[1]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Total Vehicle Trip Generation									
Proposed Warehouse	485	TSF	829	63	19	82	24	63	87
Vehicle Mix[2]		***Percent***							
Passenger Vehicles		60.00%	498	38	11	49	15	38	52
2-Axle Trucks		0.80%	7	1	0	1	0	1	1
3-Axle Trucks		11.20%	93	7	2	9	3	7	10
4+-Axle Trucks		28.00%	232	18	5	23	7	18	24
		100%	829	63	19	82	24	63	87
PCE Trip Generation[3]		***PCE Factor***							
Passenger Vehicles		1.0	498	38	11	49	15	38	52
2-Axle Trucks		1.5	10	1	0	1	0	1	1
3-Axle Trucks		2.0	186	14	4	18	5	14	20
4+-Axle Trucks		3.0	697	53	16	69	21	53	73
Total PCE Trip Generation			**1,390**	**106**	**32**	**138**	**41**	**105**	**146**

[1] TSF = Thousand Square Feet
[2] Vehicle Mix from the Fontana Truck Trip Generation Study, August, 2003.
[3] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.
Source: TIA, Appendix H.

Opening Year (2023)

Intersection Operations. The opening year 2023 condition includes the existing traffic volumes, plus an ambient growth factor of 2 percent per year. The Project traffic was then added to these volumes. Table 5.8-8 shows that in the opening year plus Project condition all intersections would operate with a satisfactory LOS in the AM and PM peak hours with operation of the industrial development component of the Project. Thus, Project impacts to intersections in the opening year would be less than significant, and no traffic improvements would be required.

Table 5.8-8: Industrial Development Project Opening Year with Project AM and PM Peak Hour Intersection Level of Service

Intersection	Project Opening Year				Project Opening Plus Project				Increase in Delay		Impact	
	AM Peak		PM Peak		AM Peak		PM Peak					
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Pepper Ave/SR-210 WB Ramps	27.6	C	16.1	B	33.3	C	16.9	B	5.7	0.8	No	No
2. Pepper Ave/SR-210 EB Ramps	13.5	B	14.6	B	13.6	B	15.8	B	0.1	1.2	No	No
3. Pepper Ave/North Project Driveway	-	-	-	-	4.2	A	4.4	A	-	-	No	No
4. Pepper Ave/Auto Driveway (RIRO Only)	-	-	-	-	11.9	B	13.0	B	-	-	No	No
5. Pepper Ave/Truck Driveway	-	-	-	-	12.0	B	13.6	B	-	-	No	No
6. Pepper Ave/Winchester Dr-Terrace Rd	14.3	B	6.5	A	14.4	B	6.5	A	0.1	0.0	No	No
7. Pepper Ave/Baseline Rd	24.1	C	26	C	24.2	C	26.3	C	0.1	0.3	No	No

Source: TIA, Appendix H.

Roadway Segment Operations. The Project opening year with Project conditions at the roadway segments were determined through comparison of the daily roadway volumes with the capacity shown in the City's TIA Guidelines. Table 5.8-9 identifies that all roadway segments would operate at satisfactory levels (above the respective LOS D or E threshold) in the opening year with operation of the industrial development component of the Project on PA 2 and PA 3. Thus, Project impacts to roadway segments in the opening year would be less than significant, and no traffic improvements would be required.

Table 5.8-9: Industrial Development Project Opening Year Roadway Segment Operations

Roadway Segment	Threshold of Significance	Threshold Capacity	Opening Year Roadway ADT	Project Volume on Roadway Segment	Opening Year Roadway ADT + Project Volume	Impact
1. Pepper Avenue: Baseline to Winchester-Terrace	LOS D	32,999	21,793	420	22,213	No
2. Pepper Ave: Winchester-Terrace to Project North Driveway	LOS E	32,999	23,014	508	23,522	No
3. Pepper Ave: Project North Driveway to SR-210 EB Ramp	LOS E	32,999	23,014	1,060	24,074	No

Source: TIA, Appendix H.

Specific Plan Amendment and Industrial Development Project

Opening Year with Buildout of Specific Plan with Proposed Amendment and Cumulative Projects

The opening year with Project cumulative condition includes the existing traffic volumes, plus an ambient growth factor of 2 percent per year, plus traffic from the proposed Project (PAs 1, 2, 3 and 10), plus development of the remainder of the Specific Plan area (west side of Pepper Avenue), plus cumulative projects.

The cumulative projects included in this evaluation were selected from a list of cumulative projects provided by the City and are those projects which would add measurable traffic to the Project study area intersections. Other projects were deemed to be either too small or too far away to contribute measurable traffic to the study area. The development projects map for the City of San Bernardino was also reviewed and it was determined that there were no cumulative projects in the City of San Bernardino that would add measurable traffic to the study area. The cumulative projects are listed in Table 5.8-10, which shows the trip generation for each cumulative project and the total trips from the cumulative projects.

Table 5.8-10: Buildout of Specific Plan Amendment and Cumulative Projects Trip Generation

Land Use		Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Warehousing[1]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Single Family Residential Detached[2]		DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Multifamily Housing (Mid-Rise) Not Near Transit[3]		DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39
Convenience Store/Gas Station[4]		TSF	700.43	28.26	28.26	56.52	27.26	27.26	54.52
Fast Food Restaurant with Drive-Through Window[5]		TSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03
Strip Retail Plaza (<40 TSF)[6]		TSF	54.45	1.42	0.94	2.36	3.30	3.30	6.59
Coffee/Donut Shop with Drive-Through Window[7]		TSF	533.57	43.80	42.08	85.88	19.50	19.50	38.99
Retail Shopping Center[8]		TSF	42.70	0.60	0.36	0.96	1.78	1.93	3.71
Cumulative Projects Trip Generation									
1. Olive Avenue Development Project (Industrial)[9]	679.607	TSF	1,981	149	45	194	58	157	215
2. Fitzgerald Avenue Warehouse	45.659	TSF	78	6	2	8	2	6	8
Vehicle Mix (Fitzgerald Ave Warehouse)[10]		*Percent*							
Passenger Vehicles		60.00%	47	4	1	5	1	4	5
2-Axle Trucks		0.80%	1	0	0	0	0	0	0
3-Axle Trucks		11.20%	9	1	0	1	0	1	1
4+-Axle Trucks		28.00%	22	2	0	2	1	2	2
		100%	78	6	2	8	2	6	8
PCE Trip Generation (Fitzgerald Ave Warehouse)[11]		*PCE Factor*							
Passenger Vehicles		1.0	47	4	1	5	1	4	5
2-Axle Trucks		1.5	1	0	0	0	0	0	0
3-Axle Trucks		2.0	17	1	0	2	1	1	2
4+-Axle Trucks		3.0	66	5	1	7	2	5	7
Total PCE Trip Generation (Fitzgerald Ave Warehouse)			131	10	3	13	4	10	13
3. Renaissance Residential	1,229	DU	5580	105	350	455	292	187	479
4. Lytle Creek Specific Plan (SFR)[12]	6,500	DU		2,090	2,900	4,990	4,303	3,669	7,972
5. Tract 20199 - The Depot (SFR)	56	DU	528	10	29	39	33	19	53
6. Frontier Rialto Apartments	204	DU	926	17	58	75	49	31	80
7. Pepper Avenue Specific Plan PA 8									
Convenience Store/Gas Station	5.100	TSF	3572	144	144	288	139	139	278
Fast Food Restaurant with Drive-Through Window	4.800	TSF	2244	109	105	214	82	76	159
Strip Retail Plaza	4.100	TSF	223	6	4	10	14	14	27
Pass-By Trips[13]			-2908	-143	-141	-284	-119	-116	-235
Total Pepper Avenue Specific Plan PA 8			3131	116	112	228	116	113	229
8. Pepper Avenue Specific Plan PA 1 and PA 10									
Warehouse	250.185	TSF	428	33	10	43	13	32	45
Convenience Store/Gas Station	4.600	TSF	3222	130	130	260	125	125	251

Land Use		Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast Food Restaurant with Drive-Through Window	2.400	TSF	1122	55	52	107	41	38	79
Coffee Shop with Drive-Through	2.400	TSF	1281	105	101	206	47	47	94
Strip Retail Plaza	3.600	TSF	196	5	3	8	12	12	24
Pass-By Trips[13]			-2812	-159	-156	-315	-114	-113	-227
Vehicle Mix (Pepper Avenue Specific Plan PA 1 and PA 10)[10]		*Percent*							
Passenger Vehicles		60.00%	257	20	6	26	8	19	27
2-Axle Trucks		0.80%	3	0	0	0	0	0	0
3-Axle Trucks		11.20%	48	4	1	5	1	4	5
4+-Axle Trucks		28.00%	120	9	3	12	4	9	13
		100%	428	33	10	43	13	32	45
PCE Trip Generation (Pepper Avenue Specific Plan PA 1 and PA 10)[11]		*PCE Factor*							
Passenger Vehicles		1.0	257	20	6	26	8	19	27
2-Axle Trucks		1.5	5	0	0	1	0	0	1
3-Axle Trucks		2.0	96	7	2	10	3	7	10
4+-Axle Trucks		3.0	359	28	8	36	11	27	38
Total PCE Trip Generation from PA 1 and PA 10			717	55	16	71	21	54	75
Total PCE Trip Generation (Specific Plan PA 1 and 10)			3725	191	147	338	132	164	296
Total Cumulative Trip Generation			**16002**	**2688**	**3645**	**6333**	**4987**	**4350**	**9336**

TSF = Thousand Square Feet
DU = Dwelling Units
PCE = Passenger Car Equivalent
[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 150- Warehousing.
[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 210- Single Family Residential Detached.
[3] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 221 - Multifamily Housing (Mid-Rise) Not Close to Transit.
[4] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 945 - Convenience Store/Gas Station (9-15 Vehicle Fueling Positions).
[5] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window.
[6] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 822 - Strip Retail Plaza (<40 TSF).
[7] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 937 - Coffee/Donut Shop with Drive-Through Window.
[8] Trip rates from the Pepper Avenue Specific Plan Traffic Impact Analysis (Urban Crossroads, 2016), Trip rates from the Institute of Transportation Engineers, *Trip Generation, 9th Edition, 2012*.
[9] Project Trip Generation from Rialto Olive Avenue Development, Traffic Impact Study, November 2021. Project trips shown in PCE.
[10] Vehicle Mix from the Rialto Traffic Impact Analysis Report Guidelines, December 2013.
[11] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016
[12] Project Trip Generation from Traffic Impact Analysis Report for the Lytle Creek Ranch Planned Development Project, Crain & Associates, February 2008. No daily trip generation is provided in the TIA.[7]
[13] Pass-by trips from ITE, *Trip Generation Handbook, 3rd Edition, 2017*. Gas Station Pass-By is 62% AM, 56% PM. Fast Food pass-by is 49% AM, 50% PM. 50% used for Daily.

Intersection Operations. Table 5.8-11 shows the opening year, plus Project, plus cumulative AM and PM peak hour levels of service at study intersections. As shown, the intersection of Pepper Avenue/SR-210 Westbound Ramps would operate at unsatisfactory LOS E in the AM peak hour this condition. As a result, 2017 Final EIR Mitigation Measure TRAF-1 would be required to provide improvements at this intersection to modify the traffic signal to provide north/south split phasing, and restripe to provide one left-through lane, one shared through lane, and one through lane. The impact at the Pepper Avenue/SR-210 Westbound Ramps is a cumulative impact that was previously identified in the 2017 Final EIR. With implementation of 2017 Final EIR Mitigation Measure TRAF-1, the intersection would operate at acceptable levels as shown in Table 5.8-12.

Table 5.8-11: Opening Year Plus Project Plus Cumulative Projects Intersection Operations

Intersection	AM Peak		PM Peak		Impact	
	Delay	LOS	Delay	LOS	AM	PM
1. Pepper Ave/SR-210 WB Ramps	**70.7**	**E**	32.5	C	**Yes**	No
2. Pepper Ave/SR-210 EB Ramps	22.5	C	31.9	C	No	No
3. Pepper Ave/North Project Driveway	19	B	20	B	No	No
4. Pepper Ave/Auto Driveway (RIRO Only)	12.4	B	14.3	B	No	No
5. Pepper Ave/Truck Driveway	12.8	B	15.2	C	No	No
6. Pepper Ave/Winchester Dr-Terrace Rd	15.9	B	6.8	A	No	No
7. Pepper Ave/Baseline Rd	27.0	C	28.3	C	No	No

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service
Source: TIA, Appendix H.

Table 5.8-12: Opening Year Plus Project Plus Cumulative Projects Intersection Operations with Mitigation

Intersection	AM Peak		PM Peak		Impact
	Delay	LOS	Delay	LOS	
1. Pepper Ave/SR-210 WB Ramps	19.3	B	-	-	No

Source: TIA, Appendix H.

Roadway Segment Operations. The Project opening year plus Project plus cumulative condition is shown in Table 5.8-13, which details that all roadway segments would operate at satisfactory levels (above the respective LOS D or E threshold). Thus, Project impacts to roadway segments in the opening year plus Project plus cumulative condition would be less than significant, and no mitigation measures would be required.

Table 5.8-13: Opening Year Plus Project Plus Cumulative Projects Roadway Segment Operations

Roadway Segment	Threshold Capacity	Future Roadway ADT*	Project Volume on Roadway Segment	Future Roadway ADT + Project Volume	Impact
1. Pepper Avenue: Baseline to Winchester-Terrace	32,999	24,991	420	25,411	No
2. Pepper Ave: Winchester-Terrace to Project North Driveway	32,999	26,356	1,390	27,746	No
3. Pepper Ave: Project North Driveway to SR-210 EB Ramp	32,999	30,778	1,390	32,168	No

Source: TIA, Appendix H.

General Plan Buildout (Year 2040)

General Plan buildout year 2040 traffic volumes were developed by adding observed growth from the San Bernardino County Transportation Analysis Model (SBTAM) to the existing traffic volumes. Using this method, a growth of 24 percent was applied to the existing 2021 traffic volumes to forecast future 2040 General Plan conditions. In addition, buildout of the Specific Plan as proposed to be amended and cumulative development projects were included in the 2040 traffic volumes. Table 5.8-14 shows the General Plan buildout year 2040, plus Project, plus cumulative AM and PM peak hour levels of service at study intersections. As shown, the intersection of Pepper Avenue/SR-210 Westbound Ramps would operate at unsatisfactory LOS E in the AM peak hour this condition and the Project would cause an increase in delay of 9.0. As a result, 2017 Final EIR Mitigation Measure TRAF-1 would be required to provide improvements at this intersection. Consistent with 2017 Final EIR Mitigation Measure TRAF-1 the improvement includes changing the intersection phasing to split phase and changing the northbound lane geometry from one left-turn lane and two through lanes to one left-turn lane, one left-through lane, and one through lane.

Table 5.8-14: General Plan Buildout Year 2040 Plus Project Plus Cumulative Projects Intersection Operations

Intersection	General Plan				General Plan Plus Project				Increase in Delay		Impact	
	AM Peak		PM Peak		AM Peak		PM Peak					
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Pepper Ave/SR-210 WB Ramps	**55.5**	**E**	17.5	B	**64.5**	**E**	18.8	B	**9.0**	1.3	**Yes**	No
2. Pepper Ave/SR-210 EB Ramps	19.9	B	15.9	B	20.6	C	17.7	B	0.7	1.8	No	No
3. Pepper Ave/North Project Driveway	-	-	-	-	18.6	B	17.8	B	-	-	No	No
4. Pepper Ave/Auto Driveway (RIRO Only)	-	-	-	-	12.7	B	12.6	B			No	No
5. Pepper Ave/Truck Driveway	-	-	-	-	12.9	B	13.1	B	-	-	No	No
6. Pepper Ave/Winchester Dr-Terrace Rd	10.7	B	6.3	A	10.7	B	6.3	A	0	0	No	No
7. Pepper Ave/Baseline Rd	26.9	C	25.1	C	27.1	C	25.3	C	0.2	0.2	No	No

TWSC = Two Way Stop Control, LOS = Level of Service

Delay Reported in Seconds per Vehicle

Source: TIA, Appendix H.

With implementation of Mitigation Measure TRAF-1, impacts to City LOS requirements in the General Plan Buildout year 2040 with Project condition to intersections would be reduced to less than significant level as shown in Table 5.8-15.

Table 5.8-15: General Plan Buildout Year 2040 Plus Project Plus Cumulative Projects Intersection Operations with Mitigation

	AM Peak		PM Peak		Impact
Intersection	**Delay**	**LOS**	**Delay**	**LOS**	
1. Pepper Ave/SR-210 WB Ramps	34.0	C	-	-	No

Source: TIA, Appendix H.

Roadway Segment Operations. The Project General Plan buildout year 2040, plus Project, plus cumulative condition is shown in Table 5.8-16, which details that all roadway segments would operate at satisfactory levels (above the respective LOS D or E threshold). Thus, Project impacts to roadway segments in the General Plan buildout year 2040, plus Project, plus cumulative condition would be less than significant, and no mitigation measures would be required.

Table 5.8-16: General Plan Buildout Year 2040 Plus Project Plus Cumulative Projects Roadway Segment Operations

Roadway Segment	Threshold Capacity	GP Buildout Roadway ADT*	Project Volume on Roadway Segment	GP Buildout Roadway ADT + Project Volume	Impact
1. Pepper Avenue: Baseline to Winchester-Terrace	32,999	28,236	420	28,656	No
2. Pepper Ave: Winchester-Terrace to Project North Driveway	32,999	25,412	1,390	26,802	No
3. Pepper Ave: Project North Driveway to I-210 EB Ramp	32,999	33,837	1,390	35,227	Yes

Source: TIA, Appendix H.

Intersection Queuing. The queue length for turn movements at study intersections was analyzed to determine whether the available queue length of left and right-turn pockets would be adequate for the forecast traffic volumes in the General Plan with Project with cumulative condition. As shown in Table 5.8-17, most of the intersections would provide sufficient queuing length; however, at Pepper Avenue/Baseline Road, the queue of eastbound and northbound left-turning vehicles would terminate within the transition of the left-turn lane. At these locations, a painted median is present and therefore vehicles would not queue into the through lanes. The southbound left-turn lane at the intersection of Pepper Avenue/North Project Driveway would provide a queue length of 175 feet, as included in Design Feature DF TRAF-2, to avoid a queueing impact.

Table 5.8-17: Intersection Queuing Analysis

Intersection	Turning Movement	Available Queue Length (Ft)	General Plan Plus Project Plus Mitigation	
			AM Peak Hour	PM Peak Hour
			Required Queueing (Ft)	Required Queueing (Ft)
1. Pepper Avenue/SR-210 WB Ramps	NBL	310	235	225
	WBL	750	403	190
2. Pepper Avenue/SR-210 EB Ramps	SBL	310	44	29
	EBL	750	60	84
3. Pepper Avenue/North Project Driveway	NBL	100	43	54
	SBL	100	161	97
	EBL	100	79	80
	WBL	100	21	29
5. Pepper Avenue/Truck Driveway	SBL	100	9	3
6. Pepper Avenue/Winchester Drive - Terrace Road	NBL	100	61	16
	SBL	100	6	6
7. Pepper Avenue/Baseline Road	NBL	40	54	24
	SBL	100	68	43
	EBL	100	124	169
	WBL	85	66	59

Indicates queueing required greater than storage available

Source: TIA, Appendix H

Transit, Bicycle, and Pedestrian Facilities

Transit: As described previously, the Specific Plan area is not currently served by OmniTrans transit. The closest existing transit services to the Specific Plan area include Route 10 that runs east and west along Baseline Road to the south of the Specific Plan area and Route12 that runs east and west along Highland Avenue to the north of the Specific Plan area. This existing transit service would continue to serve its ridership in the area and may also have the potential to serve employees of the Specific Plan area. The proposed Specific Plan would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Pepper Avenue contains Class II bike lanes on both sides of the street. Also, Baseline Road contains a Class II bike lane. Class II bike lanes are striped lanes that provide bike travel and can be next to a curb or parking lane. Implementation of the proposed Project would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, Pepper Avenue and Baseline Road contains sidewalks on both sides of the street. Implementation of the proposed Project would include roadway improvements that would provide for new sidewalks where none exist currently, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Project would also not conflict with pedestrian facilities.

Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

IMPACT TR-2: THE PROJECT WOULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED

Less than Significant Impact

Specific Plan Amendment and Industrial Development Project

The City of Rialto utilizes the County of San Bernardino VMT analysis methodology, impact thresholds and screening thresholds to determine if projects would have a potential to result in a significant impact related to VMT, and therefore, require a VMT analysis. The County's Transportation Impact Study Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. The criteria and the applicability of each to the proposed Project is described below.

Screening Criteria 1 – Local Serving Land Use: According to the County's guidelines, projects that serve the local community and have the potential to reduce VMT would not be required to complete a VMT assessment. These types of projects include K-12 schools, local serving retail, day care centers and student housing. The project proposes to redesignate a portion of the Specific Plan area from Community Commercial to Light Industrial and to develop and operate an industrial warehouse within a portion of the area. Therefore, the Project would not be considered a local serving land use. Criteria 1 would not apply.

Screening Criteria 2 – Project Trip Generation Screening: The County's guidelines state that projects generating less than 110 daily vehicle trips would not be required to complete a VMT assessment. The County's Guidelines discuss the type of VMT that should be evaluated for various types of projects. For employment projects, such as the proposed project, the County guidelines specify that VMT/Employee for only the home-based-work trip purpose is analyzed. This is consistent with CEQA Guidelines Section 15064.3(a) which states "For the purpose of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project". Based on both of these guidance documents, truck trips are not included in the VMT analysis.

To determine if the project's trip generation would exceed the 110 daily vehicle trips screening threshold, the passenger vehicle trip generation was utilized. This approach is consistent with both the County and CEQA Guidelines. As shown in Table 5.8-5, the light industrial development Project would generate 498 daily passenger vehicle trips, which is more than 110 daily passenger vehicle trips. Therefore, the Project would not meet Screening Criteria 2.

Screening Criteria 3 - Transit Priority Area Screening: According to the County's guidelines, projects located in a - Transit Priority Area (TPA) may be presumed to have a less than significant impact. The Specific Plan area is not located in a TPA; therefore, the Project would not satisfy the requirements of Screening Criteria 3.

Screening Criteria 4 - Low VMT Area Screening: The County's guidelines include a screening threshold for projects located in a low VMT generating area. The Specific Plan area was evaluated using the SBCTA VMT Screening Tool (SBCTA VMT Screening Tool (arcgis.com)). The Specific Plan area is located within two traffic analysis zones (TAZ's; TAZ 53759102 and 53759602). The Specific Plan Amendment area (PA 1, PA 2, PA 3, and proposed PA 10) is located in TAZ53759602. The County's criteria of 4 percent below County baseline was used to screen the project using Production-Attraction VMT per worker. As shown in Figure 5.8-3, the Countywide VMT/Worker is 16.9, therefore the threshold VMT/Worker would be 16.2. The VMT/Worker for the TAZ 53759102 is 14.7 and for TAZ 53759602 (the Specific Plan Amendment Area) is 9.7. Therefore, the VMT/Worker within the Specific Plan area (including the Amendment area of PA 1, PA 2, PA 3, and proposed PA 10 and the industrial development Project within PA 2 and PA 3) would be

below the threshold of 16.2 and would meet Screening Criteria 4. Because the proposed Project site is located within a low VMT area, the proposed Project would meet Screening Criteria 4 and impacts related to VMT would be less than significant.

5.8.7 CUMULATIVE IMPACTS

Traffic

As described previously, the impacts of proposed Project in relation to roadway levels of service, in combination with past, present, and reasonably foreseeable future development would result in one intersection operating at unsatisfactory level of service in the AM peak hour in the Project plus cumulative scenarios in both the opening year 2023 and General Plan buildout 2040 cumulative traffic conditions. That require implementation of 2017 Final EIR Mitigation Measure TRAF-1, which would require implementation of roadway improvements.

Roadway, Transit, Bicycle, and Pedestrian Networks

As described previously, the proposed Project would provide additional pedestrian facilities in the area as development pursuant to the Specific Plan occurs and the proposed Project would not alter any existing transit, bicycle, or pedestrian facilities. Cumulative development would be subject to site-specific environmental and planning reviews that would address consistency with adopted policies, plans and provisions related to public transit, bicycle facilities and pedestrian facilities. Because the Project implements the adopted plans for bicycle and pedestrian facilities, and future development would be required to be consistent with these plans, the proposed Project would not contribute to cumulative impacts. Thus, the proposed Project would not result in cumulative impacts related to bicycle, transit, or pedestrian facilities.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Rialto. Projects that are located in a low VMT generating area would not have a cumulative impact on VMT. Therefore, because the Specific Plan Amendment area, including industrial development site are within a low VMT generating area and have a VMT/Worker that is below the County average, impacts related to VMT would be less than cumulatively considerable VMT impacts. As such, the proposed Project would not result in cumulative impacts related to VMT.

5.8.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following existing regulations would reduce potential impacts related to transportation.

- San Bernardino County Congestion Management Program
- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Rialto Development Impact Fee Program
- City of Rialto General Plan

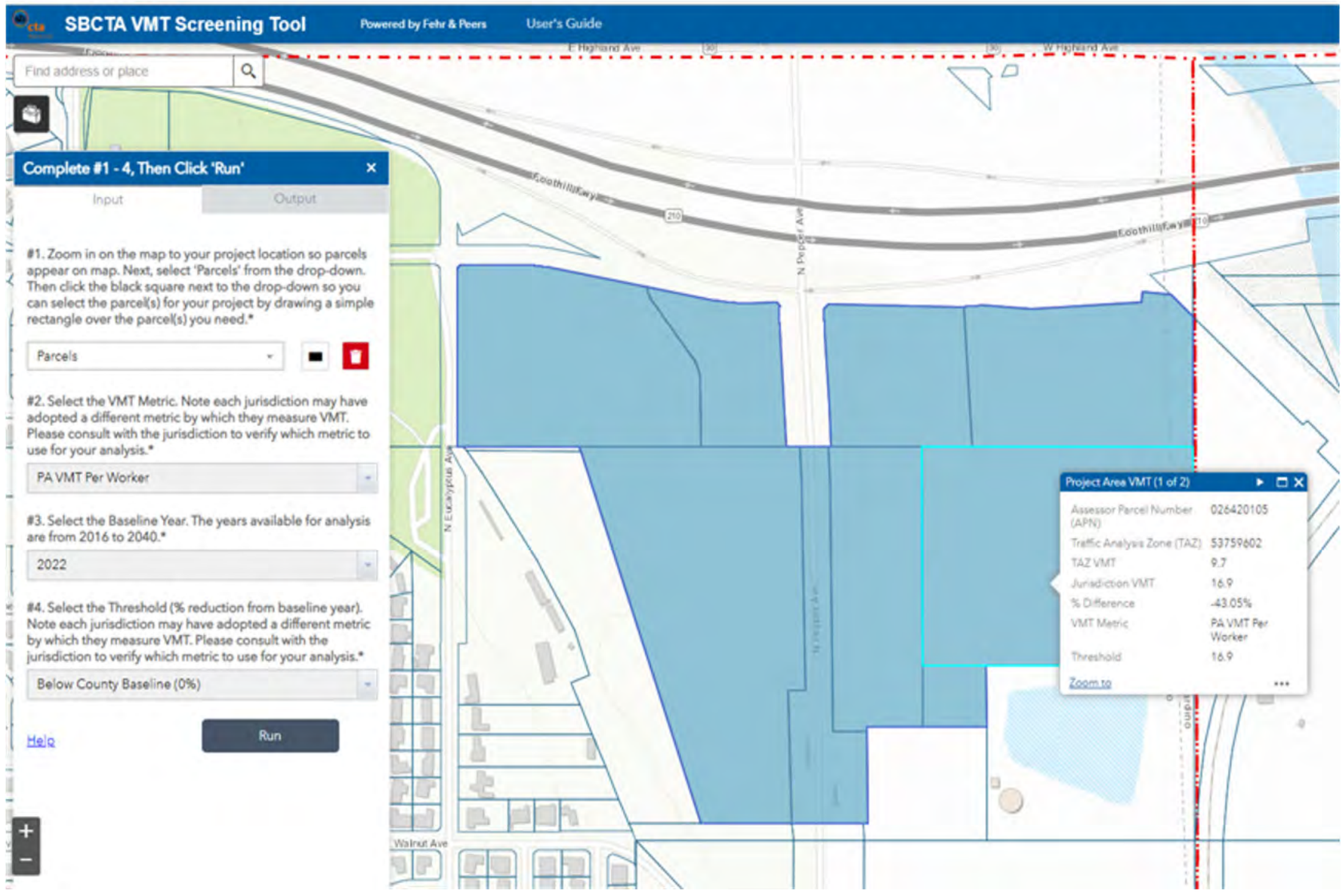
SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1 - 4, Then Click 'Run'
Input
Output
#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*
Parcels
#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
PA VMT Per Worker
#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*
2022
#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
Below County Baseline (0%)
Help
Run
E Highland Ave
W Highland Ave
Foothill Fwy
N Pepper Ave
N Eucalyptus Ave
Walnut Ave
Project Area VMT (1 of 2)
Assessor Parcel Number (APN) 026420105
Traffic Analysis Zone (TAZ) 53759602
TAZ VMT 9.7
Jurisdiction VMT 16.9
% Difference -43.05%
VMT Metric PA VMT Per Worker
Threshold 16.9
Zoom to

Figure 5.8-3

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5.8.9 PROJECT DESIGN FEATURES

The following 2017 Final EIR PDFs have been evaluated to determine their applicability to be incorporated into the proposed Project and would reduce potential impacts related to transportation.

2017 Final EIR Design Feature DF TRAF-1: Pepper Avenue / Northerly Right-In/Right-Out (RIRO) Driveway – Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left-out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

Proposed Industrial Development Project Applicability: Design Feature DF TRAF-1 is not applicable to the proposed industrial development because it is related to the driveway at PA 5. However, it is applicable to the Specific Plan buildout of PA 5 and will be included in the MMRP to ensure implementation.

2017 Final EIR Design Feature DF TRAF-2: Pepper Avenue / Main Driveway (intersection #23) – Install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one left turn lane, one through lane, and one shared through right lane.
- SB Approach: Provide one ~~two~~ left turn lane~~s~~ with 175 feet of storage, one through lane, and one shared through right lane.
- EB Approach: Provide one left turn lane and one shared through-right lane.
- WB Approach: Provide one left turn lane, one through lane, and one right turn lane.

Proposed Industrial Development Project Applicability: Design Feature DF TRAF-2 is included as part of the Project. However, per the evaluation in this Traffic Impact Analysis, only one southbound left-turn lane with 175 feet of storage would be required to achieve satisfactory LOS at this driveway. Therefore, the southbound approach improvement has been revised and will be included in the MMRP to ensure implementation.

2017 Final EIR Design Feature DF TRAF-3: Pepper Avenue / Southerly RIRO Driveway – Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

Proposed Industrial Development Project Applicability: Design Feature DF TRAF-3 is not applicable to the proposed industrial development because it is related to the driveway at PA 6. However, it is applicable to the Specific Plan buildout of PA 6 and will be included in the MMRP to ensure implementation.

2017 Final EIR Design Feature DF TRAF-4: Pepper Avenue / South Driveway (intersection #24) – At complete buildout, or as otherwise determined by traffic needs, install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one through lane and one shared through-right lane.

- SB Approach: Provide one left turn lane and two through lanes.
- WB Approach: Provide ~~one left turn lane, and~~ one right turn lane.

Proposed Industrial Development Project Applicability: Design Feature DF TRAF-4 is applicable to the proposed industrial development as it would provide truck access to PA 2 and PA 3 and would be limited to southbound (inbound) left-turns and westbound (outbound) right-turn. This measure will be included in the MMRP to ensure implementation.

5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impact TR-2 would be less than significant.

Without mitigation, the following impact would be **potentially significant**:

- Impact TR-1: Conflicts a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.8.9 MITIGATION MEASURES

As detailed previously, the improvement to the northbound approach at intersection of Pepper Avenue/SR-210 Westbound Ramps (identified as Intersection 1 in the analysis above and Intersection 10 below in the 2017 Final EIR Mitigation Measure TRAF-1) would be required for the proposed industrial development to reduce cumulative impacts to a less than significant level.

Due to the reduction in vehicular trips that would occur from buildout of the proposed Specific Plan Amendment in comparison to buildout of the existing Specific Plan (as detailed in Section 6.0, *Alternatives*), some of the intersection improvements listed in Mitigation Measure TRAF-1 may not be required. Consistent with the analysis completed for the proposed industrial development project, each development project within the Specific Plan area would be required to provide the City with a project specific traffic analysis to determine the improvements that would be required to meet the City's LOS and roadway improvement criteria requirements.

2017 Final EIR Mitigation Measures

Mitigation Measure TRAF-1: Prior to issuance of building permits, future Project applicant(s) shall participate in the City of Rialto Development Impact Fee (DIF) Program by paying applicable fees, supplemented by participation in additional fair share intersection improvement costs as needed. Such fees shall be determined by additional and/or focused traffic impact studies, as determined necessary by the City of Rialto Traffic Engineering Division, prior to future development occurring within the Specific Plan Area. Payment of fees to these fee programs may be considered as mitigation for the Project's proportionate share of cumulative impacts. If the City finds that the payment of DIF fees alone do not adequately address the Project's proportionate share, a fair share contribution may be imposed in order to mitigate the Project's share of cumulative impacts. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). The improvements identified below shall be funded by the Project's proportionate payment of fees, as determined necessary by the City of Rialto Traffic Engineering Division. The City shall ensure that the improvements will be constructed pursuant to the fee program at the point in time necessary to avoid identified significant traffic impacts.

Riverside Avenue/Easton Street (Intersection #3):

- Participate in the signal modification to provide separate right turn overlap signal phasing for the existing westbound right turn lane.

Eucalyptus Avenue/Baseline Road (Intersection #8):

- Northbound Approach: Provides separate left turn lane, in addition to the existing through lane.
- Southbound Approach: Provide separate left turn lane, in addition to the existing through lane.

Pepper Avenue/Highland Avenue (Intersection #9):

- Northbound Approach: Restripe through lane to shared through-right lane, in addition to the left turn lane and right turn lane.
- Eastbound Approach: Participate in the signal modification to provide separate right turn overlap signal phasing for the right turn lane.

Pepper Avenue/SR-210 Westbound Ramps (Intersection #10):

- Northbound Approach: Modify traffic signal to provide north/south split phase. restripe first through lane to provide a left-through lane, in addition to the left turn lane and second through lane.
- Westbound Approach: Provide additional (second) left turn lane.

Pepper Avenue/SR-210 Eastbound Ramps (Intersection #11):

- Northbound Approach: Provide separate right turn lane.
- Eastbound Approach: Provide additional (second) right turn lane.

Pepper Avenue/Winchester Drive (Intersection #12):

- Participate in construction of a traffic signal.
- Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.
- Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.

Pepper Avenue/Mariposa Drive (Intersection #13):

- Participate in construction of a traffic signal.
- Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.
- Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.

Pepper Avenue/Baseline Road (Intersection #14):

- SB Approach: Provide separate right turn lane.

Pepper Avenue/Etiwanda Avenue (Intersection #15):

- Participate in construction of a traffic signal.

Pepper Avenue/Foothill Boulevard (Intersection #16):

- Participate in the signal modification to provide separate right turn overlap signal phasing for the existing eastbound right turn lane.
- Southbound Approach: Provide separate right turn lane.
- Westbound Approach: Provide additional (third) through lane.

Proposed Industrial Development Project Applicability: Mitigation Measure TRAF-1 and the improvement to the northbound approach at Pepper Avenue/SR-210 Westbound Ramps is applicable to the proposed industrial development and would be included in the MMRP for the development project.

Specific Plan Amendment Applicability: Mitigation Measure TRAF-1 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Proposed Project Mitigation Measures

No additional mitigation measures are required.

5.8.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact TR-1: After implementation of 2017 Final EIR Mitigation Measure TRAF-1, impacts at the intersection would be reduced to below applicable City thresholds. With implementation of 2017 Final EIR Mitigation Measure TRAF-1, impacts to traffic from the proposed industrial development and the Specific Plan Amendment would be less than significant.

Impact TR-2: Impact TR-2 would be less than significant.

REFERENCES

City of Rialto General Plan. Accessed: https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan

City of Rialto Municipal Code. Accessed: https://library.municode.com/ca/rialto

City of Rialto General Plan Exhibit 4.5, Truck Routes. Accessed: https://www.yourrialto.com/DocumentCenter/View/599/Truck-Routes-PDF

OmniTrans System Map. Accessed: https://omnitrans.org/wp-content/uploads/2020/01/January-2020-System-Map.pdf

"Pepper Avenue Specific Plan Amendment and Industrial Development Project Traffic Impact Analysis" 2022, Appendix H.

5.9 Tribal Cultural Resources

5.9.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCRs) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *Cultural Resources Assessment, Pepper Avenue Rialto Project, City of Rialto, San Bernardino County, California*, Material Culture Consulting March 2022, Appendix D
- *City of Rialto General Plan*
- *Pepper Avenue Specific Plan Environmental Impact Report* (Final EIR), ESA, October 2017
- *City of Rialto Municipal Code*

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.9.2.2 State Regulations

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the NAHC to aid in the protection of TCRs. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on TCRs. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request

consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the Project includes a Specific Plan Amendment, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered TCRs (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.9.2.3 Local Regulations

City of Rialto General Plan

The City of Rialto's General Plan contains the follow goals and policies related to tribal cultural resources:

Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.

Policy 7-3.1: Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

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

Policy 7-3.3: Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.

Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

5.9.3 ENVIRONMENTAL SETTING

Native American Tribes

The Pepper Avenue Specific Plan is within an area where the traditional use territories of the Serrano, Cahuilla, and Gabrielino meet, just west of the present-day city of San Bernardino. All of these cultural groups spoke languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock (Bean 1978:576; Geiger and Meighan 1976:19). More detailed ethnographic information is supplied by Bean and Saubel (1972), Bean and Smith (1978), Bean and Vane (2001), Harrington (1942), McCawley (1996), and Strong 1929. The reader is referred to these documents for specific information on historical Native American cultures of the southern San Bernardino County.

Serrano

The Serrano people once occupied the Mountain, North Desert, and East Desert Regions of present-day San Bernardino County. Mainly due to the inland territory that the Serrano occupied beyond Cajon Pass, contact between Serrano and Europeans was minimal. As early as 1790, some Serrano people were drawn into mission life. After a failed attack of the Mission San Gabriel in 1811, some Serrano people relocated to Morongo with the Cahuilla tribe. Others followed the Serrano leader Santos Manuel toward the San Bernardino County valley floors and eventually settled to become the San Manuel Band of Mission Indians Reservation.

Cahuilla

The eastern portion of the Valley Region, the southeastern part of the Mountain Region, and the southern portion of the East Desert Region of San Bernardino County were once home to the Cahuilla people. It is thought that the Cahuilla migrated to southern California approximately 2,000 to 3,000 years ago with related sociolinguistic groups, most likely from the southern Sierra Nevada Mountain ranges. The Cahuilla settled in a territory that extended from the present-day city of Riverside to the central portion of the Salton Sea in the Colorado Desert, and from the San Jacinto Valley to the San Bernardino Mountains.

Gabrielino

The Gabrielino historically occupied the southwestern portion of San Bernardino County, including the Valley Region. The name Gabrielino denotes the people who were under the control of the Spanish from Mission San Gabriel, which included people from the Gabrielino proper as well as other social groups. Many contemporary Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and use the native term Tongva. Historic-era Tongva settlements in the San Bernardino Valley were primarily located at the base of the foothills and along perennial watercourses.

Pepper Avenue Specific Plan

Existing PAs 1, 2 and 3 of the Pepper Avenue Specific Plan have been disturbed by previous agricultural use and modern-day transient activity. Up to 1970, all three PAs were developed with citrus orchards. On December 10, 2021, a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC). On February 1, 2022, the NAHC responded stating that sacred lands were identified within a 1-mile radius of the Project area.

Local Tribal Cultural Knowledge

Three Native American Tribes provided local tribal knowledge of the Project area:

- The San Manuel Band of Mission Indians noted that the Project site is not located in the vicinity of any known tribal cultural resources.
- The Agua Caliente Band of Cahuilla Indians stated the Tribe had no concerns regarding the Project.
- The Santa Rosa Band of Cahuilla Indians stated the Tribe has no comment regarding the Project.
- The Quechan Tribe of the Fort Yuma Reservation stated that the Tribe has no comment regarding the Project and defers to local tribes.
- The Serrano Nation of Mission Indians stated that the Tribe has no comment regarding the Project.
- The Gabrieleno Band of Mission Indians-Kizh Nation noted that the Tribe has information and concerns regarding the Project location as the Project area is within the boundaries of Kizh ancestral territory.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or

TCR-2 A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

Initial Study Findings

The Initial Study established that the proposed Project would not result in new impacts related to Threshold TCR-1; no further assessment of this impacts is required in the Draft Subsequent EIR.

5.9.5 METHODOLOGY

The tribal cultural resource analysis is based on the Phase 1 Cultural Resources Assessment (CRA) and consultation between the City of Rialto and Gabrieleno Band of Mission Indians-Kizh Nation pursuant to SB 18 and AB 52. The Phase 1 CRA included an archaeological and historical records search, completed by the South Central Coastal Information Center for existing PAs 1, 2 and 3. Pedestrian and reconnaissance surveys were conducted at PAs 1, 2 and 3; see Section 5.3.5 for details on the Methodology. The NAHC was contacted to perform a Sacred Lands File (SLF) search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

5.9.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the 2017 Final EIR

The 2017 Final EIR does not include a specific evaluation related to Tribal Cultural Resources; however, the 2017 Final EIR determined that ground disturbing construction activities within the Specific Plan area could have a significant impact on archaeological resources and protection related to tribal cultural resources was provided in the 2017 Final EIR mitigation measures that were included to reduce potential impacts to a less than significant level (2017 Draft EIR page 4.D-16).

The 2017 Final EIR also describes that no known human remains, or Native American cultural resources have been identified within the Specific Plan area or within a one-half mile buffer. However, the Specific Plan area is located within close proximity to a major water source (Lyle Creek) which would have attracted prehistoric and historic period inhabitants to the area and several historic period water control/management resources have been identified nearby. As a result, the 2017 Final EIR determined that the Specific Plan area has a moderate to high potential to encounter human remains and mitigation was included to reduce potential impacts to a less than significant level (2017 Draft EIR page 4.D-17). 2017 Final EIR Mitigation Measures CUL-7 requires cessation of ground-disturbing activity and consultation with the County Coroner and Native American tribes in the event human remains are encountered during construction activities.

Proposed Project

The proposed Project would redesignate the land use of approximately 35.56-acres of land on the east side of Pepper Avenue that is adjacent to the south of I-210 from Community Commercial to Light Industrial. Under the new land use, development would change from the anticipated buildout of a portion of the Pepper Avenue Specific Plan area from 125,000 square feet of business park uses and 351,650 square feet of retail uses to 735,185 square feet of light industrial uses and 13,000 square feet of retail uses. In addition, the Project includes development of a 485,000 square foot industrial warehousing building on PAs 2 and 3. Potential tribal cultural resource related impacts from the proposed change in land use and from construction and operation of the proposed light industrial development on PA 2 and PA 3 are detailed below.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated.

Specific Plan Amendment and Industrial Development Project

As part of the SB 18 and AB 52 consultation processes, the City of Rialto contacted local Native American tribes concerning the proposed Project. Of the 14 tribes contacted, the Gabrieleño Band of Mission Indians-Kizh Nation responded with a request for formal consultation. The consultation occurred via email, during which the Tribes requested to review the Phase 1 CRA, Geotechnical Report, and plans for the proposed industrial development component of the Project showing the depth of disturbance. The Tribe indicated that the Project lies within the Gabrieleño ancestral territory and a historical landscape. The Tribe provided information regarding Kizh oral history and elder testimony, along with data on Native American discoveries in proximity to the Project site. As such, the Tribe considers the Specific Plan area sensitive for tribal cultural resources.

As described in Draft Subsequent EIR Section 5.3, *Cultural Resources*, the 2017 Final EIR includes Mitigation Measure CUL-4 through CUL-6 provide for archaeological and Native American construction monitoring and protection of any resources that are uncovered. In addition, California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5(e), included as 2017 Final EIR Mitigation Measure CUL-7, requires that if human remains are discovered, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

In addition, although consultation with the Gabrieleño Band of Mission Indians-Kizh Nation did not support substantial evidence that listed or eligible tribal cultural resources—pursuant to criteria in PCR Section 5024.1(c)—are within the Specific Plan area, the City has considered the Tribe's requests and has included Mitigation Measures TCR-1 through TCR-3, to ensure that potential impacts on the inadvertent discovery of tribal cultural resources are less than significant.

5.9.7 CUMULATIVE IMPACTS

The Project's potential to result in cumulatively considerable impacts to tribal cultural resources were analyzed in conjunction with other projects located in the influence areas of the tribes in the region. There is potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover tribal cultural resources. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by SB 18 and AB 52, and project-specific mitigation. Project implementation of 2017 Final EIR Mitigation Measure CUL-7 and Project-specific Mitigation Measures TCR-1 through TCR-3 would reduce project-level impacts to less than significant, and the Project's potential contribution toward cumulatively significant impacts to inadvertent discoveries of tribal cultural resources would also be reduced to less than significant.

5.9.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following existing regulations would reduce potential impacts related to tribal cultural resources.

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

5.9.9 PROJECT DESIGN FEATURES

No PDFs related to tribal cultural resources are included in the proposed Project.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impact would be potentially significant:

- Impact TCR-2: Inadvertent discovery of subsurface artifacts may be of Native American heritage and be potentially significant.

5.9.11 MITIGATION MEASURES

2017 Final EIR Mitigation Measures

The following mitigation measures are detailed previously in Section 5.3.11, *Cultural Resources*.

Mitigation Measure CUL-4: Conduct Archaeological and Native American Construction Monitoring.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-4 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-4 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Mitigation Measure CUL-5: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-5 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-5 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Mitigation Measure CUL-6: Prepare Archaeological Monitoring Report.
Proposed Industrial Development Project Applicability: Mitigation Measure CUL-6 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-6 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Mitigation Measure CUL-7: Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.

Proposed Industrial Development Project Applicability: Mitigation Measure CUL-7 is applicable to the proposed industrial development and would be included in the MMRP for the proposed industrial development project.

Specific Plan Amendment Applicability: Mitigation Measure CUL-7 is applicable to future developments within the Specific Plan area and would be included in the MMRP for implementation with future Specific Plan development projects.

Proposed Project Mitigation Measures

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities within the Specific Plan Area.

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" within the Specific Plan 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 "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

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

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

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

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

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

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

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

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

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

Mitigation Measure TCR-3: Procedures for Burials and Funerary Remains.

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

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

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

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

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

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

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

5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

2017 Final EIR Mitigation Measure CUL-7 and proposed Project Mitigation Measures TCR-1 through TCR-3 and existing regulatory programs and requirements described in Section 5.3 and herein Section 5.9 would reduce potential impacts associated with tribal cultural resources for Impact TCR-2 to less than significant. Therefore, no significant unavoidable adverse impacts related to tribal cultural resources would occur.

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5.10 Mandatory Findings of Significance

5.10.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires an EIR to describe "any significant impacts, including those which can be mitigated but not reduced to a level of insignificance." Potential environmental effects of the proposed Project and mitigation measures are discussed in detail throughout in Chapter 5 of this Draft Subsequent EIR. As summarized below and detailed in Section 5.2, *Air Quality*, and Section 5.5, *Greenhouse Gas Emissions*, impacts in the following areas would remain significant and unavoidable, even with the incorporation of applicable regulations and feasible mitigation measures.

Air Quality

As detailed in Section 5.2, *Air Quality*, operation of the proposed Specific Plan Amendment at buildout would result in exceedance of the applicable South Coast Air Quality Management District (SCAQMD) threshold for NOx after implementation of applicable regulations and mitigation. Approximately 96 percent of the Project's NOx emissions are derived from heavy duty truck trips. The Project would implement various measures from the California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures, as listed Section 3.0, *Project Description*, and Mitigation Measures AQ-3 through AQ-8 are included to reduce the operational NOx emissions; however, these measures would not be sufficient enough to reduce the NOx emissions to below the SCAQMD thresholds. Neither the Project applicant nor the City have regulatory authority to control tailpipe emissions. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional operational air quality emissions would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

In addition, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. Due to the Project exceedance of the NOx threshold, impacts would be cumulatively considerable and significant and unavoidable.

Greenhouse Gas Emissions

As detailed in Section 5.5, *Greenhouse Gas Emissions*, the GHG emissions that would be generated from the proposed Project would be in excess of the 3,000 MTCO2e/yr screening threshold. Mitigation Measures AQ-3 through AQ-8 would be implemented to require implementation of various measures to reduce GHG emissions. However, these measures would not be sufficient enough to reduce the GHG emissions to below the threshold. The large majority of GHG emissions would be generated by Project vehicles that neither Project applicants nor the City have the ability to reduce. Therefore, GHG emissions from implementation of the proposed Project would be significant and unavoidable.

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. The analysis of greenhouse gas emission impacts under CEQA contained in this Draft Subsequent EIR effectively constitutes an analysis of a project's contribution to the significant statewide cumulative impact of GHG emissions. Because the estimated GHG emissions from development and operation of the proposed Project would exceed the threshold after implementation of mitigation measures, the contribution of the proposed Project to significant cumulative GHG impacts is significant and unavoidable and cumulatively considerable.

5.10.2 GROWTH INDUCEMENT

This section analyzes the growth inducement potential of the proposed Project and the associated secondary effects of growth the Project might permit. As required by CEQA Guidelines Section 15126.2(d), an EIR must:

> "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Thus, based on CEQA, a project could have a direct effect on population growth, for example, if it would involve construction of substantial new housing. A project could also have indirect growth-inducement potential if it would:

- Establish substantial new permanent employment opportunities (e.g., commercial, industrial, governmental, or other employment-generating enterprises) or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities;
- Remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or would add substantial capacity that could accommodate additional unplanned growth;
- Remove obstacles to growth through changes in existing regulations pertaining to land development;
- Result in the need to expand one or more public service facilities to maintain desired levels of service; or
- Involve some other action that could encourage and facilitate other activities that could significantly affect the environment.

CEQA Guidelines Section 15126.2(d) states that growth-inducing effects are not to be construed as necessarily beneficial, detrimental or of little significance to the environment. The following information is provided as additional information on ways in which the proposed Project could contribute to significant changes in the environment beyond the direct consequences of developing the land use concepts examined in the preceding sections of this Draft Subsequent EIR.

Establish substantial new permanent employment opportunities or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities

The proposed Project would change the existing buildout from 476,650 SF of Community Commercial uses to 735,185 SF of Light Industrial uses and 13,000 SF of commercial uses (including the proposed unrefrigerated light industrial development component of the Project of approximately 485,000 SF). Both the existing and proposed land uses are employment generating uses. The 2017 Final EIR assumes a generation rate of 12.60 employees per acre (3,457.14 SF per employee) for the existing Community Commercial, which equates to a total of 138 employees for buildout of the 476,650 SF area.

The Fiscal Analysis prepared for the proposed light industrial development component of the Project identifies that the proposed land use is estimated to result in one employee per 1,200 SF, which is consistent with SCAG's Employment Density Study estimate of one employee per 1,195 SF. Based on the estimate of one employee per 1,200 SF, the proposed light industrial buildout of PAs 2, 3, and the proposed PA 10 would result in 612 employees. The proposed buildout of the reduced PA 1 would result in approximately 4 employees. This is an increase of 478 employees over the existing allowable buildout of these PAs.

SCAG's 2020 Growth Forecast by Jurisdiction estimates that employment within the City of Rialto would grow from 24,400 in 2020 to 35,500 in 2045. The total number of employees that would result from the proposed Project (612) would equate to 5.5 percent of the SCAG projected growth; and the 478 employee increase that would result from the proposed land use change at buildout would equate to 4.3 percent of the projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections, and within the growth assumptions of the AQMP. Thus, the employment provided by the proposed Project would not induce growth and would not result in the need for additional housing, businesses, and services to support the increased economic activities.

In addition, the proposed Project would accommodate the forecasted employment in an environmentally sustainable manner by providing job opportunities for nearby residents that would reduce vehicle miles traveled. Also, as listed below, the City of Rialto has had unemployment rates ranging between 4.6 and 10.9 percent over the last 5 years (EDD 2022).

- March 2022: 4.8 percent unemployment rate
- 2021 Annual Average: 8.6 percent unemployment rate
- 2020 Annual Average: 10.9 percent unemployment rate
- 2019 Annual Average: 4.6 percent unemployment rate
- 2018 Annual Average: 4.6 percent unemployment rate
- 2017 Annual Average: 5.7 percent unemployment rate

The jobs would provide new employment opportunities for people living in Rialto and the surrounding cities. Most of the new labor and office jobs that would be created by the proposed Project would be positions that are anticipated to be filled by people who would already be living within Rialto and surrounding communities and would not induce an unanticipated influx of new labor into the region. Providing jobs in the area is a benefit of the proposed Project because providing jobs for local residents would help to reduce vehicle miles traveled and the related emissions from motor vehicles. Overall, the proposed Project would be within SCAG's forecasted employment growth. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Remove Obstacles to Growth, e.g., Through the Construction Or Extension of Major Infrastructure Facilities that do not Presently Exist in the Project Area or Would Add Substantial Capacity that Could Accommodate Additional Unplanned Growth.

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The Specific Plan area is within an urban area and has been planned and previously approved for development. The Pepper Avenue right-of-way contains an existing infrastructure system that would serve the Specific Plan area. Water, sewer, drainage, and roadways provide service to all of the areas within the Specific Plan. As described in Section 3.0, *Project Description*, development projects pursuant to the

Pepper Avenue Specific Plan, including the industrial development component of the Project, would include installation of onsite infrastructure and new connections to the existing infrastructure systems. The proposed Project does not involve extension of utilities into undeveloped areas.

Development of the Pepper Avenue Specific Plan area would include circulation improvements to provide onsite streets and pedestrian sidewalks along Pepper Avenue, which would enhance local circulation for Specific Plan employees and the use of transit. The onsite streets and sidewalks that would be implemented by the proposed Project would not extend circulation into a new area or provide excess circulation capacity that could induce growth. As a result, the potential of infrastructure related growth inducement impacts would be less than significant.

Remove Obstacles to Growth Through Changes in Existing Regulations Pertaining to Land Development

A project could directly induce growth if it would remove barriers to population growth such as change to a jurisdictions general plan and zoning code, which allows new development to occur in underutilized areas. The proposed Project would change the existing buildout from 476,650 SF of Community Commercial uses to 735,185 SF of Light Industrial uses and 13,000 SF of commercial uses (including the proposed light industrial development component of the Project of approximately 485,000). The proposed Specific Plan Amendment includes detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking.

As detailed in the previous responses, the total number of employees that would result from the buildout of the proposed Project (612) would equate to 5.5 percent of the SCAG projected growth; and the 478 employee increase that would result from the proposed land use change at buildout would equate to 4.3 percent of the projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections. Thus, land use change and development that would occur from implementation of the proposed Project would not remove obstacles that would induce growth.

Result in the Need to Expand One or More Public Service Facilities to Maintain Desired Levels of Service

The proposed Project is expected to incrementally increase the demand for fire protection and emergency response, police protection, and school services. However, as detailed in the Initial Study (Draft Subsequent EIR, Appendix A), the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service. Based on service ratios and buildout projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not result in significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

Involve Some Other Action that Could Encourage and Facilitate Other Activities that Could Significantly Affect the Environment

The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The development implemented pursuant to the proposed Specific Plan Amendment would comply with all applicable City plans, policies, and ordinances. In addition, the Specific Plan Amendment includes performance measures and development requirements to reduce potential impacts, and the Draft Subsequent EIR includes Project Design Features (PDFs) and mitigation measures to ensure that the Project minimizes environmental impacts. The Project would not involve any

precedent-setting action that could encourage and facilitate other activities that significantly affect the environment.

Environmental Impacts of Induced Growth

All physical environmental effects from development of the proposed Project have been analyzed in all technical sections of this Draft Subsequent EIR and Initial Study prepared for this Project. For example, activities such as excavation, grading, and construction as required for the development of the industrial development component of the Project have been evaluated herein. Also, all operational aspects of the Specific Plan Amendment have been analyzed in this Draft Subsequent EIR and through implementation of existing regulations including the General Plan and zoning ordinance, and implementation of mitigation, environmental impacts from induced growth would not be created.

5.10.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely…. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." (CEQA Guidelines Section 15126.2(c)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The proposed Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Specific Plan Amendment area would be committed to light industrial and commercial uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
    - Changes in views associated with construction of the new buildings and associated development (Section 5.1, *Aesthetics)*
    - Increased traffic on area roadways (see Section 5.8, *Transportation*).
    - Emissions of air pollutants associated with Specific Plan construction and operation (see Section 5.2, *Air Quality*).
    - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Section 5.4, *Energy*).
    - Increased ambient noise associated with an increase in activities and traffic from the proposed Project (see Section 5.7, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

As discussed in Section 5.4, *Energy*, the proposed Project would not involve a large commitment of nonrenewable resources as impacts related to energy were less than significant and would not involve the wasteful use of energy. As detailed in Section 3.0, *Project Description*, the Project includes performance standards for light industrial uses and various measures from the California Attorney General's Warehouse Projects Best Practices. Development implemented pursuant to the proposed Project would incorporate energy-generating and conserving sustainable design features, PDFs, including those required by the California Building Code, California Energy Code Title 24, CalGreen Tier 2 green building standards (PDF-19), LEED green building standards (PDF-20), which specify green building standards for new developments. In addition, the Project would not result in irreversible damages that could result from any potential environmental accidents as associated with the proposed Project.

5.10.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment". However, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the proposed Project, as detailed below.

Agricultural and Forest Resources

Specific Plan Amendment and Industrial Development Project

The Specific Plan area is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. As such, buildout of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact on farmlands would occur. Likewise, the Project would not conflict with the existing zoning for an agricultural use, as the site is currently zoned for residential uses. Additionally, no portion of the Project site is enrolled in a Williamson Act Contract. Thus, no impact would occur.

Regarding forestland and timberland, no forestland or timberland exists in the Project area, and the proposed Project would not result in changes to or cause rezoning of forest land, timber land or timberland zoned for Timberland Production. Thus, no impact to forestland or timberland would occur.

Biological Resources

Specific Plan Amendment

The potential impacts related to biological resources that would result from the proposed Project would be similar to those that were identified by the 2017 Final EIR because the areas of development would be the same and the same areas of disturbance would occur. Thus, the same potential for impacting biological resources would occur under the amended Specific Plan. Hence, 2017 Final EIR Mitigation Measures BIO-1 through BIO-9, would be required to be implemented, which would reduce potential impacts to a less than significant level.

Proposed Industrial Development

The General Biological Assessment that was prepared for the proposed industrial development component of the Project (included as Appendix A of the Initial Study) describes that the site is disturbed land that was

historically used for agriculture and appears to be continually disced for weed abatement purposes. The habitat onsite is identified as disturbed ruderal that is dominated by non-native species.

The General Biological Assessment describes that no special status plant species present on the industrial development site. Thus, impacts related to special status plant species would not occur. The General Biological Assessment also describes that there is potential habitat for burrowing owl (*Athene cunicularia*), which is a CDFW Species of Special Concern. The General Biological Assessment completed focused surveys for burrowing owl pursuant to 2017 Final EIR Mitigation Measure BIO-8, which did not observe any signs of the species. Thus, it was determined that the species is not present on site. Overall, the General Biological Assessment determined that no endangered, rare, threatened, or special status plant species (or associated habitats) occur on or adjacent to the site and no impacts to these types of resources would occur from implementation of the proposed industrial development component of the Project.

Geology and Soils

Specific Plan Amendment and Industrial Development Project

The Specific Plan area is subject to strong seismic shaking, but that the effects of seismic shaking on structures can be reduced through conformance with the structural and seismic requirements of future site-specific and design-specific geotechnical and geologic reports and design features (included as DF GEO-1 and DF GEO-2) and the California Building Code. The Specific Plan area has a low potential for liquefaction, expansion, settlement, landslides, and other seismic related issues, and compliance with existing regulations as implemented through DF GEO-1and DF GEO-2 that would reduce potential impacts to a less than significant level.

Hazards and Hazardous Materials

Specific Plan Amendment and Industrial Development Project

The types of materials that would be used for construction of industrial buildings included in the proposed Project are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by county, state, and federal regulations, which construction activities are required to strictly adhere to through City permitting restrictions. Also, should construction uncover areas of hazardous materials, existing regulations implemented by the California Department of Toxic Substances Control would be implemented to reduce potential impacts to a less than significant level. As a result, impacts related to hazardous materials during construction activities for the proposed Project would be less than significant.

The proposed Project would include operation of light industrial uses that generally use and store limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

Also, should any future business that occupies the proposed industrial building or other buildings within the Project area handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a hazardous materials permit from the Fire Department, as part of City operational permitting procedures. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Fire Department regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency

Plan. Compliance with existing regulations would be verified through the standard City permitting process. Therefore, operational impacts associated with hazardous materials and/or the potential release of hazardous materials would be less than significant.

Hydrology and Water Quality

Specific Plan Amendment and Industrial Development Project

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction and operation of the proposed Project would not violate any water quality standards. The proposed industrial development component of the Project and future projects developed within the Specific Plan Amendment area would be required to have an approved grading and erosion control plan and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution, which would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction activities would be less than significant.

Also, each development would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs that would be reviewed and approved by the City during the project permitting and approval process, to reduce potential impacts related to hydrology and the degradation of water quality. Therefore, impacts would be less than significant.

Mineral Resources

Specific Plan Amendment and Industrial Development Project

The Specific Plan area is located within an MRZ-2 Zone and has not historically been used for mining and is not identified as containing valuable mineral resources. Therefore, implementation of the proposed Project would not result in the loss of availability of a valuable known mineral resource or recovery site, and no impact would occur.

Population and Housing

Specific Plan Amendment and Industrial Development Project

As detailed in the previous responses, the total number of employees that would result from the buildout of the Specific Plan Amendment (612) would equate to 5.5 percent of the SCAG projected growth; and the 478 employee increase that would result from the proposed land use change at buildout would equate to 4.3 percent of the projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections.

In addition, the Specific Plan area is in an urbanized area and the Project does not propose to expand surrounding utility infrastructure (e.g., water, electricity, cell tower, gas, sanitary sewer, and stormwater drains). Thus, the proposed Project would result in a less than significant impact related to population and housing.

Public Services

Specific Plan Amendment and Industrial Development Project

The proposed Project would result in an increase of increase of 478 employees at buildout. The additional employees would result in an incremental increase in demand for fire protection, emergency medical services, and law enforcement services. However, the existing fire station is 1.6 miles and police station is 3.3 miles from the proposed Project area. The increase in fire and police service demands from the additional 478 employees at buildout of the amended Specific Plan would not require construction of a new or physically altered fire or police station that could cause environmental impacts. Therefore, impacts related to fire protection services would be less than significant. In addition, Design Feature DF SERVICE – 2 and DF SERVICE – 3, includes municipal code required fees to provide funding for fire protection and police facilities necessary to address service needs generated by new development.

The addition of employees would not directly generate either new school students or new park and library users. Thus, potential impacts related to school, park, and other service facilities would be less than significant. However, Design Features DF SERVICE – 4, DF SERVICE – 5, and DF SERVICE – 6 requires fee payments to provide funding for school, park, and other service facilities necessary to address service needs generated by new development.

Recreation

Specific Plan Amendment and Industrial Development Project

Consistent with the Public Services discussion above, the addition of employees would not directly generate new recreation facility users. Thus, potential impacts related to recreation facilities would be less than significant. However, Design Features DF SERVICE – 5 requires fee payments to provide funding for park facilities necessary to address service needs generated by new development.

Utilities and Service Systems

Specific Plan Amendment

The proposed Specific Plan Amendment would not change the planned infrastructure of the planning area. The proposed development areas would remain the same under the proposed Specific Plan Amendment and the infrastructure improvements described in the 2017 Final EIR are consistent with the needed infrastructure for buildout of the proposed Specific Plan Amendment. Thus, additional impacts from implementation of the proposed Specific Plan Amendment would not occur and impacts would be less than significant.

Industrial Development Project

The proposed industrial development component of the Project would install new water, sewer, and drainage infrastructure on the site and connect to the existing offsite infrastructure in the adjacent roadway. New or expanded off-site infrastructure would not be required be constructed to serve the proposed industrial development. In addition, the existing landfill facilities have adequate capacity to serve the proposed industrial development, which would adhere to solid waste regulations. Thus, impacts would be less than significant.

Wildfire

Specific Plan Amendment and Industrial Development Project

According to the CalFire Fire Hazard Severity Zone map, the Specific Plan area is not within an area identified as a Fire Hazard Area. In addition, the proposed Project would not substantially impair an

adopted emergency response plan or emergency evacuation plan. The proposed Project is adjacent to roadways, and not adjacent to or in the vicinity of wildlands. Therefore, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan within or near a very high fire hazard severity zone. Implementation of the Project would not exacerbate wildfire risks nor expose occupants to risk of pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Also, the Project would not require installation of infrastructure that could exacerbate fire risks and would not expose people to downstream flooding related to post fire slope instability. Therefore, implementation of the Project would not result in any impacts related to wildfire.

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6. Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft Subsequent EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project.

6.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed project or to the project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. *CEQA Guidelines* Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, *CEQA Guidelines* Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative".

Pursuant to *CEQA Guidelines* Section 15126.6(d), discussion of each alternative presented in this Draft Subsequent EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (*CEQA Guidelines* Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (*CEQA Guidelines* Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft Subsequent EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and

- The requirement of the *CEQA Guidelines* to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (*CEQA Guidelines* Section 15126.6(e)).

Neither the CEQA statute, the *CEQA Guidelines*, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice" (*CEQA Guidelines* 15126(f)).

6.2 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft Subsequent EIR determined that buildout of the proposed Project would result in the following significant unavoidable impacts, which are also detailed in Chapter 5 of this Draft Subsequent EIR.

Air Quality

As detailed in Section 5.2, *Air Quality*, operation of the proposed Project would result in exceedance of the applicable South Coast Air Quality Management District (SCAQMD) threshold for NOx after implementation of applicable regulations and mitigation. Approximately 96 percent of the Project's NOx emissions are derived from heavy duty truck trips. The Project would implement various measures from the California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures, as listed Section 3.0, *Project Description*, and Mitigation Measures AQ-3 through AQ-8 are included to reduce the operational NOx emissions; however, these measures would not be sufficient enough to reduce the NOx emissions to below the SCAQMD thresholds. Neither the Project applicant nor the City have regulatory authority to control tailpipe emissions. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional operational air quality emissions would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

Cumulative Air Quality Impacts

As described in Section 5.2, *Air Quality*, per SCAQMD's methodology, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

As described previously, emissions from operation of the proposed Project would exceed SCAQMD's threshold for NOx; and because over 90 percent of the Project's NO_x emissions are derived from heavy duty truck trips, it cannot be reduced by the Project applicant nor the City. Therefore, operational-source NOx emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Greenhouse Gas Emissions

As detailed in Section *5.5*, *Greenhouse Gas Emissions*, the GHG emissions that would be generated from the proposed Project would be in excess of the 3,000 MTCO2e/yr screening threshold. Mitigation Measures AQ-3 through AQ-8 would be implemented to require implementation of various measures to reduce GHG emissions. However, these measures would not be sufficient enough to reduce the GHG emissions to below the threshold. Over 90 percent of the Project's NOx emissions are derived from heavy duty truck trips that neither Project applicants nor the City have the ability to reduce emissions of. Therefore, GHG emissions from implementation of the proposed Project would be significant and unavoidable.

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. The analysis of greenhouse gas emission impacts under CEQA contained in this Draft Subsequent EIR effectively constitutes an analysis of a project's contribution to the significant statewide cumulative impact of GHG emissions. Because the estimated GHG emissions from development and operation of the proposed Project would exceed the threshold after implementation of mitigation measures, the contribution of the proposed Project to significant cumulative GHG impacts is significant and unavoidable and cumulatively considerable.

6.3 PROJECT OBJECTIVES

The proposed amendment to the Pepper Avenue Specific Plan includes new Project objectives that all development within the Specific Plan area including the proposed industrial development would implement and are identified below:

- Revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities.
- Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.
- Expand Rialto's industrial uses in proximity to regional transportation networks.
- Create an economic engine to drive future growth in Rialto, spur infrastructure improvements in the area and implement the Specific Plan vision.
- Provide local, well-paying jobs to residents that otherwise travel out of the region for employment.
- Provide freeway-oriented commercial and industrial opportunities to serve regional needs and stimulate job and revenue growth in the City.
- Incorporate "Green" and sustainable practices, as practicable, in developing buildings and infrastructure.
- Undertake development of the Project site in a manner that is economically feasible and balanced to address both the property owners' and the City's economic concerns.
- Locate and integrate the design of native habitat open space areas into the community, such as providing a pedestrian bridge inclusive of interpretive signage that connects the development area with the adjacent Frisbie Park.
- Maximize the use of native plant materials/species in the project landscaping, especially in areas located in proximity to preserved native habitat.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to *CEQA Guidelines* Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines* Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Site Alternative

An alternative site alternative was considered and eliminated from further consideration. CEQA specifies that the key question regarding alternative site consideration is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location." In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

The proposed Specific Plan Amendment is change of the land use designation, which is location specific. The Specific Plan is a land use program for a specific land area that cannot be moved to an alternative site. A different land use plan at a different location would consist of a different project and not an alternative to amending the existing Pepper Avenue Specific Plan.

For the industrial development component of the Project, there are no suitable alternative sites within the control of the Project applicant (or the City of Rialto) as much of the City is built-out and the Specific Plan area is already planned for urban development, including business park and commercial, and is regionally located adjacent to SR-210 and the Pepper Avenue interchange. In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the City, a similarly sized project at an alternative site would likely have similar impacts to air quality and greenhouse gas emissions after mitigation as the proposed industrial development. Given the size and nature of the proposed industrial development component of the Project and the project objectives, it would be impractical and infeasible to propose the industrial development on an alternate site in the area. Therefore, analysis of an alternative site for the proposed industrial development component of the Project is neither meaningful nor necessary, because the significant impacts resulting from the proposed industrial development would not be avoided or substantially lessened by its implementation.

Reduced Light Industrial and Increased Community Commercial Alternative

An alternative that would reduce the square footage of light industrial uses and increase community commercial uses beyond the proposed 13,000 SF on the east side of Pepper Avenue was considered and eliminated from further consideration. As detailed in Table 6-1 below, community commercial land uses have a substantially higher trip generation rate (42.70 daily trips per thousand square feet) compared to light industrial land uses (1.71 daily trips per thousand square feet). As a result, any alternative that would reduce light industrial development and increase commercial development would increase daily traffic, which would increase operational air quality emissions and greenhouse gas emissions and would not reduce the proposed Project's significant and unavoidable impacts. Conversely, it would result in an increase in emissions and increase the impacts. Therefore, a reduced light industrial and increased community commercial alternative has been considered and rejected.

6.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the proposed Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the proposed Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 6.1, and are described below:

- **Alternative 1: No Project/Existing Specific Plan Alternative.** Under this alternative, the proposed Project would not be approved, and no amendment to the existing Specific Plan would occur. The existing land use designations would remain. In accordance with the CEQA Guidelines, the No Project Alternative consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(A) of the *CEQA Guidelines* states that, when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

  Accordingly, Alternative 1: No Project/Existing Specific Plan Alternative provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. Thus, this alternative is intended to meet the requirements of *CEQA Guidelines* Section 15126.6(e) for evaluation of a no project alternative.

- **Alternative 2: Reduced Intensity Alternative.** The Reduced Intensity Alternative would reduce the intensity of the proposed light industrial uses. Alternative 2 would allow for a maximum of 339,500 SF of unrefrigerated light industrial development on PAs 2 and 3 and 175,130 SF of light industrial development on proposed PA 10 (part of existing PA 1), which represents a 30 percent reduction in buildout compared to the Project's 735,185 SF of light industrial space at buildout of the proposed Project. A proportional reduction in the amount of surface parking area would also occur by the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on Pepper Avenue. PA 1, reduced in size, would be developed with 13,000 SF of Community Commercial uses, consistent with the proposed Project. No change to the buildout of the Specific Plan areas on the west side of Pepper Avenue would occur under this alternative.

- **Alternative 3: Business Park Alternative.** Under this alternative PA 2, PA 3, and proposed PA 10 (part of PA 1) would be redeveloped with multi-tenant industrial/office/commercial small freestanding buildings ranging from 10,000 SF to 35,000 SF. Approximately 735,000 SF of total business park building area would be provided within these PAs, consistent with the proposed Project. The business park buildings would allow a wide range of industrial uses, such as small-scale workshops and light manufacturing, that also feature office and warehouse components. Also, business park/flex buildings typically have loading areas comprised of only a few ground-level, roll-up doors in-lieu of numerous dock-high doors found at larger industrial buildings. This alternative was used to evaluate a scenario that would develop the Specific Plan Amendment area with industrial land uses that are less reliant on heavy truck activity. Under this alternative, reduced PA 1 would be developed with 13,000 SF of Community Commercial uses, consistent with the proposed Project. No change to the buildout of the Specific Plan areas on the west side of Pepper Avenue would occur.

6.6 NO PROJECT/EXISTING SPECIFIC PLAN ALTERNATIVE

Section 15126.6(e) of the *CEQA Guidelines* requires analysis of the No Project Alternative. The no project alternative analysis must discuss the existing conditions at the time the Notice of Preparation was published and considers conditions that would be reasonably expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative applies to the following scenarios:

(1) When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative is the continuation of the existing plan, policy, or operation into the future; or

(2) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.

Therefore, under Alternative 1: No Project/Existing Specific Plan Alternative, the proposed Specific Plan Amendment would not be approved, and the existing Pepper Avenue Specific Plan would be developed. Alternative 1: No Project/Existing Specific Plan Alternative provides a comparison between the environmental impacts of the proposed Project and the result of not approving, or denying, the proposed Project.

Environmental Impacts

Aesthetics

Under the No Project/Existing Specific Plan Alternative, the Specific Plan area on the east side of Pepper Avenue that is adjacent to the south of SR-210 would be developed with Community Commercial land use that would include 125,000 SF of business park uses and 351,650 SF of retail uses. The visual change in character from the proposed light industrial uses to the community commercial uses that would occur under this alternative would be less than significant. As determined in the 2017 Final EIR the approved uses would not hinder a scenic vista and would result in a less than significant impact on visual character. The visual improvements that would be introduced under this alternative include new and improved landscaping, providing a consistent design theme for the area that is consistent with the existing Pepper Avenue Specific Plan design guidelines, and improvements to the public realm by streetscaping, would be implemented by the No Project/Existing Specific Plan Alternative. Thus, the aesthetic impacts from this alternative would be less than significant, and neutral in comparison to the proposed Project.

Air Quality

Under the No Project/Existing Specific Plan Alternative, the Specific Plan buildout on the east side of Pepper Avenue would consist of 125,000 SF of business park uses and 351,650 SF of retail, instead of the proposed 735,185 SF of light industrial uses and 13,000 SF of retail uses. As shown below in Table 6-1, vehicular trips from the proposed Project would result in an 86 percent decrease in daily traffic volumes. Table 6-1 details that the No Project/Existing Specific Plan Alternative would generate 16,647 more daily trips than the proposed Project. Therefore, air quality emissions would be substantially increased in comparison to the proposed Project, and this alternative is environmentally inferior regarding air quality in comparison to the proposed Project. However, both the proposed Project and the No Project/Existing Specific Plan Alternative would result in significant and unavoidable impacts related to NOx emissions.

Cultural Resources

The No Project/ Existing Specific Plan Alternative would develop the same geographical areas that would be developed by the proposed Project. Thus, potential impacts to archaeological resources would be the

same, and the same mitigation measures from the 2017 Final EIR would be required to be implemented for this alternative as well as the proposed Project. Therefore, both the proposed Project and the No Project/ Existing Specific Plan Alternative would result in less than significant impacts to subsurface archaeological resources with implementation of mitigation, and the No Project/No Build Alternative would be neutral in comparison to the proposed Project.

Energy

Under the No Project/Existing Specific Plan Alternative, the Specific Plan buildout on the east side of Pepper Avenue would consist of 125,000 SF of business park uses and 351,650 SF of retail, instead of the proposed 735,185 SF of light industrial uses and 13,000 SF of retail uses. This would result in a 271,535 SF increase in building space which would require additional energy resources. However, this alternative would implement all of the required Title 24/CalGreen energy efficiency requirements. As shown below in Table 6-1, vehicular trips from the proposed Project would result in a 86 percent decrease in daily traffic volumes. Table 6-1 details that the No Project/Existing Specific Plan Alternative would generate 16,647 more daily trips than the proposed Project. Therefore, the volume of fuel that would be required for the No Project/Existing Specific Plan Alternative would be substantially greater than what would be required for the proposed Project; thus, this alternative is environmentally inferior compared to the proposed Project. However, impacts related to energy would be less than significant under both the No Project/Existing Specific Plan Alternative.

Greenhouse Gas Emissions

Under the No Project/Existing Specific Plan Alternative, the Specific Plan buildout on the east side of Pepper Avenue would consist of 125,000 SF of business park uses and 351,650 SF of retail, instead of the proposed 735,185 SF of light industrial uses and 13,000 SF of retail uses. As shown below in Table 6-1, vehicular trips from the proposed Project would result in an 86 percent decrease in daily traffic volumes. Table 6-1 details that the No Project/Existing Specific Plan Alternative would generate 16,647 more daily trips than the proposed Project. Therefore, overall GHG emissions would be substantially increased in comparison to the proposed Project, and this alternative is environmentally inferior regarding GHG in comparison to the proposed Project. However, both the proposed Project and the No Project/Existing Specific Plan Alternative would result in significant and unavoidable impacts related to GHG emissions.

Land Use and Planning

The No Project/Existing Specific Plan Alternative would not require a Specific Plan General Plan Amendment and change to land use designations as currently proposed by the proposed Specific Plan Amendment. However, neither the proposed Project or the No Project/Existing Specific Plan Alternative would physically divide an established community or result in a conflict with a land use plan, policy, or regulation adopted for the purposes of mitigating an environmental effect. Thus, both the proposed Project and the No Project/Existing Specific Plan Alternative would result in less than significant impacts related to land use and planning.

Noise

During construction activities, the No Project/Existing Specific Plan Alternative would result in similar peak short-term noise levels due to the similarities between the construction activities and construction equipment that would be used to develop the area. During operation of the No Project/Existing Specific Plan Alternative, onsite noise generation would be less than the proposed Project due to the reduction of loading dock areas, but off-site traffic noise would be greater due to the increase in vehicle traffic.

As shown below in Table 6-1, vehicular trips from the proposed Project would result in an 86 percent decrease in daily traffic volumes. Table 6-1 details that the No Project/Existing Specific Plan Alternative would generate 16,647 more daily trips than the proposed Project. Therefore, overall vehicular noise generated by this alternative would be substantially increased in comparison to the proposed Project. However, both the proposed Project and the No Project/Existing Specific Plan Alternative would result in less than significant impacts related to noise.

Transportation

As outlined in CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact. However, the City's General Plan and traffic study guidelines require analysis based on Level of Service (LOS), which the City uses to confirm development projects' consistency with the General Plan. Also, in the case of this alternatives analysis, the difference in trip generation from each of the alternatives effects the need to implement the 2017 Final EIR mitigation measure roadway improvements. Further, the information related to vehicular trips described herein, is provided for public disclosure purposes to identify the change in vehicular trips that would result from implementation of each of the alternatives. As shown in Table 6-1, the proposed Specific Plan Amendment would result in a substantially lower number of daily and peak hour vehicle trips compared to the approved Specific Plan. Thus, the No Project/Existing Specific Plan Alternative would result in greater vehicular trips compared to the proposed Specific Plan Amendment. However, consistent with the proposed Project this alternative would require implementation of mitigation measures from the 2017 Final EIR.

Table 6-1: Proposed Specific Plan Amendment Trip Generation Comparison to Approved Specific Plan

			AM Peak Hour			PM Peak Hour		
Land Use		**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates								
Warehouse[1]		1.71	0.13	0.04	0.17	0.05	0.13	0.18
Shopping Center[2]		42.70	0.60	0.36	0.96	1.78	1.93	3.71
Total Vehicle Trip Generation								
Proposed Warehouse	735.185	1257	96	29	125	37	95	132
Proposed Retail	13.000	555	8	5	12	23	25	48
Vehicle Mix[3]								
Passenger Vehicles		754	58	17	75	22	57	79
2-Axle Trucks		10	1	0	1	0	1	1
3-Axle Trucks		141	11	3	14	4	11	15
4+-Axle Trucks		352	27	8	35	10	27	37
		1257	96	29	125	37	95	132
PCE Trip Generation[4]								
Passenger Vehicles		754	58	17	75	22	57	79
2-Axle Trucks		15	1	0	1	0	1	2
3-Axle Trucks		282	22	6	28	8	21	30
4+-Axle Trucks		1056	81	24	105	31	80	111
Project (Warehouse) PCE Trip Generation		2107	161	48	209	62	160	221
Total Proposed SP Trip Generation		2,662	169	53	222	85	185	269
Total Approved SP Trip Generation[5]		19,309	426	192	618	777	923	1,700
Decrease in Trips with Proposed SP		**(16,647)**	**(257)**	**(139)**	**(396)**	**(692)**	**(738)**	**(1,431)**
Percent decrease		86%	60%	72%	64%	89%	80%	84%

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 150 - Warehouse.
[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 822 - Strip Retail Plaza (< 40,000 SF).
[3] Vehicle Mix from the Rialto Traffic Impact Analysis Report Guidelines, December 2013.
[4] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.
[5] As shown in Table 4-2 of the Pepper Avenue Specific Plan Traffic Impact Analysis, Urban Crossroads, June 2, 2015.

As described in Section 5.8, *Transportation*, the Specific Plan area is located within a low Vehicle Miles Traveled (VMT) generating area. The County of San Bernardino VMT Screening Tool, which is used by the City of Rialto, identifies areas that have a VMT/Worker below 16.2 as low VMT generating. The VMT/Worker for the Specific Plan area is 9.7; and therefore, is within a low VMT generating area. Thus, any development within the Specific Plan area, including the existing Specific Plan land uses, would be considered to have a less-than significant impact on VMT. Therefore, the No Project/No Build Alternative would be neutral in comparison to the proposed Project.

Tribal Cultural Resources

The No Project/ Existing Specific Plan Alternative would develop the same geographical areas that would be developed by the proposed Project. Thus, potential impacts to tribal cultural resources would be the same, and the same mitigation measures from the 2017 Final EIR would be required to be implemented for this alternative as well as the proposed Project. Therefore, both the proposed Project and the No Project/ Existing Specific Plan Alternative would result in less than significant impacts to tribal cultural resources with implementation of mitigation, and the No Project/No Build Alternative would be neutral in comparison to the proposed Project.

6.6.1 CONCLUSION

Ability to Reduce Impacts

The No Project/Existing Specific Plan Alternative would not eliminate the significant and unavoidable impacts related to air quality and greenhouse gas emissions that would occur from implementation of the proposed Project. This alterative would result in an 86 percent increase in vehicular trips in comparison to the proposed Project. Thus, the increase in air quality emissions, greenhouse gas emissions, fuel energy, and vehicular noise would be increased in comparison to the proposed Project. In addition, this alternative would not eliminate the potential impacts to cultural resources that would require mitigation to be reduced to a less than significant level. The No Project/Existing Specific Plan Alternative would not require a Specific Plan Amendment, as required by the proposed Project.

Ability to Achieve Project Objectives

Implementation of the No Project/Existing Specific Plan Alternative would meet most of the Project objectives, however, they would not be met to the same extent as the proposed Project. This alternative would revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities; expand Rialto's industrial uses in proximity to regional transportation networks; and balance both the property owners' and the City's economic concerns. However, the proposed Project would better meet these objectives of providing light industrial and warehousing/logistics complex in proximity to regional transportation networks in a manner that is addressed to balance the concerns of both the property owners and City's economic interest. The No Project/Existing Specific Plan Alternative comparison to the Project objectives are listed in Table 6-4.

6.7 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce the intensity of the proposed light industrial uses. Alternative 2 would allow for a maximum of 339,500 SF of unrefrigerated light industrial development on PAs 2 and 3 and 175,130 SF of light industrial development on proposed PA 10 (part of PA 1), which represents a 30 percent reduction in buildout compared to the Project's 735,185 SF of light industrial space at buildout of the proposed Project. A proportional reduction in the amount of surface parking area would also occur by the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the

proposed Project with access from driveways on Pepper Avenue. Reduced PA 1 would be developed with 13,000 SF of Community Commercial uses, consistent with the proposed Project, and no change to the approved buildout of the Specific Plan areas on the west side of Pepper Avenue would occur under this alternative.

Environmental Impacts

Aesthetics

Under the Reduced Intensity Alternative, the same type of light industrial development would occur within the eastern portion of the Specific Plan area that is located to the east of Pepper Avenue. After development of the Reduced Intensity Alternative the area would be visually less dense because the amount of development would be less. The Reduced Intensity Alternative would include construction of buildings to the same height and the same architectural character as the proposed Project. The design guidelines and development standards of the proposed Specific Plan Amendment would be the same. Therefore, the visual character and quality of the developed parcels would be the same as the proposed condition. The new structures and landscaping would be implemented, similar to that of the proposed Project; however, greater visual space would be provided by the reduction in total building square footage. Implementation of the Reduced Intensity Alternative would result in the same less than significant impacts related to aesthetics as the proposed Project. Thus, aesthetic impacts from this alternative would be neutral in comparison to the proposed Project.

Air Quality

The Reduced Intensity Alternative would develop PA 2, PA 3, and proposed PA 10 with the same type of unrefrigerated light industrial business park and commercial uses, but with a 30 percent reduction in square footage. Therefore, a reduced volume of construction activities and the related emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less operational stationary source emissions from equipment onsite, and less operational traffic and associated emissions than the proposed Project. Therefore, overall air quality impacts would be reduced in comparison to the proposed Project However, the volume of NOx emissions from operation of the Reduced Intensity Alternative would remain significant and unavoidable due to the volume of vehicular and truck trips that would occur from operation of 514,630 SF of light industrial space. The maximum pounds per day of NOx that would be generated from the operation of the proposed Project is 90.55 (as shown in Table 5.2-9), which is far above the 55 pounds per day threshold. Under the Reduced Intensity Alternative NOx emissions would be approximately 30 percent less, which would result in approximately 63.39 pounds per day of NOx, which is still above the 55 pounds per day SCAQMD threshold. Therefore, although less emissions would occur, significant and unavoidable impacts would still occur from operation of the Reduced Intensity Alternative. Thus, the direct Project and cumulative impacts under this alternative would be the same as the proposed Project.

Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any undiscovered archaeological resources on the Project site, despite the reduction in building area and associated surface parking. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to archaeological resources from the Reduced Intensity Alternative would be less than significant, which is the same as those associated with the proposed Project.

Energy

The Reduced Intensity Alternative would reduce buildout of the Project site by approximately 30 percent compared to the proposed Project. This would reduce the demand for energy in comparison to the proposed Project. Although the proposed Project's demands for energy were determined to be less than significant, the amount of energy used by the Reduced Intensity Alternative would be less and would comply with the same regulations/incorporate the same measures to ensure no wasteful or inefficient use of energy. Therefore, impacts to energy would be less under this alternative than the less than significant impacts that would occur from implementation of the proposed Project.

Greenhouse Gas Emissions

The Reduced Intensity Alternative would develop PA 2, PA 3, and proposed PA 10 with the same type of unrefrigerated light industrial uses, but with a 30 percent reduction in square footage. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment onsite, and less traffic associated GHG emissions than the proposed Project. The increase in GHG emissions that would be generated from the operation of the proposed Project is 9,926.17 CO_2e per year (as shown in Table 5.5-3). Under the Reduced Intensity Alternative GHG emissions would be approximately 30 percent less, which would be approximately 6,948.32 CO_2e per year. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project; however, the emissions would also exceed the 3,000 MTCO2e/yr screening threshold and would also result in an impact that would continue to be significant after mitigation. Thus, consistent with the proposed Project the Reduced Intensity Alternative would result in a significant and unavoidable impact.

Land Use and Planning

The Reduced Intensity Alternative would require a Specific Plan Amendment, which is consistent with the proposed Project. This alternative would also be consistent with the SCAG RTP/SCS, the Rialto General Plan goals and policies (as listed in Table 5.6-3), and municipal code requirements. Thus, implementation of the Reduced Intensity Alternative would result in the same less than significant impacts as would occur from the proposed Project.

Noise

Construction and operational noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would result in a 30 percent reduction in construction and 30 percent reduction in traffic related noise. Although construction of this alternative would generate the same type and volume of construction noise at the same distance to existing sensitive receptors as the proposed Project, the length of time of construction and the associated noise would be shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in light industrial building square footage. However, the location of the light industrial uses would be the same distance to sensitive receptors as the proposed Project. Thus, consistent with the proposed Project, impacts would be less than significant, and the Reduced Intensity Alternative would be neutral in comparison to the proposed Project.

Transportation

As described above, consistent with CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact. However, this alternatives analysis provides the difference in trip generation from each of the alternatives for public disclosure purposes and to identify the need to implement the roadway improvements required by the 2017 Final EIR mitigation measures.

Construction and operation-related traffic and truck trips would be reduced under the Reduced Intensity Alternative because this alternative would decrease the development area by 220,555 SF. The daily trips would be reduced in relation to the reduction of the building area (approximately 30 percent), which would reduce volumes on all roadway segments and intersections. However, due to the existing LOS in the traffic study area and the volume of traffic that would be generated by the 514,630 SF of light industrial space that would be developed by the Reduced Intensity Alternative, this alternative would still require roadway improvements pursuant to Mitigation Measure TRAF-1 that was adopted as part of the 2017 Final EIR. As a result, traffic volumes generated from this alternative would be less, however, impacts from implementation of the Reduced Intensity Alternative would also require implementation of the 2017 Final EIR mitigation measures, which is consistent with the proposed Project.

As described in Section 5.8, *Transportation*, the Specific Plan area is located within a low VMT generating area. The County of San Bernardino VMT Screening Tool, which is used by the City of Rialto, identifies areas that have a VMT/Worker below 16.2 as low VMT generating. The VMT/Worker for the Specific Plan area is 9.7; and therefore, is within a low VMT generating area. Thus, any development within the Specific Plan area, including those under the Reduced Intensity Alternative, would be considered to have a less-than significant impact on VMT. Therefore, impacts related to VMT from the Reduced Intensity Alternative would be neutral in comparison to the proposed Project.

Tribal Cultural Resources

The Reduced Intensity Alternative would reduce the area of potential impact to tribal cultural resources due to the 30 percent reduction in construction for the building and parking areas. However, the alternative would have a similar potential to adversely affect any tribal cultural resources. Thus, like the proposed Project, mitigation measures would be required to reduce potential impacts to a less than significant level. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

6.7.1 CONCLUSION

Ability to Reduce Impacts

The Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality emissions and greenhouse gas emissions. However, significant and unavoidable impacts related to air quality and greenhouse gas emissions would continue to occur from implementation of this alternative. This alterative would also reduce potential impacts related to cultural resources, and tribal cultural resources compared to the proposed Project; but the mitigation required for implementation of the proposed Project would continue to be required for the Reduced Intensity Alternative to reduce impacts to a less than significant level. Overall, although the volume of impacts would be less by the Reduced Intensity Alternative in comparison to the proposed Project, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the proposed Project or eliminate the need for mitigation.

Ability to Achieve Project Objectives

Implementation of the Reduced Intensity Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project, as listed in Table 6-4. The Reduced Intensity Alternative would revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities; expand Rialto's industrial uses in proximity to regional transportation networks; provides well-paying jobs, and balance both

the property owners' and the City's economic concerns. However, the proposed Project would better meet these objectives of providing 30 percent more light industrial space in proximity to regional transportation networks in a manner that is addressed to balance the concerns of both the property owners and City's economic interest.

6.8 BUSINESS PARK ALTERNATIVE

The Business Park Alternative would develop PA 2, PA 3, and proposed PA 10 (part of PA 1) with multi-tenant industrial/office/commercial small freestanding buildings ranging from 10,000 SF to 35,000 SF. Approximately 735,000 SF of total business park building area would be provided within these three PAs, which is same total square footage within the area under the proposed Project. The business park buildings would allow a wide range of industrial uses, such as small-scale workshops and light manufacturing, that also feature office and warehouse components. Also, business park/flex buildings typically have loading areas comprised of only a few ground-level, roll-up doors in-lieu of numerous dock-high doors found at larger industrial buildings. This alternative was used to evaluate a scenario that would develop the Specific Plan Amendment area with industrial land uses that are less reliant on heavy truck activity. Under this alternative, PA 1 would be developed with 13,000 SF of Community Commercial uses, consistent with the proposed Project, and no change to the buildout of the Specific Plan areas on the west side of Pepper Avenue would occur.

Environmental Impacts

Aesthetics

The Business Park Alternative would result in development of multiple smaller and shorter buildings instead of one larger building on PA 2, PA 3, and proposed PA 10. The visual characteristics of the buildings under the Business Park Alternative (e.g., architectural style, building colors and finish materials, landscaping) would be consistent with the Specific Plan Amendment design guidelines and similar in look to the proposed industrial development Project but comprised of multiple smaller and shorter buildings instead of one larger building. However, the Business Park Alternative would result in a larger number of buildings within the same geographical area that would be a smaller scale (maximum height of 35 feet versus the 55-foot height maximum of the proposed Project) and would be surrounded by smaller scale parking facilities that would not include limited, if any, truck and trailer parking. The Business Park Alternative is not expected to be visually incompatible with surrounding existing and planned land uses and would not result in a significant adverse effect related to visual character or quality. Overall, the Business Park Alternative's effect on aesthetics would be less than significant and consistent with the proposed Project.

Air Quality

Under the Business Park Alternative, the Specific Plan buildout on the east side of Pepper Avenue would consist of 13,000 SF of retail uses and 735,000 SF of multi-tenant industrial/office/commercial small freestanding buildings. These business park land uses are less reliant on heavy truck activity than the light industrial buildings proposed by the Project. Therefore, less diesel particulate matter (DPM) emissions would result from this alternative. However, as shown below in Table 6-2, daily vehicular trips from the Business Park Alternative would be 6.9 percent higher (588 daily trips more) than the proposed Project. Therefore, vehicular air quality emissions would be increased in comparison to the proposed Project, and this alternative is environmentally inferior regarding air quality in comparison to the proposed Project. Both the proposed Project and the Business Park Alternative would result in significant and unavoidable impacts related to air quality.

Cultural Resources

The Business Park Alternative would develop the same geographical areas that would be developed by the proposed Project. Thus, potential impacts to archaeological resources would be the same, and the same mitigation measures from the 2017 Final EIR would be required to be implemented for this alternative as well as the proposed Project. Therefore, both the proposed Project and the Business Park Alternative would result in less than significant impacts to subsurface archaeological resources with implementation of mitigation, and the Business Park Alternative would be neutral in comparison to the proposed Project.

Energy

The Business Park Alternative would have the same square footage at buildout as the proposed Project and would be required to implement Title 24/CalGreen energy efficient sustainability measures as the proposed Project. Thus, the building related energy demand would be similar in comparison to the proposed Project and no wasteful or inefficient use of energy would occur. Regarding vehicular demand for energy, Table 6-2 shows that daily vehicular trips from the Business Park Alternative would be 6.9 percent higher (588 daily trips more) than the proposed Project. Therefore, the transportation energy demands by this alternative would be greater than the proposed Project. However, this increased demand would not be wasteful, inefficient, or unnecessary; and consistent with the proposed Project, impacts would be less than significant.

Greenhouse Gas Emissions

Under the Business Park Alternative, the Specific Plan buildout on the east side of Pepper Avenue would consist of 13,000 SF of retail uses and 735,000 SF of multi-tenant industrial/office/commercial small freestanding buildings. As shown below in Table 6-2, daily vehicular trips from the Business Park Alternative would be 6.9 percent higher (588 daily trips more) than the proposed Project. Therefore, vehicular GHG emissions would be increased in comparison to the proposed Project, and this alternative is environmentally inferior regarding GHG emissions in comparison to the proposed Project. However, both the proposed Project and the Business Park Alternative would result in significant and unavoidable impacts related to GHG emissions.

Land Use and Planning

The Business Park Alternative would require a Specific Plan Amendment, which is consistent with the proposed Project. This alternative would also be consistent with the SCAG RTP/SCS, the Rialto General Plan goals and policies (as listed in Table 5.6-3), and municipal code requirements. Thus, implementation of the Business Park Alternative would result in the same less than significant impacts as would occur from the proposed Project.

Noise

During construction activities, the Business Park Alternative would result in similar peak short-term noise levels due to the similarities between the construction activities and construction equipment that would be used to develop the area. During operation of the Business Park Alternative, onsite noise generation would be less than the proposed Project due to the reduction of loading dock areas. However, both the Project and the Business Park Alternative, would result in less than significant noise impacts. Therefore, noise impacts from the Business Park Alternative would be neutral in comparison to the proposed Project.

Transportation

As described above, consistent with CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact. However, this alternatives analysis provides the

difference in trip generation from each of the alternatives for public disclosure purposes and to identify the need to implement the roadway improvements required by the 2017 Final EIR mitigation measures.

Under this alternative PA 2, PA 3, and the proposed PA 10 would be redeveloped with 735,000 SF of multi-tenant industrial/office/commercial small freestanding buildings ranging from 10,000 SF to 35,000 SF. These business park land uses are less reliant on heavy truck activity. Although the Business Park Alternative would reduce the number of heavy truck trips, Table 6-2 shows that the Business Park Alternative would result in 588 (6.9 percent) more of daily vehicular trips compared to the proposed Specific Plan Amendment. Table 6-2 also shows that although this alternative would reduce PM peak hour trips by 10.2 percent, it would increase AM peak hour trips by 99.6 percent. Thus, the Business Park Alternative would result in more vehicular trips than the proposed Specific Plan Amendment. Consistent with the proposed Project this alternative would require roadway improvements pursuant to the 2017 Final EIR mitigation measures.

Table 6-2: Proposed Specific Plan Amendment Trip Generation Comparison to Business Park Alternative

			AM Peak Hour			PM Peak Hour		
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates								
Business Park[1]	TSF	12.44	1.15	0.20	1.35	0.32	0.90	1.22
Business Park Alternative Trip Generation								
Business Park Alternative	**735 TSF**	**9,143**	**843**	**149**	**992**	**223**	**664**	**897**
Total Proposed SP Amendment Trip Generation		**8,555**	**336**	**161**	**497**	**448**	**552**	**999**
Business Park Alternative Difference in Trips		588	507	(12)	495	(225)	112	(102)
Business Park Alternative Percent Difference		6.9%	151%	(7.5%)	99.6%	(50.2%)	20.3%	(10.2%)

TSF = Thousand Square Feet PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, Trip Generation,11th Edition, 2021. Land Use Code 770 - Business Park.

As described in Section 5.8, *Transportation*, the Specific Plan area is located within a low VMT generating area. The County of San Bernardino VMT Screening Tool, which is used by the City of Rialto, identifies areas that have a VMT/Worker below 16.2 as low VMT generating. The VMT/Worker for the Specific Plan area is 9.7; and therefore, is within a low VMT generating area. Thus, any development within the Specific Plan area, including those under Business Park Alternative, would be considered to have a less-than significant impact on VMT. Therefore, the Business Park Alternative would be neutral in comparison to the proposed Project.

Tribal Cultural Resources

The Business Park Alternative would develop the same geographical areas that would be developed by the proposed Project. Thus, potential impacts to tribal cultural resources would be the same, and the same mitigation measures from the 2017 Final EIR would be required to be implemented for this alternative as well as the proposed Project. Therefore, both the proposed Project and the Business Park Alternative would result in less than significant impacts to tribal cultural resources with implementation of mitigation, and the Business Park Alternative would be neutral in comparison to the proposed Project.

6.8.1 CONCLUSION

Ability to Reduce Impacts

Although the Business Park Alternative would reduce heavy truck trips and the related DPM emissions, these were determined to be less than significant, and this alternative would not eliminate the significant and unavoidable impacts related to air quality and greenhouse gas emissions that would occur from

implementation of the proposed Project. This alterative would result in a 6.9 (588 trips) percent daily increase in vehicular trips in comparison to the proposed Project. Thus, an increase in air quality emissions, greenhouse gas emissions, and fuel energy, would occur in comparison to the proposed Project. In addition, this alternative would not eliminate the potential impacts to cultural resources that would require mitigation to be reduced to a less than significant level.

Ability to Achieve Project Objectives

Implementation of the Business Park Alternative would meet most of the Project objectives, however, they would not be met to the same extent as the proposed Project. This alternative would revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities; expand Rialto's industrial uses in proximity to regional transportation networks; and balance both the property owners' and the City's economic concerns. The proposed Project would better meet these objectives of providing light industrial and warehousing/logistics complex in proximity to regional transportation networks in a manner that is addressed to balance the concerns of both the property owners and City's economic interest. The Business Park Alternative comparison to the Project objectives is listed in Table 6-4.

6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts result from a proposed project. The Environmentally Superior Alternative for the proposed Project would be the Reduced Intensity Alternative. The Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality emissions and greenhouse gas emissions. However, significant and unavoidable impacts related to air quality and greenhouse gas emissions would continue to occur from implementation of this alternative. This alterative would also reduce potential impacts related to cultural resources, and tribal cultural resources compared to the proposed Project; but the mitigation required for implementation of the proposed Project would continue to be required for the Reduced Intensity Alternative to reduce impacts related to these topics to a less than significant level. The volume of impacts would be reduced by the Reduced Intensity Alternative in comparison to the proposed Project and would be less than the other alternatives evaluated herein, as detailed in Table 6-3. Therefore, the Reduced Intensity Alternative would be the environmentally superior alternative. However, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the proposed Project or eliminate the need for mitigation.

Regarding Project objectives, the Reduced Intensity Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project, as listed in Table 6-4. The Reduced Intensity Alternative would revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex and commercial opportunities; expand Rialto's industrial uses in proximity to regional transportation networks; provides well-paying jobs, and balance both the property owners' and the City's economic concerns. However, the proposed Project would better meet these objectives of providing 30 percent more light industrial space in proximity to regional transportation networks in a manner that is addressed to balance the concerns of both the property owners and City's economic interest.

CEQA does not require the lead agency (the City of Rialto) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those

considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm.

Table 6-3 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 6-4 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 6-3: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1: No Project/ Existing Specific Plan	Alternative 2: Reduced Intensity	Alternative 3: Business Park
Aesthetics	Less than Significant	Same as proposed Project	Same as proposed Project	Same as proposed Project
Air Quality	Significant and Unavoidable	Environmentally Inferior, also Significant and Unavoidable	Environmentally Superior, but remains Significant and Unavoidable	Environmentally Inferior, also Significant and Unavoidable
Cultural Resources	Less than Significant with Mitigation	Same as proposed Project	Same as proposed Project	Same as proposed Project
Energy	Less than Significant	Same as proposed Project	Environmentally Superior, but remains Less than Significant	Same as proposed Project
Greenhouse Gas Emissions	Significant and Unavoidable	Environmentally Inferior, also Significant and Unavoidable	Environmentally Superior, but remains Significant and Unavoidable	Environmentally Inferior, also Significant and Unavoidable
Land Use and Planning	Less than Significant	Same as proposed Project	Same as proposed Project	Same as proposed Project
Noise	Less than Significant	Same as proposed Project	Same as proposed Project	Same as proposed Project
Transportation	Less than Significant with Mitigation	Environmentally Inferior, but also Less than Significant with Mitigation	Environmentally Superior, but also Less than Significant with Mitigation	Environmentally Inferior, but also Less than Significant with Mitigation
Tribal Cultural Resources	Less than Significant with Mitigation	Same as proposed Project	Same as proposed Project	Same as proposed Project
Eliminate Significant Impacts of the Project?		No	No	No
Areas of Reduced Impacts Compared to the Project		1	4	0

Table 6-4: Comparison of the Proposed Project and Alternatives Ability to Meet Objectives

	Proposed Project	Alternative 1: No Project/ Existing Specific Plan	Alternative 2: Reduced Intensity	Alternative 3: Business Park
Revitalize the underutilized Project site by promoting the creation of a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex, and commercial opportunities.	Yes	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.
Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.	Yes	Yes	Yes	Yes

	Proposed Project	**Alternative 1: No Project/ Existing Specific Plan**	**Alternative 2: Reduced Intensity**	**Alternative 3: Business Park**
Expand Rialto's industrial uses in proximity to regional transportation networks.	Yes	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.
Create an economic engine to drive future growth in Rialto, spur infrastructure improvements in the area and implement the Specific Plan vision.	Yes	Yes	Yes, but not to the same extent as the proposed Project.	Yes
Provide local, well-paying jobs to residents that otherwise travel out of the region for employment.	Yes	Yes	Yes, but not to the same extent as the proposed Project.	Yes
Provide freeway-oriented commercial and industrial opportunities to serve regional needs and stimulate job and revenue growth in the City.	Yes	Yes	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.
Incorporate "Green" and sustainable practices, as practicable, in developing buildings and infrastructure.	Yes	Yes	Yes	Yes
Undertake development of the Project site in a manner that is economically feasible and balanced to address both the property owners' and the City's economic concerns.	Yes	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.
Locate and integrate the design of native habitat open space areas into the community, such as providing a pedestrian bridge inclusive of interpretive signage that connects the development area with the adjacent Frisbie Park.	Yes	Yes	Yes	Yes
Maximize the use of native plant materials/species in the project landscaping, especially in areas located in proximity to preserved native habitat.	Yes	Yes	Yes	Yes

7.0 EIR Preparers and Persons Contacted

7.1 EIR Preparers

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