SAN BERNARDINO
ASSOCIATED GOVERNMENTS

SAN BERNARDINO COUNTY REGIONAL GREENHOUSE GAS EMISSIONS INVENTORIES AND REDUCTION PLAN

Environmental Impact Report

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Volume XVII: Draft EIR (Section 4.16 [City of Rialto])

Prepared for

Governments
SANBAG
Working Together

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4.16 CITY OF RIALTO

4.16.0 Introduction to the Analysis

This section of the EIR analyzes the potential environmental effects in the City of Rialto from implementation of the Regional Reduction Plan. The City of Rialto is located in the western portion of the southwestern portion of San Bernardino County in the extensively developed Valley Region. Rialto is primarily surrounded by the developed cities of Fontana, Colton, and San Bernardino, along the Interstate 10 (I-10) corridor (Figure 4.16-1 [Vicinity Map]). Unincorporated portions of the counties of San Bernardino and Riverside also adjoin the City. The municipal limits of the City of Rialto incorporates encompass approximately 22 square miles with an additional 13 square miles of Sphere of Influence (SOI) land.

As with other neighboring cities, Rialto's history has been shaped by the railroad, the construction of Route 66, agriculture, and the suburban housing boom of the 1950s through the 1970s. The planning area is generally urbanized although portions of the northeast that include Lytle Creek remain undeveloped with pockets of vacant land scattered throughout the City. The urban environment is primarily residential with scattered commercial districts and large industrial centers to the north and south. Rialto's prime location near major Southern California freeways, railroad corridors, and airports make it favorable for the logistics industry. Large distribution centers for Target, Staples, Toys-R-Us, and FedEx are located in Rialto, as is the nation's largest fireworks company, Pyro Spectaculars.

Rialto's population in 2010 was 99,171 (98,923 in 2008) and is expected to increase to 109,970 by 2020, an increase of 11 percent over 2008. The City expects a 16 percent increase in employment by 2020.

Table 4.16-1 (Socioeconomic Data for Rialto) presents socioeconomic data for Rialto, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.16-1 Socioeconomic Data for Rialto

Category	*2008*	*2020*
Population	98,923	109,970
Housing (du)	25,137	29,396
Single-Family (du)	18,846	21,602
Multifamily (du)	6,651	7,794
Employment (jobs)	22,877	26,425
Agricultural (jobs)	44	65
Industrial (jobs)	7,405	8,740
Retail Commercial (jobs)	5,232	5,811
Non-Retail Commercial (jobs)	10,197	11,809

du = dwelling unit

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Rialto from implementation of the Regional Reduction Plan. The first document is the City of Rialto General Plan, which is the planning document for the City and includes the required General Plan elements and General Plan goals and policies. Within the General Plan are policies that are used in the environmental analysis to form thresholds of significance including the level of service (LOS) standard for traffic impacts, as one example, and the basis for programmatic mitigation measures. The second document is the Regional Reduction Plan City of Rialto chapter that describes the reduction measures and reduction targets chosen by the City of Rialto. This document is the proposed project as it pertains to the City of Rialto.

Rialto General Plan

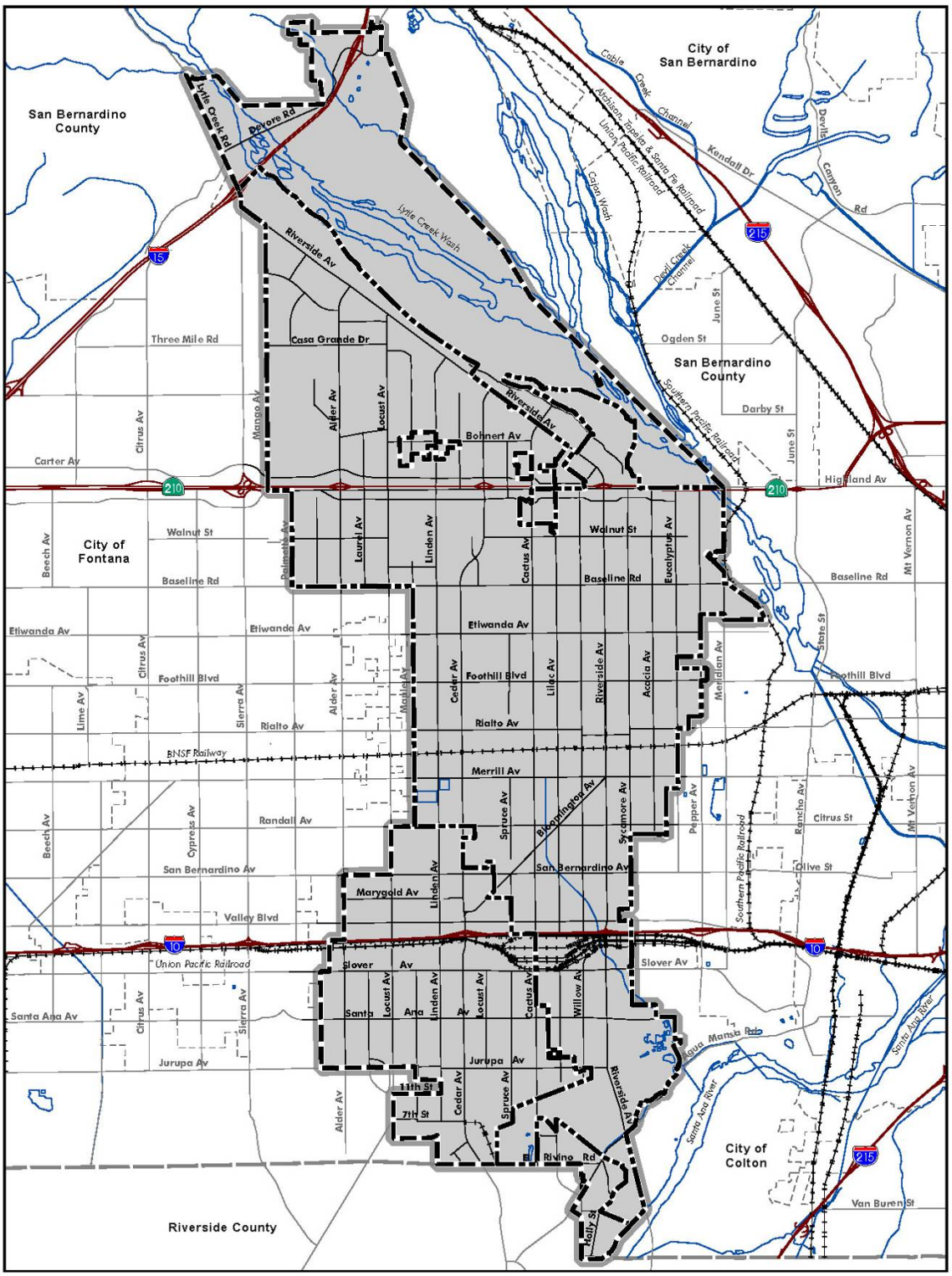
The City's adopted General Plan (2010) addresses the seven state mandated general plan elements (land use, housing, circulation, safety, open space, conservation, and noise). The General Plan establishes an overall development capacity for the City and serves as a policy guide for determining the appropriate physical development and character of the approximately 19 square miles within the City and an additional 13 square miles located in the City's Sphere of Influence. The General Plan is intended to achieve the land use, circulation, and other goals of the City in order to reflect the community's current values for growth over the long-term.

The Rialto General Plan policies that are relevant to the Regional Reduction Plan implementation are listed in Table 4.16-2 (Rialto General Plan Policies).

The Rialto Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Rialto has selected a goal to reduce its community GHG emissions to a level that is 15 percent below its projected level of GHG emissions in 2020. The City will meet and exceed this goal through a combination of state (~57 percent) and local (~43 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Rialto's on-road and building energy sectors in 2020. An additional reduction of 118,076 metric tons (MT) of carbon dioxide equivalents (CO_2e) will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); Solar Energy for Warehouse Space (Energy-6); and the GHG Performance Standard for New Development (PS-1). Rialto's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and on-road transportation sectors.

Figure 4.16-2 (Emissions Reduction Profile for Rialto) shows Rialto's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 15 percent) below its projected GHG emissions level in 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~57 percent) of the total reductions needed to achieve the 2020 target.



Source: City of Rialto 2010.

Figure 4.16-1
Vicinity Map

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Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
	LAND USE ELEMENT
Foothill Boulevard Corridor Specific Plan	
2-1.1	Provide new opportunities along the Foothill Boulevard Corridor for mixed-use residential, retail, and commercial uses.
2-1.2	Incorporate the Rialto Bridge streetscape theme—including design, architecture, signage, landscaping, and other visual elements.
2-1.3	Require that properties fronting Foothill Boulevard physically connect to each other to create continual pedestrian connectivity along the corridor. Provide pedestrian-friendly amenities such as shaded walking areas, pedestrian-scale architecture, and commercial buildings with pedestrian street entries.
2-1.4	Improve the aesthetics of Foothill Boulevard to encourage new development and revitalizing existing development and make Foothill Boulevard a distinct place, with identifying gateway treatments, that lets people know when they have entered or exited the City of Rialto.
Riverside Avenue Corridor	
2-2.1	Prevent strip commercial development and other inappropriate land uses such as industrial or logistics on Riverside Avenue. Uses such as commercial, multi-unit residential, and office would be deemed appropriate.
2-2.2	In the Downtown area, require development to enhance the corridor by framing the street with structures and minimal setbacks. Structures should be from two to three stories with storefronts or restaurants along the ground floor. Shading for pedestrians such as arcades should be encouraged.
2-2.3	Encourage adaptive reuse of single-unit houses for office and commercial uses on Riverside Avenue to strengthen the compatibility of residential/commercial zones while preserving the small-town quality of Downtown.
Valley Boulevard Corridor	
2-3.2	Attract new development and revitalize established commercial and industrial uses through economic development and redevelopment strategies. The first priority for development shall be areas within the City borders. Areas within the Sphere of Influence are a secondary priority.
Gateway Area	
2-4.2	Attract commercial businesses that will create a viable activity center with various retail stores, restaurants, and other complementary businesses to serve the local community and attract people from surrounding areas.
Downtown Rialto	
2-5.1	Provide a dynamic mix of uses to create a lively balance of activity and small-town charm that brings people together to create an exciting environment.
2-5.2	Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.
2-5.3	Provide an attractive park or plaza that provides a central location for community events and informal activities.
2-5.4	Create a Downtown that is a safe and walkable place for shoppers, visitors, residents, and employees, and that provides a unique environment that becomes a gathering place to shop and dine.
2-5.5	Incorporate improvements necessary to upgrade alleys to current standards, and refine their appearance, function, and safety with landscape treatment, textured paving, rear façade treatments, and parking and loading improvements.
2-5.6	Encourage a mix of retail shops and service centers to meet the needs of residents living or shopping in the Downtown and adjacent neighborhoods.
Neighborhood Preservation	
2-8.3	Require all new housing built adjacent to designated major or secondary highways to face a residential street, with driveways on the side street. Require landscaped barrier walls to preserve the privacy of residential side yards and protect them from traffic noise and pollution.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
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
Incompatible Land Uses	
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.
2-9.2	Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping, and façade and entrance treatments.
Community Design	
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.
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.
2-11.3	Provide planted median strips, parkway planting, and turning pockets on Riverside Avenue throughout the City, and extend the landscape median wherever possible.
2-11.4	Incorporate street trees and other landscape treatments along corridors to provide sufficient shade canopy and promote pedestrian comfort.
2-11.5	Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways.
2-12.1	Require the use of attractive street furniture (benches, trash receptacles, planters, bicycle racks) in the Downtown area, along Foothill Boulevard, and other highly visible areas to communicate the City's identity and pride.
2-12.2	Use textured paving or similar design features to define pedestrian crossings, particularly near pedestrian activity areas such as Downtown.
2-12.3	Install curb extensions (i.e., bulb out or similar enhancements) at pedestrian crossings to shorten the crossing distance required, wherever feasible. Additional pedestrian protections, including bollards and defensible space landscape treatments, should be utilized as well.
2-12.4	Enhance pedestrian walkways directly under building canopies by one or more of the following techniques: interlocking or textured paving, turf block walls, theme plantings, trees projecting through canopies, bollards and kiosks, pavilions or gazebos, and trellises and arbors planted with flowering vines.
2-12.5	Maximize potential pedestrian connections through the use of highly visible gateways, walkways, and directional signs and the installation of traffic-calming devices where appropriate.
2-12.7	Shade bus shelters and other outdoor use areas from the sun. Commercial projects along major corridors in Rialto shall incorporate at least one bus shelter, taxi stop, bicycle rack, and/or similar transportation or pedestrian features. The design of these features shall be consistent with the identify, feel, and theme of that corridor.
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.
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.
2-14.3	Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.
2-16.1	Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.
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.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
2-17.2	Require all new development to incorporate tree plantings dense enough to shade and beautify residential and commercial areas.
2-17.3	Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.
2-18.1	Require all new development and renovations within residential neighborhoods to be consistent with the existing scale, massing, and landscaping of that neighborhood.
2-19.1	Require that new construction, additions, renovations, and infill developments be sensitive to neighborhood context and building form and scale.
2-20.1	Require multi-unit buildings design to be visually and architecturally pleasing by varying the height, color, setback, materials, texture, landscaping, trim and roof shape.
2-20.6	Require pedestrian accessibility to adjacent uses with paseos, gates, pedestrian walkways, crossings, and sidewalks.
Planned Development	
2-21.3	Encourage creative site planning, making use of patio homes, zero lot line units, planned unit "cluster" development, attached townhouse products, and auto courts.
2-21.5	Encourage the clustering of residential units which provide semi-private common areas, maximize views, and provide passive open space and recreation uses within multi-unit developments.
2-21.6	Encourage developments to incorporate meandering greenbelts into subdivision projects, particularly along trails, collector streets, secondary streets, and major highways, protected environmental areas, or other special features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.
2-21.7	Require parkways to be placed on the outside of the public sidewalk immediately adjoining the curb to provide shade for pedestrians, and provide a canopy of trees to be either uniformly spaced or informally grouped.
Commercial and Industrial Development Design	
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.
2-22.5	Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.
Parking Lot Design	
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.
2-23.2	Encourage the inclusion of textured paving along pedestrian walkways and under building canopies.
2-23.3	Require use of drainage improvements designed, with native vegetation where possible, to retain or detain water runoff and minimize pollutants into drainage system.
Open Space	
2-24.2	Landscape the areas surrounding the Cactus Basin recreation fields, water reservoirs, and publically owned facilities to increase opportunities for low-intensity, passive recreation open spaces and to improve aesthetics.
2-25.1	Link new open space and park sites in reclaimed mining areas with bicycle trails integrated into the City's recreational trails system.
2-26.2	Enhance street corridors by incorporating small green areas, extensive landscaping, and street trees.
Water Resources	
2-28.2	Maximize recharge of local groundwater basins by minimizing impervious surfaces and protecting open space recharge areas.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
2-28.3	Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.
2-29.1	Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.
2-29.2	Use reclaimed water as available for irrigation of City parks, median strips, and other public areas, and encourage its use in industrial applications, large turf and expansive landscaped areas, golf courses, mining, and other uses where potable quality of water is not necessary to its application.
2-29.3	Educate the community about the importance of water-conserving techniques and avoiding wasteful water habits.
Sustainable Building Practices and Energy Conservation	
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.
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.
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.
2-31.1	Require the incorporation of energy conservation features into the design of all new construction and site development activities.
2-31.2	Provide incentives for the installation of energy conservation measures in existing multi-unit residential and commercial developments, including technical assistance and possibly low-interest loans.
2-31.3	Educate the public regarding the need for energy conservation techniques which can be employed and systems which are available
Air Quality and Climate	
2-35.1	Replace Rialto's vehicle fleet with low-emission, economically sensible vehicles.
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.
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.
2-36.1	Put conditions on discretionary permits to require fugitive dust controls.
2-36.2	Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.
2-37.1	Encourage and publically recognize innovative approaches that improve air quality.
2-37.2	Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.
2-37.3	Provide public education to encourage local consumers to choose the cleanest paints and other non-pollutant consumer products.
2-38.1	Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.
2-38.2	Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.
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 (BRT).
2-38.4	The City shall participate in the San Bernardino Regional Greenhouse Inventory and Reduction Plan.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
	ECONOMIC DEVELOPMENT, REDEVELOPMENT, AND INFRASTRUCTURE ELEMENT
Economic Development	
3-1.2	Encourage a variety of businesses to locate in Rialto, including retail, high technology, professional services, clean industries, logistics-based businesses, and restaurants/entertainment uses to promote the development of a diversified local economy.
3-1.3	Support established businesses in the City, and work to retain the small, independent businesses while accommodating national/regional chain stores.
3-1.4	Encourage the consolidation of smaller lots of industrial and commercial areas to attract larger industrial businesses or commercial projects.
3-1.6	Attract regional commercial uses along the SR-210 and I- 10 freeways, particularly at on- and off-ramps, by providing incentives such as fast-tracking review of projects and fee credits.
3-2.1	Revitalize Downtown by maintaining the small town character, including façade and public improvements, coordinated marketing efforts, and incentives for local businesses and restaurants.
3-2.2	Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station.
3-2.3	Continue public improvements in Downtown. Aid local businesses to improve structures and facades in a manner that will not detract from the historic urban form of the District
3-2.4	Work with Downtown merchants to establish a local improvement district to fund additional off-street parking and other facilities that have area-wide benefit.
3-2.5	Preserve key historic sites within the Downtown to maintain the character of the area and attract visitors to the district.
3-2.6	Improve the appearance and character along major commercial corridors through improved and uniform signage, themed landscape treatments, storefront improvements, and possible relocation of underutilized businesses.
Redevelopment	
3-3.2	Explore redevelopment opportunities for those areas being used for landfill purposes and which are not currently within a redevelopment project area. Work with the County of San Bernardino to define the final limits to the Mid-Valley Landfill and to plan for reclamation of the site with open space and recreation amenities appropriate for the site.
Infrastructure	
3-7.1	Link redevelopment tools with the processes of community facilities district formation and other similar funds to improve roadway and utility systems in areas with the greatest need for upgrades.
Water	
3-8.4	Advocate regular evaluation of the entire water supply and distribution system to ensure its continued adequacy, reliability, and safety.
3-8.5	Upgrade outdated and undersized water service facilities to prevent unnecessary system failures in the City's water system.
3-8.6	Work with water agencies to aggressively recharge groundwater basins and prevent excessive water pumping when there are inadequate supplies.
3-8.7	Develop new sources of water supply, including drilling additional water wells that are free from perchlorate, and expanding recycling water opportunities.
3-8.8	Work with municipal water districts to explore new water conservation opportunities within Rialto.
3-8.9	Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.
3-8.10	Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
Wastewater	
3-9.2	Evaluate the wastewater disposal system routinely to ensure its adequacy to meet changes in demand and changes in types of waste.
Solid Waste	
3-10.1	Encourage additional recycling in all sectors of the community.
3-10.2	Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.
3-10.3	Continue to provide and improve flexible fees and schedules for solid waste collection and recycling programs.
3-10.4	Continue to educate the community regarding the benefits of solid waste diversion and recycling, and maintain programs that make it easy for all residents and businesses to work toward City waste reduction objectives.
Public Services	
3-11.2	Maximize joint facility use by sharing with non-profit organizations, the Rialto Unified School District, and other community organizations.
3-11.3	Continue to provide opportunities for community gardens in the City of Rialto.
CIRCULATION ELEMENT	
Mobility	
4-1.1	Establish and maintain standards for a variety of street classifications to serve both local and regional traffic, including Major Arterial Highways, Major Arterials, Secondary Arterials, Collector Streets, and Local Streets.
4-1.2	Establish standards for spacing between access driveways on roadways of each classification, and encourage shared access between adjacent parcels to minimize the number of access points and improve safety along adjacent roadways.
4-1.4	Close gaps in the City's roadway network by extending the roadway grid through the Rialto Municipal Airport site as per the Renaissance Specific Plan and by pursuing UPRR overcrossing replacement/widening south of Interstate 10.
4-1.5	Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade separations.
4-1.6	Coordinate with the California Department of Transportation, San Bernardino Association of Governments, and neighboring jurisdictions to accommodate growing volumes of east-west traffic. This Plan envisions Riverside Avenue, Baseline Road, and Foothill Boulevard to become six-lane arterials.
4-1.7	Cooperate with SANBAG in the implementation of Tier 1 through Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Plan.
4-1.8	Cooperate with SANBAG and Omnitrans in the implementation of the Inland Intelligent Transportation Systems Strategic Plan.
4-1.9	Work with Caltrans to improve coordination of traffic signals at freeway interchanges with those on City streets.
4-1.10	Complete Pepper Avenue to connect to the SR-210 freeway and Highland Street.
4-1.11	Pursue the replacement of the Riverside Avenue bridge over the Union Pacific rail lines with a wider structure to accommodate larger volumes of traffic or to increase safety of crossing traffic.
4-1.12	Support the County's efforts to improve the I-10 freeway interchange at Cedar Avenue to relieve regional freeway congestion.
4-1.13	Support the County's efforts to improve the I-15 freeway interchange at Sierra Avenue.
4-1.14	Support the construction of a new interchange on I-10 at Alder Avenue to relieve regional freeway congestion.
4-1.15	Support the construction of High Occupancy Vehicle (HOV) lanes on I-10 between Ontario and Redlands.
4-1.16	Work with the city of Colton to pursue the reopening of Slover Avenue east of the Rialto city limits in conjunction with improvements to the interchange on I-10 at Pepper Avenue.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
4-1.17	Require new streets and improvements to connect to established streets.
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.
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.
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.
4-2.2	Discourage non-local traffic from using neighborhood streets.
4-2.3	Minimize new residential driveways on Arterial Roadways.
4-3.1	Require that development projects within rail corridors provide protective fencing, landscaping, and/or walls between rail tracks and new residences or other new development sensitive to noise or danger from rail operations.
4-3.2	Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks.
Parking	
4-5.1	Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, van pooling, and other ride sharing opportunities.
4-5.2	Provide public parking facilities in Downtown, including potential shared parking with the Metrolink parking facilities.
4-5.3	Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.
4-5.4	Allow for joint use and the sharing of parking facilities in mixed-use developments and for other projects which demonstrate the benefits of alternative parking approaches.
4-5.5	Consider establishing parking districts at locations in addition to Downtown where such districts would assist with economic development and redevelopment objectives.
4-5.6	Investigate establishing angle parking in Downtown to increase the supply of public parking.
Rail and Bus Ridership	
4-6.1	Support the establishment of an east-west Bus Rapid Transit line through the Valley along on Foothill Boulevard.
4-6.2	Establish new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' master plan of stops.
4-6.3	Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate.
4-6.4	Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire.
4-6.5	Encourage clean, lighted, and convenient bus shelters and transit stops that are within walking distance of major activity areas and residential neighborhoods and along arterial roadways.
4-6.6	Provide reliable and convenient paratransit services and other transportation service for individuals with disabilities and seniors who are unable to use fixed-route transportation systems.
4-7.1	Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services.
4-7.2	Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station.
4-7.3	Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.
4-7.4	Support the High Speed Train project sponsored by the California High Speed Railroad Authority.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
Bicyclists and Pedestrians	
4-8.1	Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.
4-8.2	Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.
4-8.3	Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.
4-8.4	Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.
4-8.5	Require major developments to include bicycle storage facilities, including bicycle racks and lockers.
4-8.6	Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.
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.
4-9.2	Require sidewalks and parkways on all streets in new development.
4-9.3	Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.
4-9.4	Accommodate pedestrians and bicyclists—in addition to automobiles—when considering new development projects.
4-9.5	Seek to maintain pedestrian access in the event of any temporary or permanent street closures.
4-9.6	Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.
Goods Movement	
4-10.2	Coordinate truck routes with adjacent jurisdictions.
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.
4-10.5	Work with appropriate law enforcement agencies to regulate speed on Riverside Avenue to minimize conflicts between high-speed private vehicles and lower-speed truck traffic.
4-10.6	Review all at-grade rail crossings for compliance with California Public Utilities Commission and Federal Highway Administration guidelines.
SAFETY AND NOISE ELEMENT	
Seismic Hazards	
5-1.1	Require geotechnical investigations by certified engineering geologist or other qualified professionals for all grading and construction projects subject to geologic hazards, including fault rupture, severe ground shaking, liquefaction, landslides, and collapsible or expansive soils. Particular attention should be paid to areas within Alquist-Priolo Earthquake Fault Zones.
5-1.2	Require all construction to be in conformance with the Uniform Building Code (UBC) and the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.
Flood Hazards	
5-2.2	Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
Fire Hazards	
5-3.4	Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations.
Hazardous Materials	
5-4.3	Identify and establish specific travel routes for the transport of hazardous materials and wastes, with key considerations being capacity to safely accommodate additional truck traffic, avoidance of residential areas, and use of interstate or State divided highways as preferred routes.
5-5.2	Encourage and promote practices that will reduce the use of hazardous materials and the generation of hazardous waste at their source, recycle the remaining hazardous wastes for reuse, and treat those wastes which cannot be reduced at the source or recycled.
Noise	
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.
5-10.3	Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Municipal Code and noise standards contained in Exhibit 5-5.
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.
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.
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 business persons.
HOUSING ELEMENT	
Housing Conservation and Improvements	
6-1.7	Promote the conservation of physically sound buildings and neighborhoods that have historical or architectural significance.
Housing Availability and Production	
6-2.1	Utilize the Managing the Land Supply Element, Zoning Ordinance, and other land use controls to provide housing sites that can facilitate and encourage the development of a variety of housing consistent with the City's identified local needs and its regional housing responsibilities.
6-2.3	Encourage the infilling of vacant residential land and the recycling of underutilized residential land, particularly in Downtown Rialto and along Foothill Boulevard.
6-2.6	Promote the phased and orderly development of new neighborhoods consistent with the provision of infrastructure improvements.
CULTURAL AND HISTORIC RESOURCES ELEMENT	
Historical Resources	
7-1.1	Protect the Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.
7-1.2	Identify, through appropriate research and surveys, the historical resources in Rialto through documentation and photography.
7-1.3	Explore and evaluate different approaches to protect and enhance historical resources throughout the community.

Table 4.16-2 Rialto General Plan Policies

Policy No.	*Policies*
7-1.4	Encourage economically feasible preservation of historical structures through adaptive reuse.
Archaeological Resources	
7-3.1	Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.
7-3.3	Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.
7-3.4	Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.
SOURCE	City of Rialto, *City of Rialto General Plan 2010*.

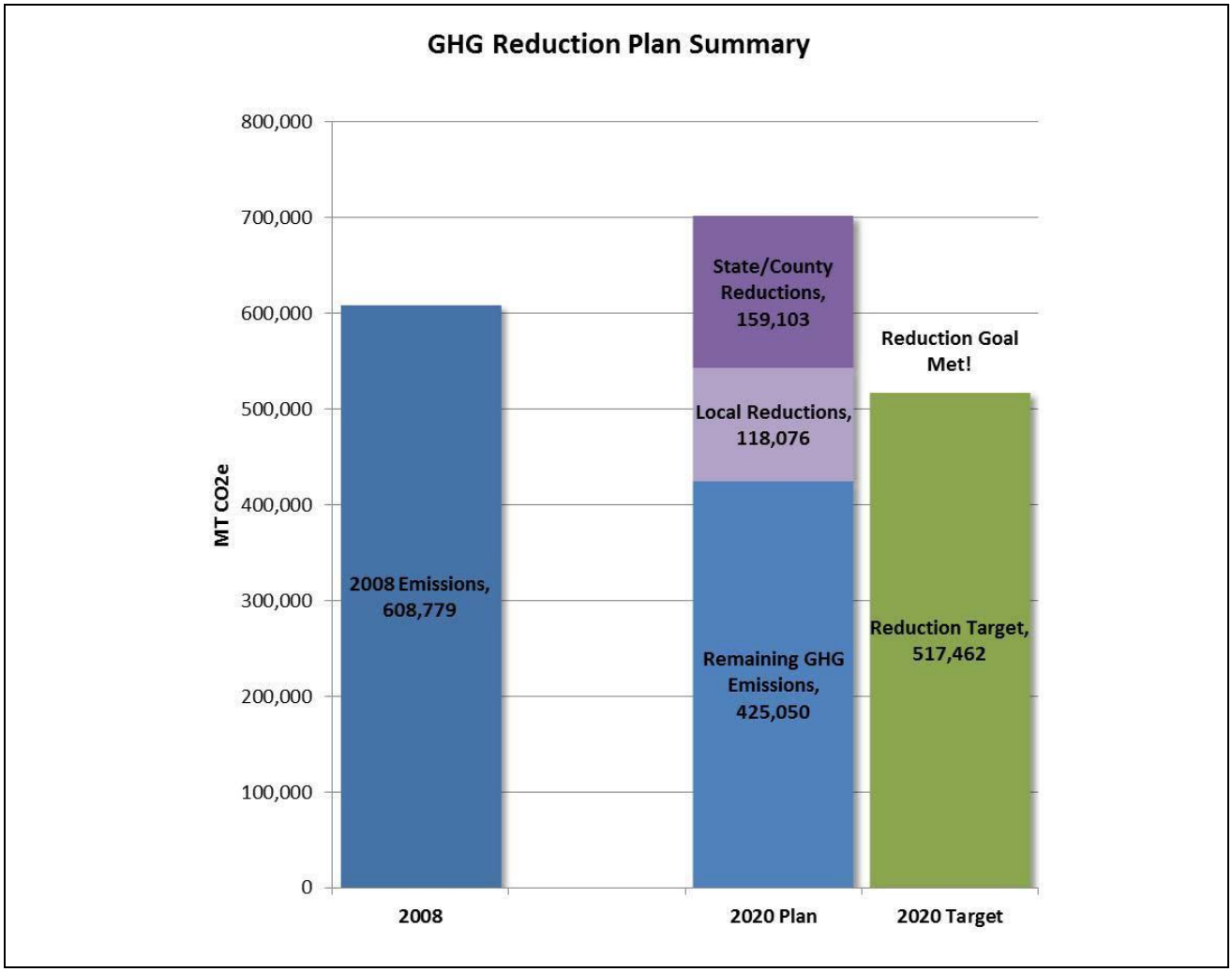

Figure 4.16-2 Emissions Reduction Profile for Rialto

Figure 4.16-3 (Emissions by Sector for Rialto) presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

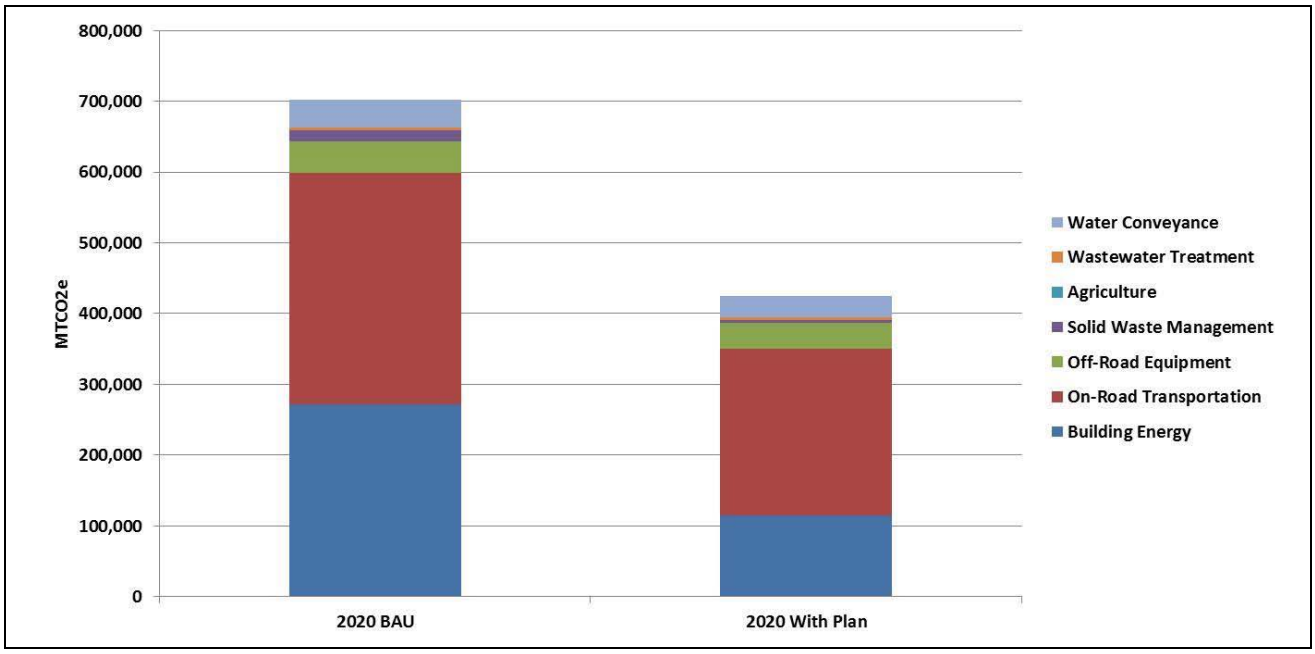

Figure 4.16-3 Emissions by Sector for Rialto

Table 4.16-3 (Emission Reduction by Sector for Rialto) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (Regional Reduction Plan) results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Rialto exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and on-road transportation sectors.

Figure 4.16-4 (Emission Reductions by Control and by Sector for Rialto) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

Table 4.16-4 (GHG Reduction Measures and Estimated 2020 Reductions for Rialto) presents the reduction measures selected by Rialto. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector. The physical impacts of implementing the Local Measures are reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Rialto.

Table 4.16-3 Emission Reduction by Sector for Rialto

Sector	*2008*	*2020 BAU*	*Reductions*	*2020 Emissions with Plan*	*% Reduction*
Building Energy	233,905	271,828	151,903	119,925	55.9%
On-Road Transportation	302,001	326,257	90,195	236,062	27.6%
Off-Road Equipment	40,061	44,508	7,611	36,897	17.1%
Solid Waste Management	14,269	15,708	11,807	3,901	75.2%
Agriculture	245	125	0	125	0.0%
Wastewater Treatment	4,001	4,476	419	4,056	9.4%
Water Conveyance	14,297	39,327	8,687	30,640	22.1%
GHG Performance Standard*	—	—	6,557	—	—
Total Emissions	***608,779***	***702,229***	***277,179***	***425,050***	***39.5%***
Reduction Goal	—	—	**184,766**	**517,462**	**26.3%**
Met Goal?	—	—	Yes	Yes	Yes
Reductions Beyond Goal	—	—	***92,413***	—	—
Per-Capita Emissions	6.2	6.4	—	3.9	—
Per-Job Emissions	26.6	26.6	—	16.1	—
Excluded Stationary Source Emissions	67,952	80,427	—	—	—

SOURCE San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

Values may not sum due to rounding.

* The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City's reduction goal by promoting reductions in multiple sectors.

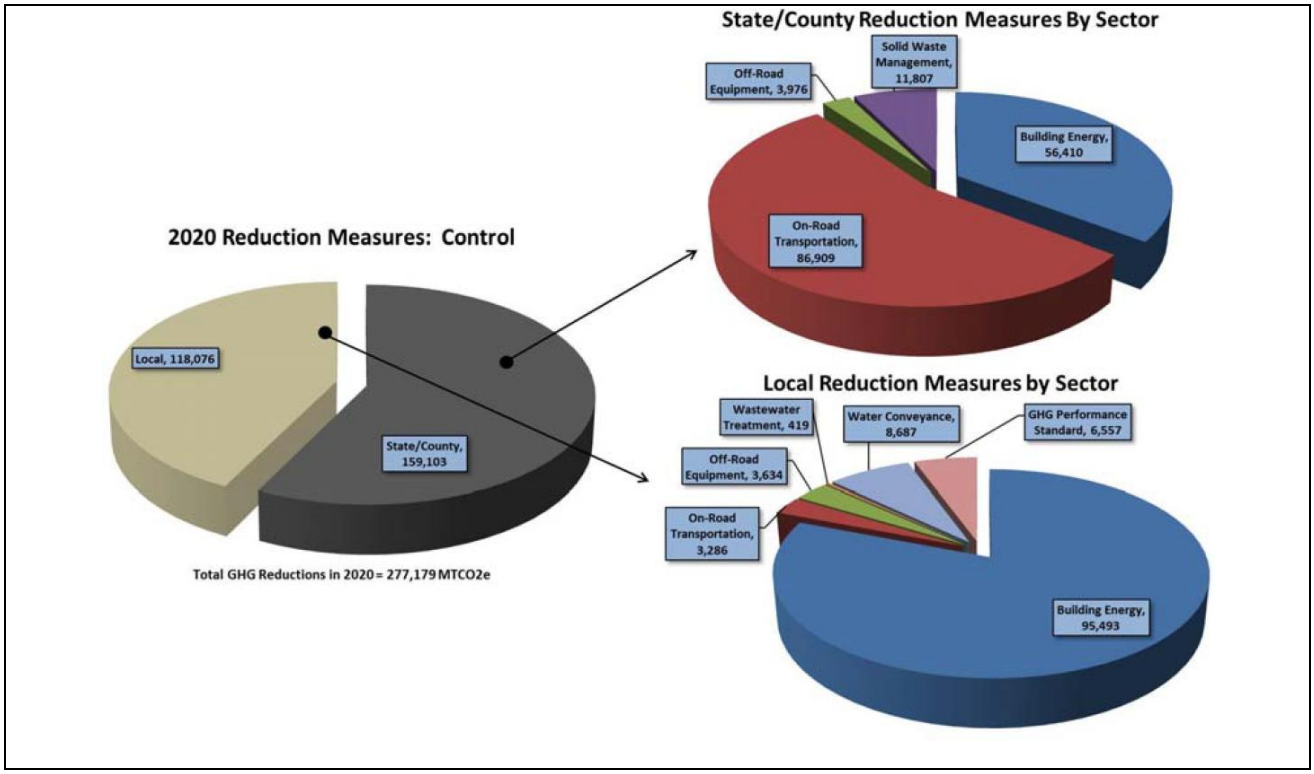

Figure 4.16-4 Emission Reductions by Control and by Sector for Rialto

Table 4.16-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Rialto

Reduction Measure Number	*Description*	*Emissions Reductions*
STATE AND COUNTY MEASURES		
State-1	Renewable Portfolio Standard	36,642
State-2	Title 24	8,764
State-3	AB 1190	9,864
State-4	Solar Water Heating	244
State-5	Industrial Boiler Efficiency	897
State-6	Pavley and Low Carbon Fuel Standard	79,682
State-7	AB 32 Transportation Reduction Strategies	7,227
State-8	Low Carbon Fuel Standard-Off-road	3,976
State-9	AB 32 Methane Capture	0
County-1	County GHG Reduction Plan Landfill Controls	11,807
LOCAL MEASURES		
Building Energy		
Energy-1	Energy Efficiency of Existing Buildings	1,601
Energy-3	Green Building Ordinance	987
Energy-4	Solar Installation for New Housing	842
Energy-5	Solar Installation for New Commercial	1,573
Energy-6	Solar Installation for Warehouse Space	11,547
Energy-7	Solar Installation for Existing Housing	3,283
Energy-8	Solar Installation for Existing Commercial/Industrial	1,963
Energy-9	Co-Generation Facilities	24
*Land Use-1 (BE)**	*Tree Planting*	*1*
Wastwater-2 (BE)	*Equipment Upgrades*	*3,526*
Water-1 (BE)	*Require Tier 1 Voluntary CALGreen Standards for New Construction*	*3*
Water-4 (BE)	*Implement SBX 7-7*	*70,142*
On-Road Transportation		
Transportation-1	Sustainable Communities Strategy	2,850
Transportation-2	Smart Bus Technologies	436
Off-Road Equipment		
Off-Road-1	Construction Equipment	3,222
Off-Road-2	Idling Ordinance	436

Table 4.16-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Rialto

Reduction Measure Number	*Description*	*Emissions Reductions*
Wastewater Treatment		
Wastewater-1	Methane Recovery	69
Water-1 (WT)	*Require Tier 1 Voluntary CALGreen Standards for New Construction*	*0.1*
Water-4 (WT)	*Implement SBX 7-7*	*349*
Water Conveyance		
Water-1	Require Tier 1 Voluntary CALGreen Standards for New Construction	669
Water-3	Water Efficient Landscaping Practices	1,150
Water-4	Implement SBX 7-7	4,815
Wastewater-3 (WC)	*Recycled Water*	*2,053*
GHG Performance Standard for New Development		
PS-1	GHG Performance Standard for New Development (30% below Projected BAU emissions for projects)	6,557
	Total Reductions	***277,179***

SOURCE San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance

Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

* These are measures where the avoided annual GHG emissions are small relative to the cost and effort to implement the measure on the City's part. Although the City has selected this measure, ICF recommends that the City not pursue this GHG reduction measure.

Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Rialto chapter describes the proposed project including the reduction measures and reduction targets chosen by the City of Rialto. The physical impacts of implementing these reduction measures and achieving the reduction targets is reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Rialto. No comment letters specific to the City of Rialto were received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.16-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Rialto) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area.

Mitigation measures were identified to reduce the following potentially significant impacts to less-than-significant levels:

Air Quality (Diesel Particulate Matter Emissions Near Metrolink Stations)

MM4.6.3-1 *Transit-oriented development near the Metrolink stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest railroad track to reduce concentrations of air pollution to acceptable levels.*

Biological Resources (Special-Status Species, Riparian Habitat or Other Sensitive Natural Community, Protected Wetlands, and Wildlife Movement)

MM4.16.4-1a *A biological resources assessment shall be prepared for any renewable energy generating facility proposed within the Lytle Creek Wash area, or on any undeveloped land within a Critical Habitat designation. This assessment shall identify the habitat types and quality, species occurrence and distribution, determine the specific impacts to biological resources and characterize the biological significance of those impacts, and define measures to avoid, reduce or compensate for any significant impacts attributable to the proposed project. The biological assessment shall be submitted to the Development Services Director for review/approval, and shall be included in the CEQA compliance documentation for all such proposals.*

MM4.16.4-1b *A focused survey for burrowing owls shall be conducted by a qualified professional biologist for any new development project proposed on a vacant site of two acres or larger, with a landscape of annual and perennial grasslands, desert, or arid scrubland with low-growing vegetation. The purpose of the survey is to determine if burrowing owls are foraging or nesting on or adjacent to the project site. If surveys confirm that the site is occupied habitat, mitigation measures to minimize impacts to burrowing owls, their burrows and foraging habitat shall be identified. The results of this survey, including any mitigation recommendations, shall be incorporated into the project-level CEQA compliance documentation. Owl surveys and approaches to mitigation shall be in accordance with the Staff Report on Burrowing Owl Mitigation, issued by the California Department of Fish and Game on October 17, 1995.*

MM4.16.4-2 *The City will enforce a policy of "no net loss" of wetlands and riparian values with respect to any future land use approvals within the Lytle Creek area. This policy shall be implemented through on-site means, or by off-site means if located within the vicinity of the affected reach of the creek.*

MM4.16.4-4 *Prior to approval of any land use plan or development project proposal within the Lytle Creek Wash area that affects more than two contiguous acres of undeveloped land, a biological assessment of the effects on wildlife movement shall be completed and considered by the City's decision-makers. This assessment shall be submitted to the Development Services Director for review/approval, and shall be included in the CEQA compliance documentation for all such proposals.*

Cultural Resources (Historical Resources)

MM4.16.5-1 *Prior to activities that would physically affect buildings or structures 45 years old or older or affect their historic setting, the project applicant shall retain a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Rialto, the appropriate archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation*

shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. The technical report or memorandum shall be submitted to the City of Rialto for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or reducing impacts on historical resources identified in the technical report or memorandum. Additional methods could include, but not be limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.

Table 4.16-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Rialto

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
	Energy-1	*Energy-3*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Energy-9*	*Land Use-1*	*Wastewater-1*	*Wastewater-3*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Water-1*	*Water-3*	*Water-4*	*PS-1*
Aesthetics																			
Scenic vistas	LS	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Scenic highways	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Visual character or quality	LS	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Light and glare	LS	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Agriculture/Forestry Resources																			
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Air Quality																			
Conflict or obstruct air quality management plan	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Violation of air quality standard	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS	NI	LS	NI	LS	LS	NI	NI	NI	LS
Exposure of sensitive receptors	NI	NI	NI	LS	NI	NI	NI	NI	NI	LS	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI
Creation of objectionable odors	NI	NI	NI	LS	NI	NI	NI	NI	LS	LS	NI	LS	NI	NI	NI	NI	NI	NI	NI

Table 4.16-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Rialto

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
	Energy-1	*Energy-3*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Energy-9*	*Land Use-1*	*Wastewater-1*	*Wastewater-3*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Water-1*	*Water-3*	*Water-4*	*PS-1*
Cumulatively considerable net increase of any nonattainment criteria pollutant	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS
Biological Resources																			
Special-status species	NI	NI	NI	**LS/MM**	NI	**LS/MM**	NI	NI	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI
Riparian habitat or other sensitive natural community	NI	NI	NI	**LS/MM**	NI	**LS/MM**	NI	NI	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI
Protected wetlands	NI	NI	NI	**LS/MM**	NI	**LS/MM**	NI	NI	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI
Wildlife movement	NI	NI	NI	**LS/MM**	NI	**LS/MM**	NI	NI	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/MM	NI	LS/MM	NI	NI	NI	NI	NI	LS/MM	NI	NI	NI	NI	NI	NI	NI
Cultural Resources																			
Substantial adverse change in significance of a historical resource	**LS/MM**	NI	NI	**LS/MM**	**LS/MM**	**LS/MM**	**LS/MM**	NI	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Disturb any human remains	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/MM	NI	NI	LS/MM	LS/MM	LS/MM	LS/MM	LS/MM	NI	NI	NI	LS/MM	NI	NI	NI	NI	NI	NI	NI
Geology/Soils																			
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI

Table 4.16-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Rialto

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
	Energy-1	*Energy-3*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Energy-9*	*Land Use-1*	*Wastewater-1*	*Wastewater-3*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Water-1*	*Water-3*	*Water-4*	*PS-1*
Substantial soil erosion or loss of topsoil	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Located on expansive soil	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Greenhouse Gas Emissions/Global Climate Change																			
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Hazards/Hazardous Materials																			
Create significant hazard through the routine transport, use, or disposal of hazardous materials	LS/PR	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI
Located within 2 miles of a public airport or public use airport	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.16-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Rialto

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
	Energy-1	*Energy-3*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Energy-9*	*Land Use-1*	*Wastewater-1*	*Wastewater-3*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Water-1*	*Water-3*	*Water-4*	*PS-1*
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Hydrology/Water Quality																			
Violate any water quality standards or waste discharge requirements	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Otherwise degrade water quality	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI

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NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
	Energy-1	*Energy-3*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Energy-9*	*Land Use-1*	*Wastewater-1*	*Wastewater-3*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Water-1*	*Water-3*	*Water-4*	*PS-1*
Land Use/Planning																			
Physically divide an established community	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS	LS	LS	LS/PR	NI	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Mineral Resources																			
Loss of availability of a known mineral resource	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Noise																			
Noise levels in excess of standards established in the local general plan or noise ordinance	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Excessive groundborne vibration or groundborne noise levels	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Temporary or periodic increase in ambient noise levels	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI

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NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
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Population/Housing																			
Induce substantial population growth	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Public Services																			
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Recreation																			
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Transportation/Traffic																			
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	LS
Conflict with an applicable congestion management program	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	LS
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Increase hazards due to a design feature or incompatible uses	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI

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Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																		
	Energy-1	*Energy-3*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Energy-9*	*Land Use-1*	*Wastewater-1*	*Wastewater-3*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Water-1*	*Water-3*	*Water-4*	*PS-1*
Inadequate emergency access	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	LS
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	LS
Utilities/Service Systems																			
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	LS	LS	LS	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	LS	NI
Inadequate wastewater treatment capacity	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	LS	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	LS	LS	LS	NI

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4.16.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a), and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Visual Character

The City of Rialto (City) and its Sphere of Influence are located in the northeasterly part of the Upper Santa Ana River Valley, a region with sharp contrasts in terrain. This part of the valley is defined by the steeply rising range front of the eastern San Gabriel Mountains on the north, the San Bernardino Mountains on the northeast, and the Jurupa Mountains on the south. Although small portions of the Sphere of Influence encroach onto the base of the San Gabriel and Jurupa Mountains, the corporate city limits are located entirely on the gently sloping valley floor. The southern tip of Rialto lies within the Santa Ana River floodplain, and the northernmost part encompasses portions of Sycamore Canyon and Lytle Creek Wash. Elevations range from about 900 feet above mean sea level at the Santa Ana River, to about 2,200 feet at the northernmost point in Lytle Creek Wash.

The urban environment in the City is predominately residential with scattered commercial districts and large industrial centers to the north and south. Downtown Rialto (Riverside Avenue south of Foothill Boulevard) forms the historic core of the City. Downtown is characterized by compact businesses with little or no setbacks and small-lot residential development.

Visual Resources

The planning area contains views of the San Bernardino and San Gabriel, Mountains that form a scenic backdrop for the northern portion of the planning area. These mountain ranges dominate the view to the north and contain a portion of the San Bernardino National Forest.

The Box Spring Mountains to the southeast and La Loma and Jurupa Hills to the south form unique natural landscapes in contrast to urbanized character of the surrounding environ. Lytle Creek and the Santa Ana River and their surrounding areas offer views and recreational opportunities to the northeast and southeast.

Regulatory Framework

Federal

There are no federal regulations that are applicable to aesthetics.

State

Scenic Highways

The California State Legislature established the Scenic Highway Program, which is administered by the California Department of Transportation (Caltrans). The State Scenic Highway System is a list of highways, mainly state highways, which have been designated by Caltrans as scenic highways. There are no existing or proposed state scenic highways in the Rialto planning area (Caltrans 2012).

Outdoor Lighting Energy-Efficiency Standards

California Code of Regulations (CCR) Title 24, Parts 1 and 6, Building Energy Efficiency Standards establishes requirements for outdoor lighting for residential and nonresidential development. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone, which are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

Solar Energy Systems

Government Code Section 65850.5 provides statewide standards to promote development of solar energy by providing timely and cost-effective administrative review of these systems for installation within residential, agricultural, and business areas. The law prohibits local jurisdictions from adopting ordinances that create unreasonable barriers to development of solar energy systems and specifically identifies design review for aesthetic purposes as an unreasonable barrier.

Regional

San Bernardino County Ordinance

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

Local

City of Rialto Municipal Code

The City of Rialto Design Guidelines (Chapter 18.61 [Design Guidelines]) defines general guidelines and development standards that are applied to all development within the City. Topics addressed by this chapter include site design, building design, materials, fences and walls, parking, and landscaping and buffering. Lighting is also addressed in Chapter 18.61, establishing standards for integrating lighting into site and building design without adversely affecting neighboring properties.

Rialto General Plan

The Rialto General Plan contains an element on Community Design with the primary goals and policies that guide the City's evaluation of development proposals and design of community facilities. The guidelines are an indication of the community's desire for an aesthetically pleasing urban and natural environment. The policies and key goals endeavor to maintain and enhance the visual character[1] of the City and include:

Policy 2-2.2 In the Downtown area, require development to enhance the corridor by framing the street with structures and minimal setbacks. Structures should be from two to three stories with storefronts or restaurants along the ground floor. Shading for pedestrians such as arcades should be encouraged.

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

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 2-18.1 Require all new development and renovations within residential neighborhoods to be consistent with the existing scale, massing, and landscaping of that neighborhood.

Policy 2-21.6 Encourage developments to incorporate meandering greenbelts into subdivision projects, particularly along trails, collector streets, secondary streets, and major highways, protected environmental areas, or other special features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.

Policy 2-24.2 Landscape the areas surrounding the Cactus Basin recreation fields, water reservoirs, and publically owned facilities to increase opportunities for low-intensity, passive recreation open spaces and to improve aesthetics.

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.

[1] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

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 2-31.2 Provide incentives for the installation of energy conservation measures in existing multi-unit residential and commercial developments, including technical assistance and possibly low-interest loans.

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.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

Analytic Method

Regional Reduction Plan reduction measures were reviewed to determine if they would include elements that, if implemented, would result changes in the viewshed that could be subjectively perceived as adverse or negative, or if implementation of the measures would be inconsistent with applicable General Plan goals or City standards pertaining to community design and visual quality

Effects Not Found to Be Significant

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

Views of scenic vistas can be primarily impacted by development in two ways. First, a structure may be constructed that blocks the view of the vista (i.e. a second-story building constructed next to a single-story building. Second, the vista itself may be altered (i.e. development on a scenic hillside). Specifically, obstruction of views of the San Bernardino and San Gabriel Mountains could occur for residents in the northern portion of the City if permissible heights and/or building massing design standards were increased. Currently, the low-density character of this area provides generally uninterrupted views of these resources. Views of La Loma Hills, Jurupa Hills, and the Box Spring Mountains could occur for

residents in the Bloomington area by the same means. Generally, any increase in building heights or building massing in a low density area has the potential to obstruct existing views. However, as established in the General Plan Policies 2-14.1 and 2-14.2 protect the City's scenic vistas of the San Gabriel and San Bernardino mountains and also views of La Loma Hills, Jurupa Hills, and the Box Spring Mountains. These policies would reduce any potential impact and preserve the identity and visual character of the planning area.

Regional Reduction Plan measures that could involve solar energy systems for existing and new residential and commercial development could alter the integrity of a scenic vista if not properly sited and designed. City Municipal Code Chapter 18.61 establishes standards for integrating lighting into site and building design without adversely affecting neighboring properties, which would reduce potential impacts. Measures that would be implemented under On-Road-1, which encourages transit-oriented development, could include features to promote transit use (e.g., park-and-ride lots). Park-and-ride lots would be situated adjacent to established roadways, which would not alter a scenic vista. Pedestrian and bicycle network improvements would generally be within existing areas or where the City has determined future trail systems would be situated. Therefore, impacts would be ***less than significant.***

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

No scenic roads and highways have been designated within the City of Rialto. As described above, City Municipal Code Chapter 18.61 establishes specific standards, which would reduce potential impacts. Measures that could be implemented under On-Road-1 would be expected to occur in urbanized areas in the City. Therefore, impacts would be ***less than significant.***

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The visual character of the City as a whole has already been established, particularly in the urbanized areas.

Regional Reduction Plan measures that could involve solar energy systems for existing and new residential and commercial development could alter the visual character or quality of a site and its surroundings if not properly sited and designed. Under the General Plan Policy 2-18.1, which requires all new development and renovations within residential neighborhoods to be consistent with the existing scale, massing, and landscaping of that neighborhood, any solar energy or windmill systems would be scaled to be consistent to existing residential neighborhoods. The City would review renewable energy projects for existing and proposed residential and commercial development to ensure consistency with height and setback limits, which would help minimize potential adverse effects.

The Regional Reduction Plan does not propose specific development. However, measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. The City would require TOD project design to be consistent

with applicable General Plan policies such as Policy 2-26.2 and associated implementation measures and the Development Code to minimize visual quality impacts. On-Road elements of the Regional Reduction Plan selected by the City of Rialto such as new or expanded park-and-ride lots and pedestrian/bicycle enhancements would result in a change in the visual quality of a site, but the features would not be of a height, mass, or scale that would contribute to visual quality degradation.

Therefore, implementation of the Regional Reduction Plan in Rialto would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be ***less than significant***. No mitigation is required.

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

Sources of light and glare in Rialto are associated with urbanized areas. Implementation of Regional Reduction Plan measures that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be within urbanized areas or areas planned for development. New TOD projects, along with new transit facilities such as bus shelters and park-and-ride lots, could be a source glare or light. However, the City would require TOD project design to be consistent with applicable General Plan policies and design standards to minimize light and glare impacts. Policy 2-23.1 requires that mature trees and landscaping in off street parking areas to provide sufficient shading. On-Road elements of the Regional Reduction Plan selected by the City of Rialto such as pedestrian/bicycle network enhancements would not be expected to be a source of light or glare.

Therefore, implementation of the Regional Reduction Plan in Rialto would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and the impact would be ***less than significant***. No mitigation is required

Cumulative Impacts

Past and present development has somewhat affected scenic vistas to some extent. However, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact on scenic vistas due to the types of Regional Reduction Plan measures that would be implemented by Rialto. Additionally, implementation of the General Plan is expected to result in minimal changes in urban uses that would, in turn, alter visual quality.

Implementation of the Regional Reduction Plan in Rialto would not represent a cumulatively considerable contribution to those effects. Energy retrofits and installation of energy-saving features on existing or new structures would conform to City Municipal Code Chapter 18.61, which established design guidelines for structures within the City, would reduce potential aesthetic impacts.

On-Road-1 measures (e.g., TOD, park-and-rides, bicycle/pedestrian network improvements) would not result in a substantial change in the viewshed. The developed portions of Rialto contain numerous sources of light and glare. The General Plan directs growth away from scenic areas that would be adversely impacted by light and glare from urban development, concentrating development along the downtown corridors. Implementation of the regional measures in Rialto would not contribute to glare

impacts and, with implementation of Energy-2 (outdoor lighting standards) for example, could help reduce the effects of nighttime lighting on skyglow. Therefore, the proposed project would not result in a cumulatively considerable contribution to light and glare effects. The ***cumulative impacts would be less than significant***.

References

California Department of Transportation (Caltrans). 2012. Officially Designated State Scenic Highways. http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm

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4.16.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The State of California designates land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. These maps are created and maintained by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Additional information on the FMMP is provided in this section under "Regulatory Framework," "State." The following summarizes the various lands mapped by the State.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state's leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land**—This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad,

and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land**—This land is not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water**—These are areas with perennial water bodies with an extent of at least 40 acres.

The City of Rialto currently has four properties within city limits which have been designated by the California Department of Conservation as Farmland. Two of the properties designated as Farmland of Statewide Importance are located on the northeast and northwest corners of Cedar Avenue and Rialto Avenue, the third property designated as Farmland of Statewide Importance is located in the southern area of Rialto along the east side of Cactus Avenue just shy of its intersection with Slover Avenue. The property designated Prime Farmland lies contiguous to the east of this last property, between Cactus Avenue and South Lilac Avenue.

Currently, there are no Williamson Act contracts within the City of Rialto or within the City of Rialto Sphere of Influence.

Regulatory Framework

Federal

There are no federal regulations pertaining to agricultural resources.

State

Williamson Act

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued. The preservation of agricultural land through Williamson Act contracts is meant to discourage premature and unnecessary conversion to urban uses. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. The maps and data are used to help preserve productive farmland and to analyze impacts on farmland.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code includes Agricultural Land Use Zoning Districts that provide sites for commercial agricultural operations, agricultural support services, rural residential uses and similar and compatible uses. Open space and recreation uses may occur on nonfarmed lands within these AG (Agriculture) land use zoning district. In addition, the Development Code also includes Additional Agriculture (AA) Overlays, which are intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and the sale of plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles. Agricultural Preserve (AP) Overlays were also established for properties that may be subject to a Land Conservation Contract executed between the landowner and the Board.

Local

Rialto Agricultural Zoning

City Zoning Code Chapter 18.08 establishes the A-1 Agricultural Zone.

Rialto General Plan

The Rialto General Plan policy that are applicable to agricultural resources[2] is as follows:

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

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

[2] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))
- Result in the loss of forest land or conversion of forest land to nonforest use
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

Analytic Method

The following analysis reviews potential impacts to agricultural resources within the City of Rialto.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Rialto, but these areas near transit or urbanized mixed-use development do not include changing any existing agricultural lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any agricultural use to a nonagricultural use. In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or covert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use. Therefore, implementation of the proposed Regional Reduction Plan would not convert any of the existing agricultural use to nonagricultural use, which includes all California Resource Agency designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. There would be ***no impact***.

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

Currently, there are no Williamson Act contracts within the City of Rialto or within the City of Rialto Sphere of Influence; and none are anticipated because the city contains less than 100 acres of agriculturally zoned land, which is the minimum amount of contiguous land required to qualify for a Williamson Act contract. Therefore, there would be ***no impact***.

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

The City of Rialto is urbanized and does not contain areas classified as timberland, zoned as timberland, or considered forested with timber. There would be ***no impact***.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?

The City of Rialto is urbanized and does not contain forest land. There would be ***no impact***.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?

For the reasons described above, no other changes are anticipated that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. There would be ***no impact***.

Cumulative Impacts

Implementation of the Regional Reduction Plan in Rialto would not result in any impacts on agricultural or forest lands at the project level. Therefore, impacts would not be cumulatively considerable, and there would be ***no cumulative impact***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

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———. n.d. *City of Rialto Municipal Code*.

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4.16.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a), associated environmental document (2010b), and various sources, including the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP) (2012), SCAQMD's CEQA Air Quality Handbook and online updates (accessed 2012), and SCAQMD air monitoring data. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The portion of the proposed project under jurisdiction of the City of Rialto is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The weather station nearest the site is the San Bernardino Station (AQs No. 060719004). The average low is reported at 42°F in December and January and the average high is 95°F in August. All areas in the Basin have recorded temperatures above 100°F in recent years. December is typically the coldest month in this area of the Basin, with minimum temperatures in the 40s.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 11.8 inches per year in Rialto.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges surrounding the Basin affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the Basin generally ranges from fair to poor and is similar to air

quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. VOC and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.16.7 [Greenhouse Gas Emissions]).

Carbon monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

Volatile organic compounds (VOC) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as O_3 (SCAQMD 2005).

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO_2 is a by-product of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}, $PM_{2.5}$, and O_3 (SCAQMD 2005).

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2 (SCAQMD 2005).

Particulate matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable course particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (California ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and NO_X (both by-products of the internal combustion engine) react with sunlight. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code

defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to federal Clean Air Act Section 112, subsection (b) (42 USC 7412(b)) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for the California ARB to designate substances as TACs. Once a TAC is identified, the California ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. The California ARB has, to date, established formal control measures for eleven TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, the California ARB has designated 244 compounds as TACs (California ARB 1999). Additionally, the California ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and the City of Rialto are best documented by measurements made by the SCAQMD. The City is in the central portions of Source Receptor Area (SRA) 34 (San Bernardino Valley [Central San Bernardino Valley]). The SCAQMD air quality monitoring station in the SRA 34 that is closest to the City is the San Bernardino Monitoring Station. Data from these two stations are summarized in Table 4.16.3-1 (Ambient Air Quality Monitoring in the City of Rialto). The data show recurring violations of both the state and federal O_3 standards. The data also indicate that the area regularly exceeds the state PM_{10} and federal

$PM_{2.5}$ standards. The CO, SO_2, and NO_2 standards have not been violated in the last 5 years at the stations.

Table 4.16.3-1 Ambient Air Quality Monitoring in the City of Rialto

Pollutant/Standard	*Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year*[a]				
	2007	*2008*	*2009*	*2010*	*2011*
Ozone (0_3)					
State 1-Hour ≥ 0.09 ppm	48	62	53	27	40
State 8-Hour ≥ 0.07 ppm	74	90	79	63	66
Federal 8-Hour ≥ 0.075 ppm[b]	51	62	62	40	39
Maximum 1-Hour Average Concentration (ppm)	0.153	0.162	0.150	0.143	0.144
Maximum 8-Hour Average Concentration (ppm)	0.122	0.124	0.128	0.105	0.124
Carbon Monoxide (CO)					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Average Concentration (ppm)	1.8	1.9	1.9	1.7	1.7
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 ppm[c]	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.09	0.10	0.08	0.07	0.08
Sulfur Dioxide					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)	0.004	0.003	0.002	0.002	0.007
Suspended Particulates (PM_{10})					
State 24-Hour > 50 µg/m^3	33	19	13	9	3
Federal-24 Hour > 150 µg/m^3	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m^3)	136	76	75	63	56
Fine Particulates ($PM_{2.5}$)					
Federal-24 Hour ≥ 35 µg/m^3[d]	11	6	3	2	2
Maximum 24-Hour Average Concentration (µg/m^3)	77.5	49.0	46.4	42.6	32.5

SOURCE: SCAQMD, Ambient Air Quality Monitoring Data (obtained January 2012).
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. Data obtained from the Central San Bernardino Valley 1 or Central San Bernardino Valley 2 Monitoring Stations.
b. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm.
c. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.
d. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3.

Regulatory Framework

U.S. Environmental Protection Agency and the Federal Clean Air Act

The federal Clean Air Act of 1970 (CAA) and the CAA Amendments of 1971 required the USEPA to establish National Ambient Air Quality Standards (NAAQS), with States retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the state's air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State

California Air Resources Board

The California ARB, a part of the Cal/EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures and provides oversight of local programs. The California ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. The California ARB has primary responsibility for the development of California's SIP and works closely with the federal government and the local air districts.

Table 4.16.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

Table 4.16.3-2 State and Federal Ambient Air Quality Standards

Pollutant	*Averaging Time*	*California Standard*	*Federal Primary Standard*	*Major Sources*
Ozone (O_3)[a]	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO_2)[b]	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m^3	150 µg/m^3	
Fine Particulates ($PM_{2.5}$)[c]	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	Primarily from Internal combustion engines
	24 hours	—	35 µg/m^3	
Lead (Pb)	Monthly	1.5 µg/m^3	—	Lead smelters and lead battery manufacturing & recycling.
	Quarterly	—	1.5 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3		Industrial processes

SOURCE: California ARB (2012).
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm
b. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm
c. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by the SCAQMD.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and CO.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities

- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the AQMP for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and $PM_{2.5}$standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

Table 4.16.3-3 (Attainment Status of Basin) shows the attainment status for criteria air pollutants in the Basin.

Table 4.16.3-3 Attainment Status of Basin

Pollutant	*State*	*Federal*
Ozone: 1-hour	Extreme Nonattainment	Extreme Nonattainment
Ozone: 8-hour	Extreme Nonattainment	Severe-1 Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Suspended Particulates (PM_{10})	Serious Nonattainment	Serious Nonattainment
Fine Particulates ($PM_{2.5}$)	Nonattainment	Nonattainment
Lead	Attainment	Attainment
Sulfates (SO_4)	Unclassified	Unclassified

SOURCE: California ARB (2012).

Local

Rialto General Plan

The Rialto General Plan policies that are applicable to air quality and air pollutant emissions[3] are as follows:

Policy 2-1.3 Require that properties fronting Foothill Boulevard physically connect to each other to create continual pedestrian connectivity along the corridor. Provide pedestrian-friendly amenities such as shaded walking areas, pedestrian-scale architecture, and commercial buildings with pedestrian street entries.

Policy 2-5.2 Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.

Policy 2-5.4 Create a Downtown that is a safe and walkable place for shoppers, visitors, residents, and employees, and that provides a unique environment that becomes a gathering place to shop and dine.

Policy 2-5.6 Encourage a mix of retail shops and service centers to meet the needs of residents living or shopping in the Downtown and adjacent neighborhoods.

Policy 2-11.4 Incorporate street trees and other landscape treatments along corridors to provide sufficient shade canopy and promote pedestrian comfort.

Policy 2-11.5 Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways.

Policy 2-12.3 Install curb extensions (i.e., bulb out or similar enhancements) at pedestrian crossings to shorten the crossing distance required, wherever feasible. Additional pedestrian protections, including bollards and defensible space landscape treatments, should be utilized as well.

[3] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 2-12.4 Enhance pedestrian walkways directly under building canopies by one or more of the following techniques: interlocking or textured paving, turf block walls, theme plantings, trees projecting through canopies, bollards and kiosks, pavilions or gazebos, and trellises and arbors planted with flowering vines.

Policy 2-12.5 Maximize potential pedestrian connections through the use of highly visible gateways, walkways, and directional signs and the installation of traffic-calming devices where appropriate.

Policy 2-12.7 Shade bus shelters and other outdoor use areas from the sun. Commercial projects along major corridors in Rialto shall incorporate at least one bus shelter, taxi stop, bicycle rack, and/or similar transportation or pedestrian features. The design of these features shall be consistent with the identify, feel, and theme of that corridor.

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 2-17.3 Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.

Policy 2-20.6 Require pedestrian accessibility to adjacent uses with paseos, gates, pedestrian walkways, crossings, and sidewalks.

Policy 2-21.6 Encourage developments to incorporate meandering greenbelts into subdivision projects, particularly along trails, collector streets, secondary streets, and major highways, protected environmental areas, or other special features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.

Policy 2-21.7 Require parkways to be placed on the outside of the public sidewalk immediately adjoining the curb to provide shade for pedestrians, and provide a canopy of trees to be either uniformly spaced or informally grouped.

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 2-23.1 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.

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 2-31.2 Provide incentives for the installation of energy conservation measures in existing multi-unit residential and commercial developments, including technical assistance and possibly low-interest loans.

Policy 2-31.3 Educate the public regarding the need for energy conservation techniques which can be employed and systems which are available

Policy 2-35.1 Replace Rialto's vehicle fleet with low-emission, economically sensible vehicles.

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

Policy 2-36.2 Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.

Policy 2-37.1 Encourage and publically recognize innovative approaches that improve air quality.

Policy 2-37.2 Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.

Policy 2-37.3 Provide public education to encourage local consumers to choose the cleanest paints and other non-pollutant consumer products.

Policy 2-38.1 Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-38.2 Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.

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 (BRT).

Policy 2-38.4 The City shall participate in the San Bernardino Regional Greenhouse Inventory and Reduction Plan.

Policy 3-2.2 Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station.

Policy 3-8.8 Work with municipal water districts to explore new water conservation opportunities within Rialto.

Policy 3-8.9 Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.

Policy 3-8.10 Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

Policy 3-10.1 Encourage additional recycling in all sectors of the community.

Policy 3-10.2 Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.

Policy 3-10.4 Continue to educate the community regarding the benefits of solid waste diversion and recycling, and maintain programs that make it easy for all residents and businesses to work toward City waste reduction objectives.

Policy 4-1.8 Cooperate with SANBAG and Omnitrans in the implementation of the Inland Intelligent Transportation Systems Strategic Plan.

Policy 4-1.15 Support the construction of High Occupancy Vehicle (HOV) lanes on I-10 between Ontario and Redlands.

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 4-3.2 Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks.

Policy 4-5.1 Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, van pooling, and other ride sharing opportunities.

Policy 4-5.3 Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.

Policy 4-6.1 Support the establishment of an east-west Bus Rapid Transit line through the Valley along on Foothill Boulevard.

Policy 4-6.2 Establish new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' master plan of stops.

Policy 4-6.3 Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate.

Policy 4-6.4 Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire.

Policy 4-6.5 Encourage clean, lighted, and convenient bus shelters and transit stops that are within walking distance of major activity areas and residential neighborhoods and along arterial roadways.

Policy 4-6.6 Provide reliable and convenient paratransit services and other transportation service for individuals with disabilities and seniors who are unable to use fixed-route transportation systems.

Policy 4-7.1 Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services.

Policy 4-7.2 Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station.

Policy 4-7.3 Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.

Policy 4-7.4 Support the High Speed Train project sponsored by the California High Speed Railroad Authority.

Policy 4-8.1 Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2 Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3 Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4 Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

Policy 4-8.5 Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Policy 4-8.6 Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

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 4-9.3 Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

Policy 4-9.4 Accommodate pedestrians and bicyclists—in addition to automobiles—when considering new development projects.

Policy 4-9.5 Seek to maintain pedestrian access in the event of any temporary or permanent street closures.

Policy 4-9.6 Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Policy 6-2.3 Encourage the infilling of vacant residential land and the recycling of underutilized residential land, particularly in Downtown Rialto and along Foothill Boulevard.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on air quality if it would do any of the following:

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

The SCAQMD has developed CEQA air pollutant thresholds for projects within the Basin. The SCAQMD thresholds of significance for air quality are shown in Table 4.16.3-4 (SCAQMD Thresholds of Significance).

Table 4.16.3-4 SCAQMD Thresholds of Significance

Pollutant	*Construction Phase*	*Operational Phase*
Volatile Organic Compounds (VOC; an ozone precursor)	75 lb/day	55 lb/day
Nitrogen Oxides (both NO_2 and NOx as an ozone precursor)	100 lb/day	55 lb/day
Sulfur Oxides (SO_X, both SO_2 and SO_4)	150 lb/day	150 lb/day
Carbon Monoxide (CO)	550 lb/day	550 lb/day
Suspended Particulates (PM_{10})	150 lb/day	150 lb/day
Fine Particulates ($PM_{2.5}$)	55 lb/day	55 lb/day

SOURCE: SCAQMD (2012).

In addition, SCAQMD's health related thresholds associated with toxic air contaminants are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by 10 in one million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by 1

Analytic Method

The impact analysis for the Regional Reduction Plan is based on the air quality emissions analysis in The Rialto General Plan EIR, and predicted air pollutant reductions that would be expected from implementation of the Regional Reduction Plan.

Effects Not Found to Be Significant

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

The 2012 AQMP is the applicable air quality management plan for the region and is designed to meet the state and federal Clean Air Act planning requirements with a focus on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new control strategies, including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

The Proposed Project (Regional Reduction Plan) would implement measures within Rialto designed to increase energy efficiency and reduce vehicle miles traveled (VMT). While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City of Rialto will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reductions as detailed under Transportation-1 (Sustainable Communities Strategy), such as On-Road-1.3 (Public Transit Funding) and On-Road-1.9 (Trip Reduction Ordinance). Other reduction measures that relate to reduced vehicle emissions include a Transportation Demand Management (TDM) program reduce employee commuter trips through ride-share and transit programs, telecommuting programs, and nonmotorized commutes to work, as included in the Regional Reduction Plan and reflected in the City's General Plan.

The Regional Reduction Plan includes pedestrian and bicycle infrastructure planning for bikeways and pedestrian paths to be build that connect various land uses. A key benefit to the implementation of pedestrian and bicycle infrastructure within the City will be a reduction in traffic and improved air quality. Implementation of these measures through the Regional Reduction Plan would reduce VMT and thereby improve air quality by reducing vehicle-related air pollutant emissions.

In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce both GHG emissions and air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential, commercial, and industrial land uses within the City, which will reduce local criteria air pollution. The implementation of the Regional Reduction Plan will further the goals of the Air Quality Management Plan for the Basin. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction activities, such as grading or excavation activities (if required, for installation of energy-generating structures or bicycle/pedestrian paths and transit infrastructure), and building energy retrofits, would result in temporary, short-term emissions of air pollutants. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving. Information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, therefore short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits, renewable energy project, pedestrian and bicycle paths and transit infrastructure. These offsets would result in an overall reduction in criteria air pollutant emissions.

Although short-term construction emissions cannot be quantified, the reduction in long-term emissions of criteria pollutants from operation of the energy efficiency measures, renewable energy generation, water conservation measures, solid waste diversion programs, and the various transportation measures can be quantified. This is because of the level of commitment that the City of Rialto has chosen in implementing the reduction measures in the Regional Reduction Plan. Table 4.16.3-5 (City of Rialto Regional Emissions [lb/day]) compares the criteria pollutant emissions predicted in the Rialto General Plan with the predicted reductions in those emissions through implementation of the Regional Reduction Plan.

Table 4.16.3-5 City of Rialto Regional Emissions (lb/day)

Emission Sources	*VOC*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
Existing Land Use Emissions (2006)						
Transportation	1,091	4,605	14,428	39	148	134
Area Sources:						
Natural Gas	54.96	715.5	331.83	0.01	1.36	1.35
Landscaping	243.68	11.73	1,355	0.06	3.65	3.61
Consumer Products	1,765	0	0	0	0	0
Architectural Coatings	369	0	0	0	0	0
Subtotal Area Sources	*2,433*	*727*	*1,687*	*0*	*5*	*5*
Total Existing Land Use Emissions	***3,524***	***5,332***	***16,115***	***39***	***153***	***139***

Table 4.16.3-5 City of Rialto Regional Emissions (lb/day)

Emission Sources	*VOC*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
The Rialto Plan Emissions (2035)						
Transportation	394	1,277	4,664	30	118	106
Area Sources:						
Natural Gas	81.11	1,058	507	0.01	2.01	1.99
Landscaping	267.03	16.7	1,481	0.07	3.92	3.89
Consumer Products	2,643	0	0	0	0	0
Architectural Coatings	604	0	0	0	0	0
Subtotal Area Sources	*3,595*	*1,075*	*1,988*	*0*	*6*	*6*
Total The Rialto Plan Emissions	***3,989***	***2,352***	***6,652***	***30***	***124***	***112***
Changes in Emissions with the Regional Reduction Plan[a]						
Transportation	-109	-352	-1,287	-8	-33	-29
Area Sources:						
Natural Gas	-4	-48	-23	0	0	0
Landscaping	-12	-1	-67	0	0	0
Consumer Products	-119	0	0	0	0	0
Architectural Coatings	-27	0	0	0	0	0
Subtotal Area Sources Changes	*-162*	*-48*	*-90*	*0*	*0*	*0*
Total GHG Performance Standard[b]	-94	-56	-157	-1	-3	-3
Changes to Emissions Totals	***-365***	***-457***	***-1,534***	***-9***	***-36***	***-32***
Emission Comparison						
Net The Rialto Plan Emissions with implementation of the Regional Reduction Plan	3,624	1,896	5,118	21	88	80
Estimated Regional Reduction Plan Percent Reduction in Air Pollution	-9%	-19%	-23%	-30%	-29%	-29%
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Is The Rialto Plan Significant with Regional Reduction Plan Reductions?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Is the Regional Reduction Plan Significant?	No	No	No	No	No	No

lbs/day = pounds per day

a. Regional Reduction Plan reductions based on percentage reductions by sector (energy sector = natural gas, etc.).

b. GHG Performance Standard is not sector specific. Estimated reductions based upon expected reductions of totals for new development.

The Proposed Project (Regional Reduction Plan) will reduce anticipated criteria air pollutant emissions resulting from buildout of the Rialto General Plan, but the net emissions from buildout of the Rialto General Plan are still over the SCAQMD Thresholds for all but SO_X. This significant impact was addressed in the Rialto General Plan EIR.

As indicated in Table 4.16.3-5, impacts from the Regional Reduction Plan reduce criteria pollutants and benefit air quality in Rialto. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?

The occurrence and severity of potential odor impacts depend on several factors: the nature of the source, the frequency and strength of the emissions, the presence/absence of odor-sensitive receptors near the source, and the local pattern of wind speeds and directions. While offensive odors rarely cause any physical harm, they can be unpleasant and cause distress among the public and generate citizen complaints. Odor impacts can result from siting a new odor source near existing receptors or siting a new sensitive receptor near an existing odor source. Typical land uses that have the potential to generate considerable odors include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants.

Implementation of the Regional Reduction Plan will not create objectionable odors. None of reduction measures in the Regional Reduction Plan selected by the City of Rialto include components that typically generate odors. Therefore, this impact would be ***less than significant***. No mitigation is required.

Project Impacts and Mitigation Measures

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

Impact 4.16.3-1 **The proposed project would expose sensitive receptors to substantial pollutant concentrations. This would be a potentially significant impact. Implementation of mitigation measure MM4.16.3-1 would reduce this impact to *less than significant*.**

As shown in Table 4.16.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Rialto. However, there is the potential to increase concentrations of air pollution within areas near transit stations as a result of the reduction measure On-Road Transportation-1 (Sustainable Communities Strategy [SCS]) in the Regional Reduction Plan. This is particularly true with transit-oriented development because emission sources such as diesel-engines pulling the Metrolink commuter train can be in close proximity to sensitive receptors such as residential land uses. Transit oriented development within the SCS encourages the increase in transit trains, which increases the concentrations of air pollutants including diesel particulate matter (DPM) within the neighborhoods of transit-oriented development.

The California ARB's Land Use and Air Quality: A Community Health Perspective (California ARB 2005) recommends setbacks of sensitive land uses such as residential from sources of DPM to reduce concentrations of air pollution within sensitive land uses down to background levels. The document recommends a setback of 500 feet from high traffic roadways and a setback of 1,000 feet from major service and maintenance rail yards. DPM emissions near transit stations are not as high as either of these uses. In particular, rail yards have much higher DPM concentrations than transit stations because of the idling "switch engines" working within the major service and maintenance rail yards. Therefore, a setback

for residential and other sensitive land uses (day care, preschools, and elder care facilities) of at least 500 feet but no more than 1,000 feet from the rail line would sufficiently reduce concentrations of air pollutants down to background levels. In addition, to still be transit-oriented development, residential units within the transit-oriented development must be within 0.25 mile (1,320 feet) from the transit station.

To evaluate the California ARB recommended setbacks within the context of transit stations, dispersion modeling was conducted using the USEPA Screen3 dispersion model to predict the DPM emissions concentrations and associated health risks at 500 feet, 1,000 feet, and 1,320 feet from the locomotive engine pulling the Metrolink commuter train. Currently, 40 trains per day stop at the Rialto Metrolink Station with an average wait time of 2 minutes per stop. Table 4.16.3-6 (DPM Concentrations and Health Impacts) shows the results of the predicted concentration of DPM and associated health risks.

Table 4.16.3-6 DPM Concentrations and Health Impacts

Distance from Tracks	*DPM Concentration (µg/m³)*	*Cancer Risk*	*Hazard Quotient*	*Significant?*
500 feet	0.00923	2.94	0.00158	No
1,000 feet	0.00473	1.51	0.00095	No
1,320 feet	0.00437	1.39	0.00087	No
SCAQMD Thresholds		10	1	

SOURCE: SCAQMD (2012).

Dispersion modeling predicts that sensitive land uses can be safely placed within transit-oriented development near the Metrolink Station if those sensitive land uses are at least 500 feet from the rail lines. It is hoped that the SCS and associated transit-oriented development will increase ridership of the Metrolink trains from the current run schedule, but that level of activity would only occur if ridership warrants it. Table 4.16.3-6 shows that activity levels on the rail line would have to increase threefold before the SCAQMD recommended threshold is reached for cancer risk at a distance of 500 feet. Therefore, the 500-foot setback will reduce impacts associated with exposure to substantial concentrations of air pollutants. Note that this mitigation does not affect transit-oriented development built around the Omnitrans Smart Bus system or future light-rail systems because they are natural gas or electric engines. These types of transit do not cause high concentrations of air pollutants near the transit stations. Therefore, the following mitigation measure is needed to reduce this potential impact to less than significant:

MM4.6.3-1 *Transit-oriented development near the Metrolink stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest railroad track to reduce concentrations of air pollution to acceptable levels.*

Implementation of mitigation measure MM4.16.3-1 would reduce this impact to ***less than significant***.

Cumulative Impacts

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

As shown in Table 4.16.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Rialto. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will have a cumulatively net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the Rialto General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the Rialto General Plan with implementation of the Regional Reduction Plan reductions is still a Cumulatively Considerable contribution to criteria air pollutants for which the Basin is in nonattainment (ozone, suspended particulates, and fine particulates). This significant impact of the Rialto General Plan was identified in the Rialto General Plan EIR.

However, because implementation of the Regional Reduction Plan has a net reduction in air pollution, this impact with regard to the proposed project ***would not be cumulatively considerable***. No mitigation is required.

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4.16.4 Biological Resources

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

As set forth in CEQA Guidelines Section 15125(a) this section describes the physical environmental conditions in the City and SOI at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the Lead Agency and the City of Rialto will determine whether a Biological Resources impact is significant.

Existing Habitats and Vegetation Communities within the City of Rialto

The City of Rialto is mostly developed and does not contain biological resources. Most resources are associated with Lytle Creek Wash, which occupies the northern edge of the City. Smaller pockets of open spaces exist east of the former Rialto Municipal Airport and south of 7th Street. Lytle Creek Wash provides a unique and valuable habitat for a diverse collection of plants and animals within the following plant communities: Riversidean sage scrub, Riversidean alluvial fan sage scrub, riparian habitat, and ruderal. These communities are described below and their location in the City is shown in Figure 4.16.4-1 (Habitat Communities in Rialto).

Riversidean Sage Scrub

Riversidean sage scrub is described as a coastal sage scrub that has adapted to dry climate and that integrates with chaparral at higher elevations. Typical stands of this community in the planning area include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), deer weed (*Lotus scoparius*), yerba santa (*Eriodictyon crassifolium*), California matchweed (*Gutierrezia californica*), black sage (*Salvia mellifera*), our Lord's candle (*Yucca whipplei*), and red brome (*Bromus madritensis* ssp. *rubens*). This community is typically found on dry sites such as steep slopes, severely drained soils, or clay soils. Riversidean sage scrub can be found near the western edge of the City's southern sphere of influence (south of 7th Street) and on the north side of Lytle Creek wash, in the City's northern sphere of influence. Additional disturbed Riversidean sage scrub can be found mixed with nonnative grasslands in the Lytle Creek Wash.

Riversidean Alluvial Fan Sage Scrub

Riversidean alluvial fan sage scrub is an association of Riversidean sage scrub that occurs primarily on alluvial fans and floodplains along the southern bases of the Transverse Ranges and portions of the Peninsular Ranges in Southern California. This relatively open vegetation type is adapted to periodic flooding and erosion and is comprised of an assortment of drought-deciduous shrubs and larger

evergreen woody shrubs characteristic of both coastal sage scrub and chaparral communities. In the planning area, this association occurs in Lytle Creek Wash and contains most or all of the plants listed for Riversidean sage scrub as well as chia (*Salvia columbariae*), mulefat (*Baccharis salicifolia*), and California suncup (*Camissonia californica*).

Riparian

Riparian habitat refers to plant communities that exist on the banks and margins of rivers and streams. Two areas of riparian habitat associated with Lytle Creek Wash in northern Rialto have been identified in the planning area. One area is just north of the confluence with Cajon Wash and the other is just east of Interstate 15 (I-15) and Devore Road and north of a housing development. Both areas contain willows (*Salix* sp.) and cottonwoods (*Populus* sp.). These habitat areas have the potential to contain sensitive riparian plant communities.

Ruderal

Ruderal vegetation is composed of nonnative, weedy species and native, disturbance-tolerant species. Ruderal vegetation is most often associated with disturbed (graded, cleared, or burned) or neglected land. In the planning area, ruderal can be observed in the northeastern portion of the City, south of Highland Avenue. Additional ruderal vegetation can be found in the southern portion of the City, west of Riverside Avenue and in the City's northern sphere of influence, west of the I-15 freeway.

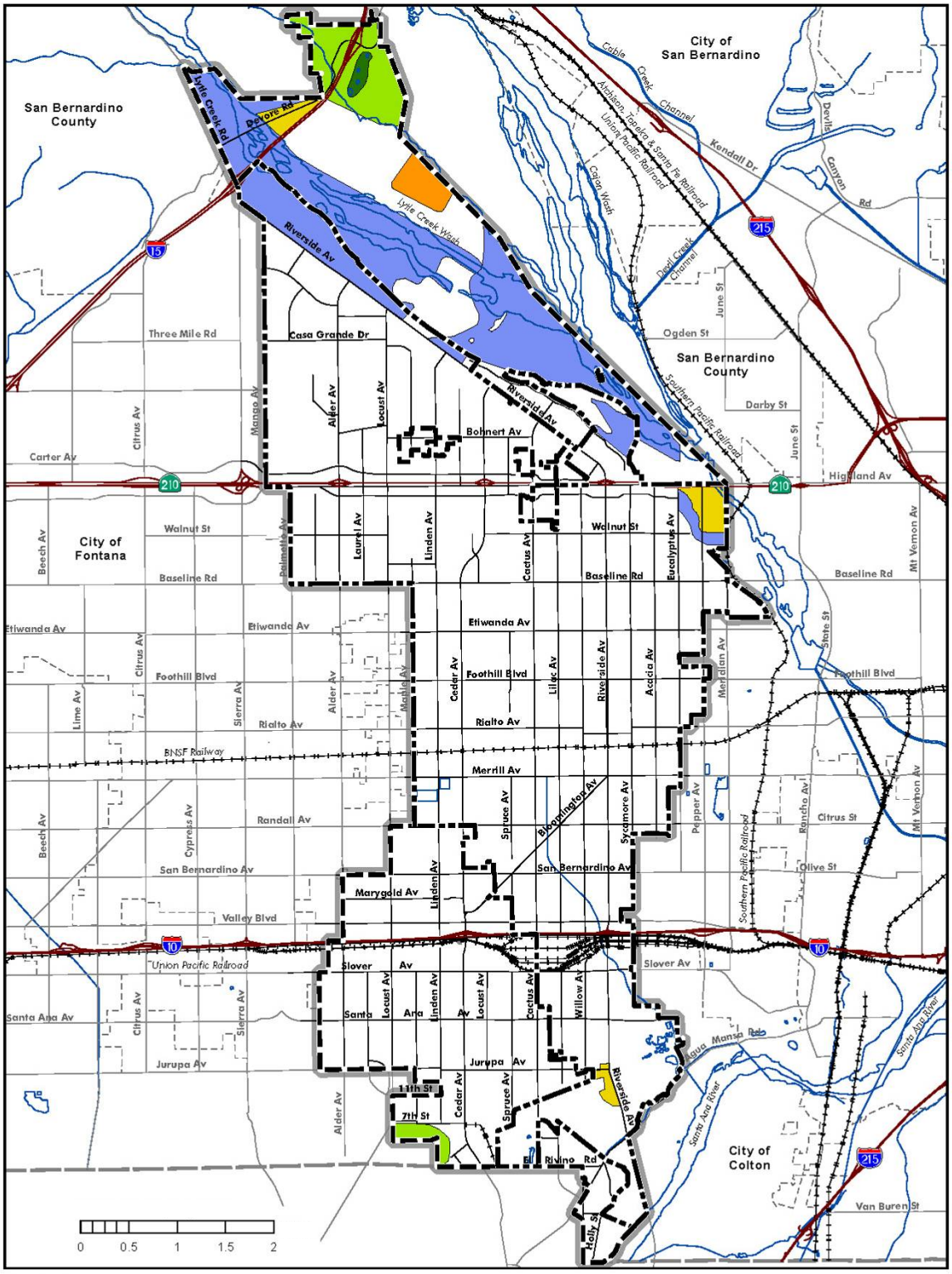
Sensitive Biological Resources

Sensitive biological resources include vegetation types and habitats that are either unique, of relatively limited distribution in a region, or of particularly high value to wildlife. These resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by federal and state government resource agencies as threatened or endangered. Species listed as threatened are those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.

Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered. These include plants identified as sensitive by the California Native Plant Society (CNPS), wildlife considered as species of special concern, special animals, or fully protected species in California.

Sensitive Natural Communities

Due to its rarity and its habitat value, Riversidean alluvial fan sage scrub is considered to be a high priority for inventory by the California Department of Fish and Wildlife (CDFW) as indicated on the California Natural Diversity Database (CNDDB) (Rialto 2010). Southern cottonwood willow riparian habitat was identified in the northern portion of the planning area, east of I-15. This habitat is considered



Vegetation

- Disturbed Riversidian Sage Scrub/Non-Native Grass*
- Riparian Habitat
- Riversidian Alluvial Fan Sage Scrub
- Riversidian Sage Scrub
- Ruderal

- Rialto Incorporated Area
- Rialto Sphere of Influence
- Planning Area Boundary
- County Boundary

NORTH
SCALE IN MILES

Source: City of Rialto 2010.

Figure 4.16.4-1
Habitat Communities in Rialto

ATKINS

sensitive by the CDFW for its rarity and potential to support sensitive wildlife species. Other sensitive communities identified by the CNDDB as having potential to occur in the planning area include southern riparian forest, southern riparian scrub, and southern sycamore alder riparian woodland. These communities would most likely occur within the Lytle Creek Wash area.

Sensitive Plants

Several sensitive plant species have been reported in the City of Rialto and its sphere of influence. These species are and briefly described below. These species have been designated as sensitive by the CNPS. The CNPS utilizes a ranking system to define the status of sensitive plant species, as follows:

- 1A: Plants presumed extinct in California
- 1B: Plants that are rare, threatened, or endangered in California and elsewhere
- 2: Plants that are rare, threatened, or endangered in California but more common elsewhere
- 3: Plants about which the CNPS needs more information; this is a review list
- 4: Plants of limited distribution; this is a watch list

Pringle's Monardella

Pringle's monardella listed as a CNPS List 1A species. Locally, this plant was known to inhabit Riversidean sage scrub in the Colton area; however it is believed that the species has been extirpated from the area due to development.

Plummer's Mariposa Lily

Plummer's mariposa lily is a CNPS List 1B plant species. This species is known to occur in rocky and sandy areas, typically of alluvial or granitic material, in coastal scrub, chaparral, cismontane woodland, lower montane coniferous forest and valley and foothill grasslands. This species is recorded to occur in Northern Rialto, at the confluence of the Cajon and Lytle Creek Washes. Plummer's mariposa lily was also recorded north of the City's sphere of influence, along Cajon Wash.

Parish's Desert-Thorn

Parish's desert-thorn is a CNPS List 2 plant species. This shrub occurs on sandy to rocky slopes and in canyons in coastal and desert scrub. In Rialto, this species is recorded to occur in the northern section of the city, with the potential to occur throughout the Lytle Creek and Cajon Washes.

Marsh Sandwort

Marsh sandwort is a federally listed Endangered, state-listed Endangered, and a CNPS List 1B plant species. Its habitat includes marshes and swamps. No critical habitat rules have been published for the Marsh Sandwort. A Recovery Plan has been approved, but Rialto is not included in the plan study area (USFWS 1998). This species has the potential to occur throughout the eastern portion of the City, and into neighboring cities and unincorporated County lands to the south and east.

Mesa Horkelia

Mesa horkelia is a perennial herb and is a CNPS List 1B species. It typically occurs in sandy or gravelly soils in chaparral, or rarely in cismontane woodland, and coastal scrub under 3,000 feet elevation. The species was seen in the vicinity of the Bloomington area in the early 1900s, but is likely extirpated due to development since the date of collection.

Salt Marsh Bird's-Beak

The salt marsh bird's beak is a federally listed Endangered, state-listed Endangered, and a CNPS List 1B plant species. Its general habitat is coastal salt marsh and coastal dunes. This species is limited to the higher zones of the salt marsh habitat. This species was collected in north of Rialto in the late 1800s, in an atypical habitat for the species.

Santa Ana River Woollystar

Santa Ana River woollystar is a federally listed Endangered, state-listed Endangered, and a CNPS List 1B plant species. This subspecies' habitat consists of chaparral, coastal scrub, and valley and foothill grassland. It is generally found in heavy, often clayey soils or grassy slopes. The Santa Ana River woollystar has been recorded to occur on the eastern edge of the City at the confluence of the Lytle Creek and Cajon Washes.

Parry's Spineflower

Parry's spineflower is a CNPS List 3 species. It typically occurs in association with costal scrub and chaparral. The species habitat generally consists of dry slopes and flats, sometimes at the interface of two vegetation types, in dry sandy soils. In Rialto, this species is known to occur in the sphere of influence in Lytle Creek Wash and north of the City's sphere in Cajon Wash.

Slender-Horned Spineflower

Slender-horned spineflower is a federally listed Endangered, state-listed Endangered, and a CNPS List 1B plant species. This small annual is known from alluvial fans, floodplains, stream terraces, washes, and associated benches, especially in riverbed alluvium and stable sediment. In Rialto, the slender-horned spineflower has been recorded in the northwestern sphere of influence, north of Devore Road. Additionally, the species is recorded to occur generally east of the City.

Smooth Tarplant

Smooth tarplant is also a CNPS List 1B plant species. Its habitat includes valley and foothill grasslands, particularly near alkaline locales, and alkali scrub, alkali playas, riparian woodland, and watercourses. In Rialto, this species is known to occur just outside the City's boundaries in the northern sphere of influence. Additional locations include areas outside of the sphere, in Cajon Wash and Devil Creek.

Sensitive Wildlife

Several sensitive wildlife species have been recorded or are expected to occur in the City. These species are briefly described below. In addition to species designated as threatened or endangered, this discussion

includes California species of special concern. A species of special concern is a species that is not listed as threatened or endangered but meets one of the following criteria:

- Is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role
- Is listed as federally, but not state, threatened or endangered
- Meets the state definition of threatened or endangered but has not formally been listed
- Is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status
- Has naturally small populations exhibiting high susceptibility to risk from any factor(s), which, if realized, could lead to declines that would qualify it for state threatened or endangered status

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat is federally listed endangered and a California Species of Special Concern. The current known range of the subspecies extends from the Cajon Pass in San Bernardino County to the Menifee Valley in Riverside County. Suitable habitat consists of alluvial fans and floodplains consisting of sandy loam soils that allow easy excavation of shallow burrows. Suitable habitat typically forms a mosaic of alluvial scrub and open, early successional stages of coastal sage scrub or chaparral vegetation. This species is recorded to occur within the City's boundaries northeast of the intersection of Riverside Avenue and Sierra Avenue. Additionally, the San Bernardino kangaroo rat has been recorded in areas just north and east of the City in the Lytle Creek Wash.

Coast (San Diego) Horned Lizard

Coast horned lizard is designated as a Species of Special Concern by CDFW. This subspecies is endemic to extreme southwestern California, from Los Angeles County into Baja California. It is common in lowlands along sandy washes where scattered low shrubs provide cover. This species occurs from sea level to elevations of over 8,000 feet and frequents a variety of habitats from sage scrub and chaparral to coniferous and broadleaf woodlands. It is most often found on sandy or friable soils with open scrub. Habitat requirements include open areas for basking, bushes for cover, ants and other insect prey, and fine loose soil for rapid burial. In Rialto, this species is recorded to occur in multiple locations throughout Lytle Creek and Cajon Washes, both in the City and the City's sphere of influence. It has also been recorded east of the Rialto Municipal Airport and southwest of the City's southern sphere of influence.

Burrowing Owl

Burrowing owl is designated as a Species of Special Concern by CDFW. This species requires fairly large expanses of mostly open and level terrain, possibly with some knolls, including grasslands, agricultural fields, and flood channels. Burrowing owls occasionally may use undisturbed areas of golf courses or airports. This species is recorded to occur in the southwest corner of the City's sphere of influence, north of Jurupa Avenue.

Los Angeles Pocket Mouse

The Los Angeles Pocket Mouse is listed as a Special Species of Concern by the CDFW. It forages in open ground and underneath shrubs and digs burrows in loose soils, or hiding under weeds and dead leaves instead. This species' habitat consists of lower elevation grasslands and coastal sage communities, especially in valleys and foothills with open space and fine sandy soils. It has been documented in the southeast corner of the City, just east of Riverside Avenue, in the Agua Mansa Specific Plan area.

Northwestern San Diego Pocket Mouse

Northwestern San Diego pocket mouse is designated as a Species of Special Concern by CDFW. This species occurs on the coastal slope of Southern California and northern Baja California. Its range extends as far north as Claremont and San Bernardino and as far east as Banning and Jacumba. It is often associated with open, arid habitats including coastal sage scrub, annual grassland and desert habitat. This species is recorded to occur in Rialto's sphere of influence in Lytle Creek Wash in the vicinity of I-15, as well as in Lytle Creek Wash just north of Baseline Road.

San Diego Desert Woodrat

San Diego desert woodrat is listed as a Special Species of Concern by the CDFW. Its primary habitat consists of coastal scrub of Southern California ranging from San Diego County to San Luis Obispo County and inland. This subspecies prefers moderate to dense canopies for cover, and are particularly abundant in rock outcrops, rocky cliffs, and slopes. This species is recorded to occur in very similar locations as the northwestern San Diego pocket mouse, in Rialto's sphere of influence in Lytle Creek Wash in the vicinity of I-15, as well as in Lytle Creek Wash just north of Baseline Road.

Coastal California Gnatcatcher

Coastal California gnatcatcher is a federal threatened species and is designated as a Species of Special Concern by CDFW. The species is a local and uncommon year-round resident of Southern California, with a breeding season that extends from late February through July. The territory size requirements of the coastal California gnatcatcher vary with habitat quality. Coastal California gnatcatcher has been reported to occur in the City of Rialto's sphere of influence on the north side of Lytle Creek Wash. Occurrences have also been reported just northwest of Rialto, as well as southwest, in the Jurupa Hills.

Bell's Sage Sparrow

Bells' sage sparrow is designated as a Species of Special Concern by CDFW. This species' primary habitat requirements included coastal chaparral, coastal sage scrub, and sagebrush desert habitat. Bell's sage sparrows nest in chaparral dominated by dense stands of chamise, with nests located on the ground beneath or in a shrub, less than 2 feet from the ground. It has been reported in Rialto's northern sphere of influence, on the north side of Lytle Creek Wash.

Delhi Sands Flower-Loving Fly

The Delhi Sands flower-loving fly (DSFLF) is a federal endangered species. This rare endemic species is only known to inhabit the semi-arid sand dunes of San Bernardino and Riverside Counties. The species is found only in the Colton Sand Dune system, with its fine, sandy soils. In Rialto, this species has been

recorded northwest of Valley Boulevard at Riverside Drive. Occurrences have also been reported in two areas of the Agua Mansa Industrial Park, southeast of Rialto in Riverside County. Both reported occurrences were located approximately half a mile from the City.

Wildlife Movement Corridors

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors are links between different populations of a species and mitigate the effects of habitat fragmentation by (1) allowing animals to move between remaining habitats (which allows replenishment of depleted populations and promotes genetic diversity); (2) providing escape routes from fire, predators, and human disturbances that put populations or local species at risk; and (3) serving as travel routes for individuals moving within their home ranges for food, water, mates, and shelter. Wildlife movement activities usually fall into one of three movement categories: dispersal, seasonal migration, or movements related to home range activities. Large open spaces will generally support a diverse wildlife community engaging in all types of movement. Wildlife movement may range from nonmigratory movement of amphibians, reptiles, and some birds on a local level to the many-square-mile home ranges of large mammals moving at a regional level.

Rialto is almost completely developed. Lytle Creek Wash does not connect regions of open space and therefore does not function as a regional corridor. It does function as a local (or small scale) corridor for wildlife movement within the creek and the San Bernardino Mountains. This local corridor reaches beyond the Rialto boundary to flood control channels approximately two miles southeast of Highland Avenue. Additionally, Lytle Creek provides habitat for migratory birds on the Pacific Flyway, a migratory path between Alaska and Mexico.

Jurisdictional Waters and Wetlands

U.S. Army Corps of Engineers (USACE) jurisdiction must exhibit specific characteristics related to hydrology, soils, and hydrophytic plants, which are plants that grow in soils that are permanently or periodically saturated. In the absence of wetlands, USACE jurisdiction in nontidal waters such as rivers, lakes, and intermittent streams extends to the ordinary high-water mark. Pursuant to Sections 1600–1603 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. There are differences between USACE and CDFW jurisdictions. The CDFW uses less defined and more ecologically based criteria in their jurisdiction determinations. For a watercourse to be considered under CDFW jurisdiction, it must have a terminus, banks, and channel through which water can flow, at least periodically, and needs to exhibit evidence of an ordinary high water mark. CDFW jurisdiction may only exhibit one of the three USACE indicators. Generally, CDFW jurisdiction may extend to the wider limit of riparian vegetation associated with the watercourse, encompassing the entire limits of USACE jurisdiction.

The City does not include any wetlands identified in the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory and Mapping System. However, there is some potential for wetlands to existing in the drainage areas of Lytle Creek and the Santa Ana River.

Regulatory Framework

Federal

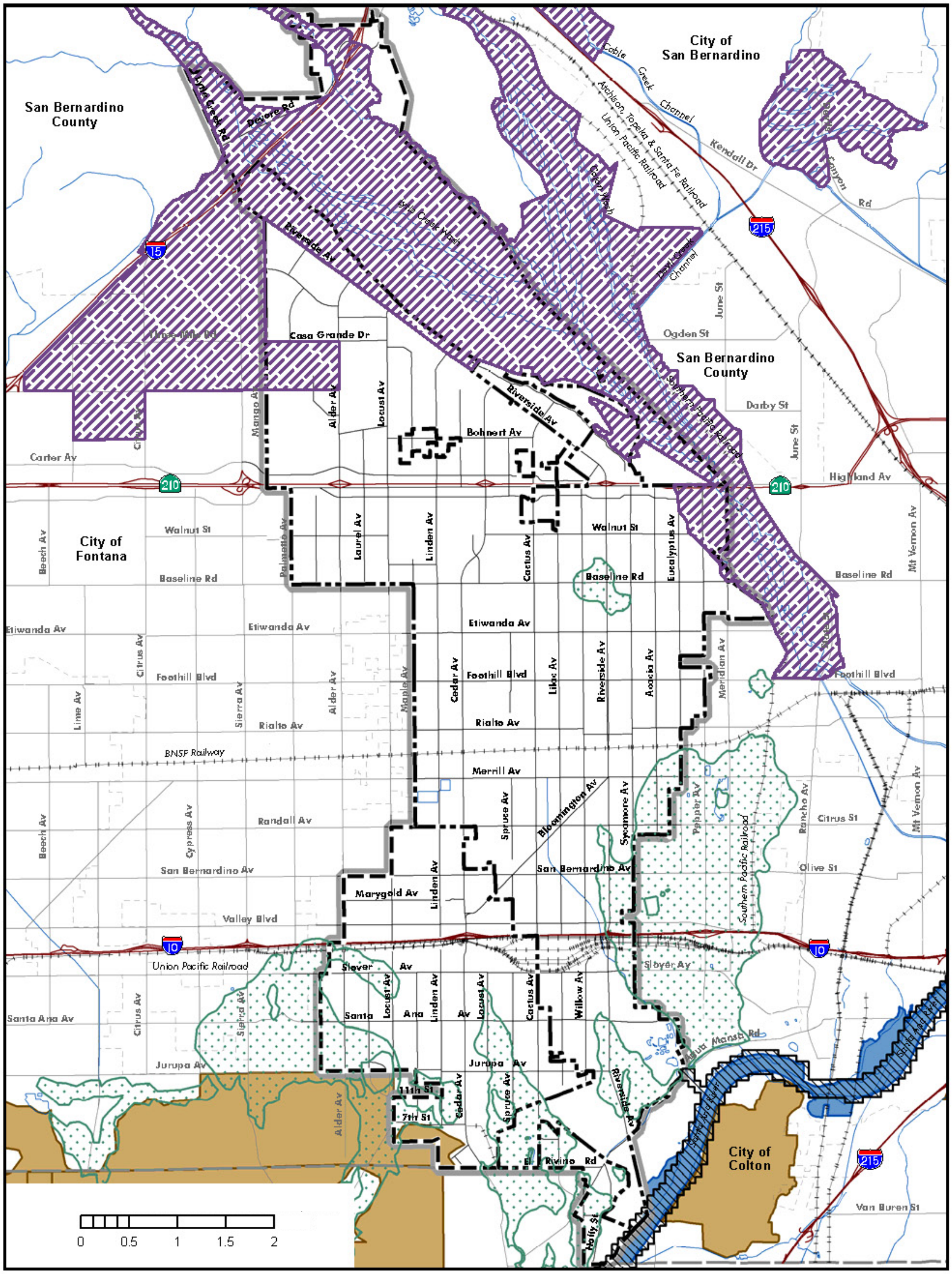
Endangered Species Act

The federal Endangered Species Act of 1973 (FESA), as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." FESA Section 7 requires federal agencies to consult with the USFWS on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. FESA Section 4(a) requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened."

Critical habitat consists of specific areas, both occupied and unoccupied by a federally protected species, that are essential to the conservation of a listed species and that may require special management considerations or protection. The location of a proposed project within critical habitat typically warrants a habitat assessment and, if suitable habitat is present, focused (protocol) surveys to determine presence or absence of the listed species. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent to consult with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Critical habitat receives protection under section 7 of the act through the prohibition against destruction or adverse modification of critical habitat with regard to actions carried out, funded, or authorized by a federal agency. The City includes USFWS-designated critical habitat for the coastal California gnatcatcher and the San Bernardino kangaroo rat, as shown in Figure 4.16.4-2 (Sensitive Species Habitat).

Federal agencies and proponents of other projects involving federal funding or permits that are proposing projects within critical habitat are required to consult with USFWS as to the impacts such projects may have on protected species, and mitigation for any such impacts. FESA Section 10 provides the regulatory mechanism that allows the incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.



Endangered Species

- Kangaroo Rat, San Bernardino Merriam's (Critical Habitat)
- Gnatcatcher, Coastal California (Critical Habitat)
- Sucker, Santa Ana (Critical Habitat)
- Flycatcher, Southwestern Willow (Critical Habitat)
- Delhi Sands Flower-Loving Fly (Recovery Units)

- Rialto Incorporated Area
- Rialto Sphere of Influence
- Planning Area Boundary
- County Boundary

NORTH
SCALE IN MILES

Source: City of Rialto 2010.

Figure 4.16.4-2
Sensitive Species Habitat

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, and their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

Clean Water Act, Sections 401 and 402

Federal Clean Water Act (CWA) Section 401(a)(1) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable Regional Water Quality Control Board (RWQCB) must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the U.S. Environmental Protection Agency (USEPA) under CWA Section 402. NPDES permits are issued by the applicable RWQCB. The City of Rialto is within the jurisdiction of the Santa Ana RWQCB (Region 8).

Clean Water Act, Section 404

The USACE regulates discharges of dredged or fill material into waters of the United States including wetlands and nonwetland bodies of water that meet specific criteria. Pursuant to CWA Section 404, a permit is required for any filling or dredging in waters of the U.S. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the RWQCB.

State

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats.

Known and recorded occurrences of sensitive species are listed on the CDFW's California Natural Diversity Data Base (CNDDB) project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Fish and Game Code, Section 1600

California Fish and Game Code Section 1600 requires that a project proponent notify the CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

Regional

Coastal California Gnatcatcher Critical Habitat

The USFWS designated critical habitat for coastal California gnatcatcher on October 24, 2000. The critical habitat designation was most recently revised in December 2007. A portion Rialto is contained in a critical habitat unit for this species (see Figure 4.16.4-2). This critical habitat unit encompasses the southern foothills of the San Gabriel Mountains and the Jurupa Hills on the border of San Bernardino and Riverside Counties. The unit includes lands within the San Bernardino National Forest and on Norton Air Force Base. This unit contains breeding gnatcatcher populations and serves as a linkage between western Riverside County and eastern Los Angeles County. There is no approved recovery plan for this species.

San Bernardino Kangaroo Rat Critical Habitat

The San Bernardino kangaroo rat (*Dipodomys merriammiparvus*) was emergency listed as federally endangered in January 1998, when its population had been reduced by approximately 95 percent due to habitat loss, urban development, degradation, water conservation activities, and fragmentation owing to sand and gravel mining operations. The species is typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historic braided channels. Final designation of critical habitat for the San Bernardino kangaroo rat was issued in April 2002 (Department of the Interior 2002). Lytle Creek Wash, in conjunction with Cajon Creek (east of Lytle Creek Wash), constitutes one critical habitat unit for this species. The unit contains habitat along and between Lytle and Cajon creeks from the point that the creeks emanate from the canyons within San Bernardino National Forest to flood control channels downstream. This unit includes alluvial fans, floodplain terraces, and historic braided river channels. Alluvial sage scrub and other vegetation types that provide habitat for San Bernardino kangaroo rat occur on terraces and adjacent areas with sandy soils. This unit includes Glen Helen Regional Park and portions of the community of Muscoy.

Draft Recovery Plan for the Delhi Sands Flower-Loving Fly

The Draft Recovery Plan for the DSFLF was prepared in 1997. The plan delineated actions required to recover and/or protect the listed species. The former range of the species was divided into three recovery units (RUs): Jurupa, Colton, and Rialto. The southern portion of the City's General Plan area is within both the Jurupa and Colton Recovery Units for the Delhi Sands flower-loving fly, as shown in

Figure 4.16.4-2. Recovery plans are advisory in nature and do not require any party or governmental entity to undertake specific tasks. However, the City of Rialto is currently working with the USFWS to finalize an HCP that will address potential impacts to this species from the loss of habitat through development and creates a conservation program that will set aside some Delhi Sands habitat as open space, while allowing most of the habitat in Rialto to be developed after payment of a mitigation fee. The amount of the fee is currently being negotiated with USFWS. The habitat conservation plan will permanently protect habitat and provide a funding mechanism to ensure long-term management of the area for Delhi Sands Flower.

Local

Rialto General Plan

The Rialto General Plan Chapter 2 (Managing Our Land Supply: Land Use, Community Design, Open Space and Conservation) includes the following policies[4] that are applicable to biological resources:

Policy 2-39.1 Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Policy 2-39.2 Pursue open space, wildlife corridors, or conservation easements to protect sensitive species and their habitats.

Policy 2-39.3 Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands Flower-loving Fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

[4] These policies are not a complete listing of all design policies contained in the Rialto General Plan; those policies that would be most applicable to the proposed project are included here.

- 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
- 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
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Analytic Method

The following analysis reviews potential impacts to biological resources within the City of Rialto.

Effects Not Found to Be Significant

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

There are no local policies or ordinances in place protecting biological resources. Consequently, impacts would be ***less than significant***. No mitigation is required.

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

There are no adopted HCPs or natural community conservation plans (NCCPs) within the planning area; therefore, the proposed General Plan would have no effect upon such conservation plans. As discussed earlier, the City is working with the USFWS and the City of Colton to finalize a HCP for the Delhi Sand Flower-Loving Fly. Once adopted, any renewable energy generating projects proposed within the Jurupa or Colton Recovery Units would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis. Consequently, impacts would be ***less than significant***. No mitigation is required.

Project Impacts and Mitigation

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

Impact 4.16.4-1 **Implementation of the proposed project could adversely affect sensitive plant and wildlife species. Mitigation measures MM4.16.4-1a and MM4.16.4-1b would reduce impacts to *less than significant*.**

Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat. Ten sensitive plant species and nine sensitive wildlife species have been identified in Rialto or the surrounding area, as described above in the discussion of existing conditions.

Future development in Rialto, including renewable energy generating facilities, would be required to complete biological surveys and analysis in accordance with the various federal and state regulations listed under Regulatory Framework, and implement mitigation measures as required as part of the CEQA compliance process. Biological resources impacts would also be assessed in conjunction with processing of any federal or state permits. While compliance with existing regulations would ensure that impacts to most sensitive species would be less than significant, the City's General Plan Update EIR (2010) determined that additional mitigation would be required to protect particularly sensitive resources that may be affected by future development: the burrowing owl, San Bernardino kangaroo rat, Coastal California gnatcatcher, and DSFLF. Similar to development of land uses under the City's General Plan, if future renewable energy generation facilities would be proposed in habitat for one of these species, the facilities would have the potential to result in a significant impact to these species without focused site surveys and implementation of appropriate mitigation. Therefore, mitigation measures B-1 and B-2 identified in General Plan EIR Section 4.4 (Biological Resources) would also be required for the proposed project to reduce impacts to a less-than-significant level. Therefore, the following mitigation measures, which include the requirements of General Plan mitigation measures B-1 and B-2, shall be implemented for the proposed project:

MM4.16.4-1a *A biological resources assessment shall be prepared for any renewable energy generating facility proposed within the Lytle Creek Wash area, or on any undeveloped land within a Critical Habitat designation. This assessment shall identify the habitat types and quality, species occurrence and distribution, determine the specific impacts to biological resources and characterize the biological significance of those impacts, and define measures to avoid, reduce or compensate for any significant impacts attributable to the proposed project. The biological assessment shall be submitted to the Development Services Director for review/approval, and shall be included in the CEQA compliance documentation for all such proposals.*

MM4.16.4-1b *A focused survey for burrowing owls shall be conducted by a qualified professional biologist for any new development project proposed on a vacant site of two acres or larger, with a landscape of annual and perennial grasslands, desert, or arid scrubland with low-growing vegetation. The purpose of the survey is to determine if burrowing owls are foraging or nesting on or adjacent to the project site. If surveys confirm that the site is occupied habitat, mitigation measures to minimize impacts to burrowing owls, their burrows and foraging habitat shall be identified. The results of this survey, including any mitigation recommendations, shall be incorporated into the project-level CEQA compliance documentation. Owl surveys and approaches to mitigation shall be in accordance with the Staff Report on Burrowing Owl Mitigation, issued by the California Department of Fish and Game on October 17, 1995.*

With implementation of mitigation measures MM4.16.4-1a and MM4.16.4-1b, impacts to sensitive species from implementation of the proposed project would be reduced to less than significant by

ensuring that energy-generating structures do not significantly impact habitat supporting sensitive species.

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

Impact 4.16.4-2 Implementation of the proposed project could adversely affect sensitive natural communities. Mitigation measures MM4.16.4-1a and MM4.16.4-2 would reduce impacts to *less than significant*.

Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain riparian habitat.

Rialto contains Riversidean alluvial fan sage scrub and southern cottonwood willow riparian plant communities, which are considered sensitive by the CDFW due to their rarity and habitat value. Riparian habitat is also found in Rialto. These habitats are located in the Lytle Creek area. Development of renewable energy generation facilities in the Lytle Creek area could directly impact these sensitive plant communities by disturbing or removing them. As described above, state and federal regulations are in place to protect sensitive biological resources. However, the City's General Plan EIR determined that additional mitigation would be required for future development in the Lytle Creek area to ensure full consideration of effects on these communities, as well as measures to avoid/reduce/offset impacts. Future renewable energy generating facilities may be proposed in the Lytle Creek area. Therefore, mitigation measures B-1 and B-3 identified in General Plan EIR Section 4.4 (Biological Resources) would also be required for the proposed project to reduce impacts to a less-than-significant level. Therefore, mitigation measure MM4.16.4-1a and the following mitigation measure, which includes the requirements of General Plan mitigation measure B-3, shall be implemented for the proposed project:

MM4.16.4-2 *The City will enforce a policy of "no net loss" of wetlands and riparian values with respect to any future land use approvals within the Lytle Creek area. This policy shall be implemented through on-site means, or by off-site means if located within the vicinity of the affected reach of the creek.*

With implementation of mitigation measures MM4.16.4-1a and MM4.16.4-2, impacts to sensitive natural communities from implementation of the proposed project would be reduced to less than significant by ensuring that energy-generating structures do not significantly impact habitat in Lytle Creek and that any impacted wetland and riparian resources be replaced within the local creek area, so there is no net loss of such resources.

Threshold	Would the project 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?

Impact 4.16.4-3 Implementation of the proposed project could adversely affect wetland resources. Mitigation measures MM4.16.4-1a and MM4.16.4-2 would reduce impacts to *less than significant*.

The City does not include any wetlands identified in the USFWS National Wetlands Inventory and Mapping System. However, there is some potential for wetlands to existing in the drainage areas of Lytle Creek and the Santa Ana River. Future development of renewable energy generation facilities would have the potential to result in some habitat loss. It is unlikely that these types of facilities would be developed near a body of water. If a renewable energy facility would be proposed near the Santa Ana River, compliance with existing state and federal regulations, such as the CWA, would reduce impact to a less-than-significant level by requiring mitigation to avoid or minimize impacts. However, the City's General Plan EIR determined that, similar to impacts to riparian habitat described above, additional protections for wetlands would be required beyond existing state and federal regulations to ensure that impacts in the Lytle Creek area would not be significant. Although unlikely, future renewable energy generating facilities may be proposed in areas containing wetland resources in the Lytle Creek area. Therefore, mitigation measures B-1 and B-3 identified in General Plan EIR Section 4.4 (Biological Resources) would also be required for the proposed project to reduce impacts to a less-than-significant level. Therefore, mitigation measures MM4.16.4-1a and MM4.16.4-2, which include the requirements of General Plan mitigation measures B-1 and B-3, shall be implemented for the proposed project.

With implementation of mitigation measures MM4.16.4-1a and MM4.16.4-2, impacts to sensitive natural communities from implementation of the proposed project would be reduced to less than significant by ensuring that energy-generating structures do not significantly impact habitat in Lytle Creek and that any impacted wetland and riparian resources be replaced within the local creek area, so there is no net loss of such resources.

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

Impact 4.16.4-4 Implementation of the proposed project could adversely affect wildlife movement corridors. Mitigation measure MM4.16.4-4 would reduce impacts to *less than significant*.

No regional wildlife movement corridors have been identified in the City; however, the Lytle Creek area serves as a locally important movement corridor and provides important habitat for birds within the Pacific Flyway migratory routes. Similar to impacts to sensitive species and riparian habitat, the City's General Plan EIR determined that, due to the importance of habitat in the Lytle Creek area, additional protections for this area would be required beyond federal and state regulations to ensure that significant impacts would not occur. Future renewable energy generating facilities may be proposed in the Lytle Creek area. Therefore, mitigation measure B-4 identified in General Plan EIR Section 4.4 (Biological

Resources) would also be required for the proposed project to reduce impacts to a less-than-significant level. Therefore, mitigation measure MM4.16.4-4, which includes the requirements of General Plan mitigation measure B-4, shall be implemented for the proposed project.

In addition, there are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of The Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Consequently, impacts related to wildlife nursery sites would be ***less than significant***. No mitigation is required.

MM4.16.4-4 *Prior to approval of any land use plan or development project proposal within the Lytle Creek Wash area that affects more than two contiguous acres of undeveloped land, a biological assessment of the effects on wildlife movement shall be completed and considered by the City's decision-makers. This assessment shall be submitted to the Development Services Director for review/approval, and shall be included in the CEQA compliance documentation for all such proposals.*

With implementation of mitigation measure MM4.16.4-4, impacts to migratory wildlife corridors from implementation of the proposed project would be reduced to less than significant by ensuring that a sufficient, contiguous wildlife movement route would be preserved in the Lytle Creek area.

Cumulative Impacts

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

As discussed at a project-level analysis, the Regional Reduction Plan does not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat. After compliance with requirements of the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, as well as mitigation measures MM4.16.4-1a and MM4.16.4-1b, renewable energy facilities built during implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species at a project-level. Because the state and federal policies are intended to ensure regional level impacts would not occur, and individual projects implementing the Regional Reduction Plan would be in compliance with these regulations, the project's cumulative impact would also be ***less than significant***.

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

Increased renewable energy generation could be proposed in undeveloped areas during implementation of the proposed Regional Reduction Plan. Individual projects undergoing environmental review under

CEQA would be required to determine whether there is potential habitat onsite for sensitive species. If sensitive species were found onsite, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. This existing permitting process substantially limits degradation of habitat on a regional level. Additionally, compliance with mitigation measures MM4.16.4-1a and MM4.16.4-2 would further ensure that significant impacts to sensitive natural habitat would not occur. Therefore, on a cumulative level, implementation of the proposed project would not substantially degrade the riparian habitat on a regional basis, and the cumulative impact would be ***less than significant***.

Threshold	Would the project 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?

Increased renewable energy generation could be proposed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands. In the unlikely event that a renewable energy project would results in impacts to waters of the state, that project would be subject to approval by the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts. With Streambed Alteration Agreements, impacts to water bodies would be minimal and not result in cumulative impacts. Additionally, compliance with mitigation measures MM4.16.4-1a and MM4.16.4-2 for any potential impacts in the particularly sensitive Lytle Creek area would further ensure that significant impacts to wetlands would not occur. The cumulative impact would be ***less than significant***.

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

Lytle Creek is an important local corridor and provides important habitat for migratory birds. Implementation of mitigation measure MM4.16.4-4 would ensure that a sufficient, contiguous wildlife movement route would be preserved in the Lytle Creek area. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal Migratory Bird Treaty Act (MBTA). Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to wildlife movement corridors or migratory birds. Because the Regional Reduction Plan does would not result in a significant impact on wildlife corridors at a project-level with implementation of mitigation measure MM4.16.4-4, the Regional Reduction Plan will not participate in a cumulative impact. Furthermore, compliance with the MBTA reduces both potential project-level and cumulative impacts to migratory birds to less than significant. Consequently, the cumulative impact would be ***less than significant***.

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

There are no local policies or ordinances in place protecting biological resources. Consequently, the cumulative impact would be ***less than significant***.

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

There are no adopted HCPs or NCCPs within the planning area; therefore, the proposed General Plan would have no effect upon such conservation plans. Should the habitat conservation plan for the DSFLF be adopted, projects proposed within the Colton or Jurupa Recovery Unit would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis. Therefore, the Regional Reduction Plan will conform to these habitat conservation plans at a project-level. Because these are regional habitat conservation plans, compliance at a project-level also reduces cumulative impacts to less than significant. Therefore, the cumulative impact would be ***less than significant***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

———. 2010b. *City of Rialto General Plan Update Draft Environmental Impact Report*, March.

———. n.d. *City of Rialto Municipal Code*.

U.S Fish and Wildlife Service (USFWS). 1998. *Recovery Plan for Marsh Sandwort (Arenaria paludicola) and Gambel's Watercress (Rorippa gambelii)*, September 28.

———. 2007. *50 CFR Part 17: Endangered and Threatened Wildlife and Plants; Revised Designation of Critical Habitat for the Coastal California Gnatcatcher (Polioptila californica californica)*.

4.16.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historical, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

Prehistoric Setting

Native Americans are believed to have been present in Rialto since 6,000 B.C. Numerous cultural resources studies and records searches conducted to date within the City generally support the existing prehistoric hunter-gatherer settlement-subsistence models for Inland California, which suggest that longer-term residential settlement was more likely to occur on elevated terraces, hills, and finger ridges near permanent or reliable sources of water, while the Valley floor was more often used for resource procurement, travel, and opportunistic camping. Figure 4.16.5-1 (Cultural Resources Sites) shows the locations of areas with high sensitivity for prehistoric cultural resources.

Ethnohistoric Setting

The Serrano Indians occupied the territory of the San Bernardino Mountains east to Mount San Gorgonio, the San Gabriel Mountains west to Mount San Antonio, and portions of the desert to the north and the fringe of the San Bernardino Valley to the south (Kroeber 1925, 615–616). Numbering no more than perhaps 1,500 people, the Serrano were scattered over a rugged, expansive landscape. The Serrano were Shoshonean peoples, speakers of languages in the Takic subfamily of the larger Uto-Aztecan language group, and their ancestors are presumed to have entered Southern California some 1,500 years ago from the Great Basin (Kroeber 1925, 578–579). Their most intensive cultural contacts were with the Pass Cahuilla, who occupied the territory to the southeast, and the Gabrielino, who occupied the lands westward to the Pacific coast. Archaeological evidence also suggests that numerous Serrano villages may have been located within the vicinity of Rialto.

The Rialto bench, which stretches from Etiwanda Avenue north to Walnut, appears to have been extensively utilized by the Serrano. In particular, the west bank of Lytle Creek, where thousands of Indian artifacts have been found throughout the years, appears to have been a major Serrano occupation area sometime prior to the entry of the Spanish into the area in 1776. At the time of the Spaniards arrival,

six Serrano villages were known to be located within the vicinity of Rialto; however, there is no mention of the large village along the west bank of Lytle Creek within the written accounts of the early Spanish explorers, suggesting that the village had been abandoned.

Historic Setting

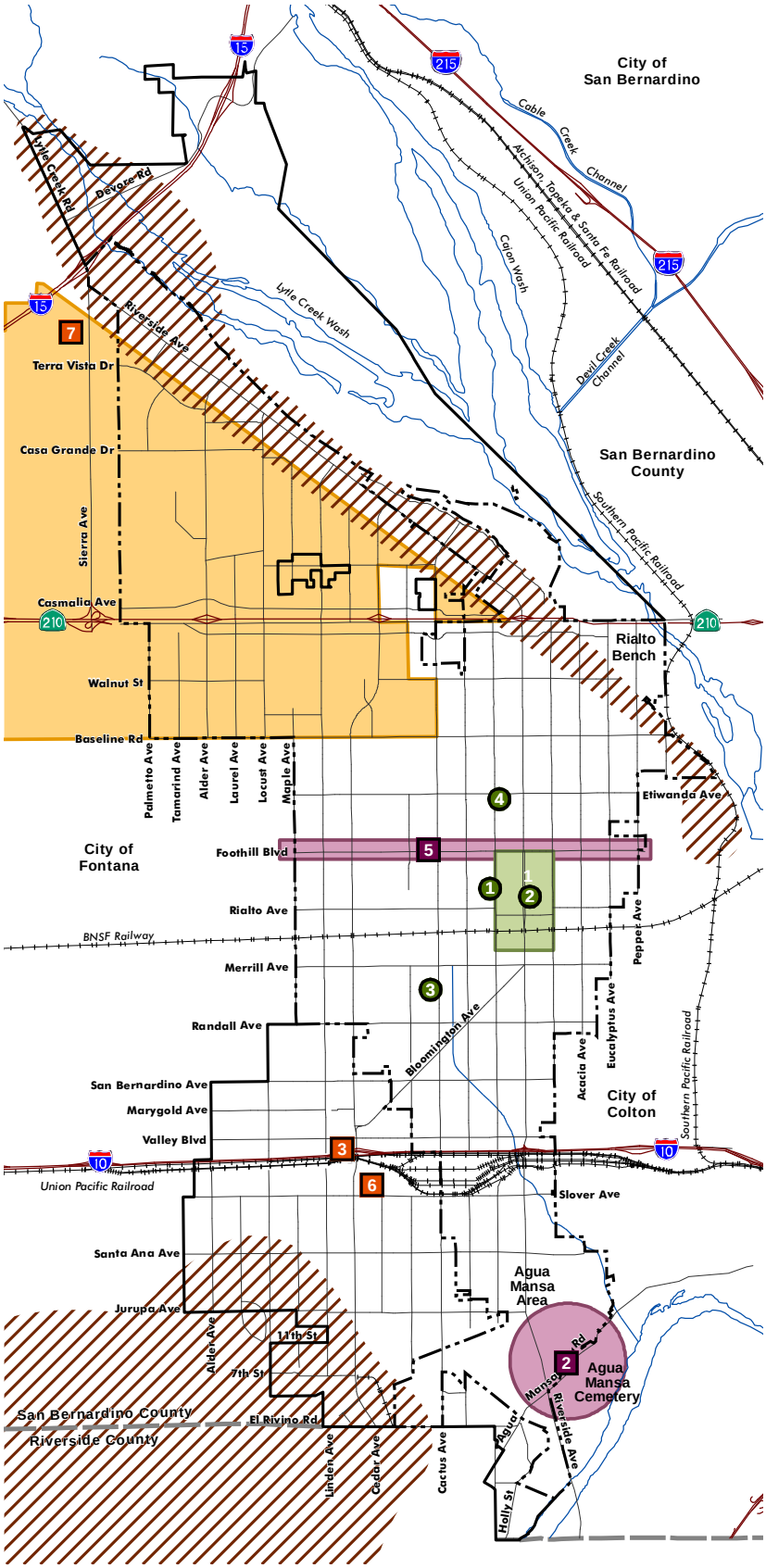
During the early historic era, the Spanish began establishing missions in California in 1769; however, the Native Americans living in the localized study region likely had very little direct contact with the non-native settlers until the turn of the century. San Gabriel Mission was established in 1771 in the Los Angeles area, and baptisms of Serrano individuals began by 1785 (Bean and Vane 2001, MS-7). The establishment of Mission San Gabriel in 1771 would eventually have the most direct impact on the native inhabitants of western San Bernardino and Riverside counties. Mission San Gabriel, like other California missions, began baptizing people who lived in the immediate vicinity of the mission; however, as time went on the Mission Fathers went further and further away in search of converts. Research indicates that the native peoples who occupied and used the general study area during the late 1700s and early 1800s spoke the Serrano, Gabrielino, Cahuilla, and Luiseño languages, and were reportedly forcibly brought into Mission San Gabriel and baptized during the 1810s. Consequently, these traditional Indian communities were left economically devastated because significant portions of the labor force were removed; there were fewer people to hunt and collect food, to take care of the sick, young, and elderly, to defend territorial rights against other native groups or poachers, and to authenticate the culture's stories and traditions (Bean and Vane 2001, MS-7).

The Mormons settled in 1851, purchasing the Lugo ranch (now San Bernardino) and claiming portions of the bench which later became known as Rialto. (This claim was later disallowed by the United States Government.) Families began moving in by the year 1854, and vineyards, citrus groves, ranches and agriculture soon prospered. An adobe house from this time period is believed to be the oldest house in Rialto and is now restored in Bud Bender Park "Lilac Park."

The first school was built in 1888 and Brooke School District was formed. Records show that up until 1920, the Brooke School District was in continuous operation, except for a very short time in 1888. A prominent Rialto family bought the first school house in 1921, remodeled the building, and members of the family have resided in it ever since. In 1887 a railroad connector line was built between San Bernardino and Pasadena by the Santa Fe Railroad. Along the line, town sites were located every 2,600 yards and by the fall of that year over 25 new towns were built. This same year, the Semitropic Land and Water Company was formed, with its purpose to organize the purchase, improving and selling real estate, water, water rights and privileges. Also in this year a group of Methodists arrived seeking a new college site. Although the college was never built, it was the Methodists who started the town of Rialto.

It is not known how Rialto got its name. One story is that it is a contraction of Rio (river) and Alto (high). Another belief is that it was named after the Rialto Bridge located in Venice, Italy. In either case, the bridge has remained a community symbol and will continue as the "Bridge of Progress."

Despite the land boom of the 1980s and the crash of 1889, Rialto continued to grow. In 1893 there were half a dozen businesses and 35 homes. Rialto's popularity quickly began to grow as it became known as a town of lovely homes and pretty shaded drives. The Rialto School District was formed in 1891.



Historical Resources

- California Historical Landmarks (CHL)
- California Historical Point of Interest (CHPI)
- National Register of Historic Places

Areas of Historical Resources

- Agua Mansa Area - CHL
- National Old Trails Highway - CHL
- Grapeland Irrigation District Boundary - CHPI

Historical Resources

1. First Christian Church of Rialto
2. Agua Mansa Cemetery and Area
3. Bloomington Garage (not original location)
4. Grapeland Homestead and Waterworks (see boundary of Grapeland Irrigation District)
5. National Old Trails Highway (Route 66)
6. Original site of the San Bernardino County Museum (Demolished)

Potential Local Historical Landmarks and Areas

- Potential Local Landmark*
- Rialto Downtown

** Not a comprehensive list of potential local historical resources*

Potential Local Historical Landmark

1. Rialto Park Cemetery
1. Rialto's First House (not original location)
2. Pacific Electric Railway Depot
3. Historic Citrus Grove
4. Dr. William Brill House

Prehistoric Cultural Resources

- High Sensitivity for Prehistoric Cultural Resources

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Freeway/Highway
- Local Road
- Railroad
- Hydrological Feature

0 0.5 1 1.5 2

NORTH
SCALE IN MILES

Source: City of Rialto 2010.

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Figure 4.16.5-1
Cultural Resources Sites

ATKINS

The Chamber of Commerce was established in 1907. Within 4 years the population had grown to 1,500 with 40 businesses and a local newspaper. The Chamber made its decision to incorporate in the spring of 1911. The election results on October 31st of the same year were one hundred-thirty five for the incorporation and 72 against. Citrus became an important commodity in Rialto's early growth and at one time seven packing plants were in use sorting, packing and shipping citrus to all areas of the country.

Foothill Boulevard was repaired in 1913 and became Route 66 a section of the transcontinental Highway System. The following year the Pacific Electric Company completed its rail line through the City of Rialto. Today the Tracks above First Street and the Pacific Electric depot on Riverside Avenue are a part of the Southern Pacific Railroad System.

The City of Rialto continued to grow and prosper through the 1920s and 1930s, but not without setbacks. A fire in the 1920s swept through the downtown area, destroying many of the buildings and business establishments. As elsewhere, the stock market crash of 1929 badly afflicted the entire San Bernardino Valley, and a number of local banks and savings and loan institutions were forced to close. The last years of the 1930s saw dramatic change again sweep the Valley. In the winter of 1937/38, one of the biggest floods ever to impact Southern California occurred. Hundreds of summer homes in the Lytle Creek area were washed away, and once again the lowlands in three counties were inundated along the major river channels all the way to the Pacific Ocean. On the desert side of the San Bernardino Mountains, the Mojave River flooded and destroyed the Union Pacific track through Afton Canyon. Roads and tracks were washed out throughout the state, and it was many months before the damage was repaired. The physical traces of this flood are still visible on the landscape below Santa Ana Canyon.

By 1950, Rialto's population had increased to 3,156. By 1956, the population had escalated to 15,360, and had soared to 23,290 by 1964 and to 33,500 in 1978. By the mid-1990s, the population of Rialto had grown to more than 80,000 people. Although the present City of Rialto has kept abreast of the rising modernization that now typifies the San Bernardino Valley, Rialto has strived to preserve its historical and cultural heritage for the betterment of its modern population.

Historical Resources

Designation Process

Significant cultural resources can include archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. Such resources can be recognized in the context of national, state, regional or local history. Designation can occur at the federal level in the National Register of Historic Places (NRHP) and at the state level in the California Register of Historical Resources (CRHR). At the state level, resources can additionally be recognized as California Historic Landmarks (CHLs) and the California Points of Historic Interest (PHIs). Resources can often be designated locally; however, the Town of Yucca Valley has not established criteria or a register to address resources at the local level. The criteria for consideration as an NRHP or CRHR resource are further discussed below, in the Regulatory Framework.

Resources Listed or Eligible for Listing on the National Register of Historic Places

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation, and the NRHP recognizes resources of local, state, and national significance. There is one resource on the NRHP in Rialto: the First Christian Church of Rialto (see Figure 4.16.5-1). The Church and associated Sunday School annex building, built in 1955, are owned by the City of Rialto and leased and operated by the Rialto Historical Society (since 1974). The Church remains the most prominent historical architect-designed building in the City.

Resources Listed or Eligible for Listing on the California Register of Historical Resources

The State Historic Resources Commission has designed the CRHR for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the CEQA. Properties listed in the NRHP are automatically listed in the CRHR and certain CHLs and PHIs are also listed or considered eligible for the CRHR. The First Christian Church of Rialto is listed on the CRHR.

California Historical Landmarks and Points of Historical Interest

CHLs are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a CHL, the landmark must meet at least one of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California PHI Program. PHIs are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) the first, last, only, or most significant of its type in the local geographic region (city or county); (2) be associated with an individual or group having a profound influence on the history of the local area; (3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or (4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a CHL and a PHI. If a PHI is subsequently granted status as a CHL, the PHI designation will be retired. There are seven CHL and PHI sites in Rialto, which are summarized in

Table 4.16.5-1 (California Historic Landmarks [CHLs] and Points of Historic Interest [PHIs] in Rialto). Figure 4.16.5-1 shows the locations of these sites.

Table 4.16.5-1 California Historic Landmarks (CHLs) and Points of Historic Interest (PHIs) in Rialto

Site	*Description*
CHPI-SBR-1	Original site of the San Bernardino County Museum located at 18860 Orange Avenue, Bloomington, California. Originally opened to the public in 1957, the Museum was started by the San Bernardino County Historical Society and the San Pedro Pioneer Society in 1951.
CHPI-SBR-12	Commonly known as Baseline Road, a highway running parallel and between Highland Avenue, across San Bernardino Valley and a number of communities, and continuing west as far as Azusa in Los Angeles County. Constructed on the Southern California Base Line and surveyed by Col. Henry Washington in 1853. A monument was erected on the summit of Mount Washington, and the Baseline was laid out west and east from the monument. The Baseline became the basis for land titles then being established by California courts.
CHPI-SBR-21	Known as the San Bernardino/Los Angeles-Sonora Road, this was the northern branch of the Emigrant Trail which forked near Aguanga in western Riverside county and continued via Beaumont, Redlands, Old San Bernardino, Colton, and Agua Mansa (within the City's planning area), and then crossed the present Euclid Avenue in Ontario, a mile north of the Southern Pacific Railroad tracks. Between 1822 and 1827, the San Gabriel Mission Fathers used this road to reach the San Bernardino Asistencia, and Jedediah Smith followed this route in 1827 on his way out of Southern California.
CHPI-115	Bloomington Garage built in 1911 is considered important to the history of Bloomington. The Garage was the first commercial business at the corner of Cedar Avenue and Valley Boulevard, and opened to serve the new motoring community of this portion of Southern California during the early twentieth century. Owned and operated by the LaGue family for 77 years, it is among the oldest buildings in Bloomington, as well as being the harbinger of its type.
CHPI-116	Grapeland Homesteads and Water Works. In 1890, the Grapeland Irrigation District was formed to capture and utilize the waters of Lytle Creek, encouraging settlement and fruit farming north of the Fontana area, formerly known as Grapeland. In the 1880s, the community of Grapeland, covering approximately 10,600 acres, consisted of a school, post office, and commercial businesses, as well as small ranches along Lytle Creek Road. It is described as a town characteristic of the real estate boom of the times. The Water Works consisted of the former Sierra Vista Reservoir built by Chinese laborers in 1886, and various irrigation canals, conduits, and tunnels. Due to water rights wars and lack of legal funding, the croplands of Grapeland began to wither in the 1890a and by 1905 the Grapeland settlers gradually moved to larger, more sustainable communities.
CHL-121	The remains of the deserted Agua Mansa community and cemetery. Agua Mansa was the home of New Mexican colonists on the Bandini Donation that was established on the north side of the Santa Ana River along a stretch of road (later to become known as the San Bernardino – Sonora Road) constructed by the Missionaries of San Gabriel. The community of Agua Mansa prospered until the catastrophic flood of 1862 which destroyed the village. The remains of the original community are evidenced by a small adobe mound marked by a bell of the Camino Real Association where the old community church one stood, and the Agua Mansa Cemetery—the oldest cemetery in San Bernardino County, located on Agua Mansa Road near Riverside Avenue. The a portion of the Agua Mansa Cemetery, and which still contains the unmarked graves of the original settlers, is still being used by descendants of the early Agua Mansa settlers.
CHL-781 (CA-SBR-2910H)	Commonly known as the National Old Trails Highway, a transcontinental transportation route and the pre-cursor to Historical Route 66. The western section of the National Old Trails Highway at Needles, California, was completed between 1911 and 1914, and much of the history of San Bernardino County has been made along this trail. This route was originally a Mojave Indian travel and trade trail from the Colorado River to the California coast. Several sections of the National Old Trails Highway transect the City's planning area.

SOURCE: City of Rialto (2010).

Locally Important Resources in Rialto

A comprehensive inventory of historical resources built before 1946 was completed for the City between 1984 and 1994. As a result, 114 structures were identified as being historically significant and eligible for listing on the NRHP. Twenty-four historical structures have been formally recorded on California Department of Parks and Recreation Building/Structure/Object Records on file at the SABIC. An additional 130 structures were thought to be of historical interest, although they were not established as historically significant under the criteria adopted by the City's Survey Advisory Board. In addition to individual historic structures, two historic districts were identified for eligibility: the first recommended district is a site of two contiguous residential blocks at North Date and Olive Streets, while the second recommended district is one of the last intact citrus ranches within the City, located on South Cactus Avenue. Figure 4.16.5-1 shows the locations of locally important historic resources in Rialto.

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic age. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

Known prehistoric archaeological site types are predominately bedrock milling stations containing bedrock milling slicks and mortar cups. Other prehistoric site types include: flaked and ground stone scatters; lithic quarry locations exploited for stone tool manufacture; isolated bedrock milling features; and one large village location, located on the bank of Lytle Creek and containing flaked and ground stone tools, as well as bedrock milling features and extensive midden-altered sediments. In regards to prehistoric archaeological sites, the City has relatively few recorded sites, partly because few cultural resources surveys have been conducted in the area, but it may also be because the City is located on an alluvial fan so that sites may have been covered by alluvial wash. In general, two specific known areas appear to be sensitive for prehistoric archaeological resources, including the bank of Lytle Creek to the north, and the base of the hills in the southern portion of the City's planning area. However, it is also possible that significant prehistoric archaeological resources could be found in subsurface contexts in other areas of the City's planning area.

Known historical archaeological site types include: numerous water conveyance features (e.g., canals and canal remnants, standpipes, weirs, pump houses) dating to the late 1800s and early 1900s; the Fontana Powerhouse; historical roads (National Old Trails Highway [the precursor to Historical Route 66], Sawpit Canyon Road, Base Line Road); and historical structural remains associated with former homestead and ranching locations. Other types of historical archaeological resources, such as buried hollow features (e.g., cisterns, privies) containing historical refuse deposits are often associated with former homestead locations.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its

past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. The potential for fossil occurrence depends on the rock type exposed at the surface and subsurface in a given area.

While the City is situated primarily upon surface exposures of Quaternary younger fan deposits of Holocene age having low paleontological sensitivity, well-dissected Pleistocene older fan deposits are also mapped as present within the boundaries of the planning area. The San Bernardino County Museum (SBCM) has noted that these deposits have a high potential to contain fossil resources. No previously known paleontological resource localities are recorded by the SBCM from within the planning area. However, paleontological resource locality SBCM 5.1.11, located in Fontana and situated approximately two miles west of the City, yielded fossil remains of the extinct saber-toothed cat, Smilodon, from Pleistocene older alluvium similar to that present at the surface and at depth within the planning area. Additionally, locality SBCM 1.102.2 is located approximately two miles east of the City. This locality yielded fossil wood portions from depths of ~437 feet to ~725 feet below the existing ground surface. The proximity of these localities to the proposed project area demonstrates the high paleontological potential of Pleistocene older alluvium in the City's planning area.

Regulatory Framework

Federal

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

(a) Are associated with events that have made a significant contribution to the broad patterns of our history
(b) Are associated with the lives of persons significant in our past
(c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction
(d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical

character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historic Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during the period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injure or destruction without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a

"project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain CHLs and PHIs.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

> (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
>
> (b) Meets any of the following criteria:
>
> 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> 2) Is associated with the lives of persons important in our past;
>
> 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> 4) Has yielded, or may be likely to yield, information important in prehistory or history.
>
> (CEQA Guidelines, Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity

is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

California Public Resources Code 5097.5

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a)) states, in part, that:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

California Public Resources Code Section 5097.98

Section 5097.98 requires the Native American Heritage Commission (NAHC) to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

Senate Bill 18

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code defines Cultural Resources Preservation (CP) Overlays. The CP Overlay is established by Development Code Sections 82.01.020 and 82.01.030 and is intended to provide for the identification and preservation of important archaeological resources. The County requires that a proposed project within the CP Overlay includes a report prepared by a qualified professional archaeologist that determines the presence or absence of archaeological and/or historical resources on the project site, as well as appropriate data recovery or protection measures. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present, as determined by cultural resources research and/or inventory. In

highly sensitive CP Overlay Districts, the local Native American tribe would be notified in the event of uncovering evidence of Native American cultural resources. If requested by the tribe, a Native American Monitor shall be required during such grading or excavation to ensure all artifacts are properly protected and/or recovered (Section 82.12.050).

A Paleontologic Resources (PR) Overlay is also defined by the County under San Bernardino County Development Code Sections 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays). The PR Overlay may be applied to those areas where paleontological resources are known to occur or are likely to be present (determined through a paleontological records search). Detailed criteria for evaluation of paleontological resources and paleontologist qualifications are described in Development Code Sections 82.20.030 and 82.20.40.

The CP and PR Overlays are applicable to County lands; however, each local municipality has its own criteria for the preservation of local historic and prehistoric resources within their jurisdiction, as outlined below.

Local

City of Rialto Municipal Code

Municipal Code Title 18, Chapter 18.71 (Historic Preservation Ordinance), establishes regulations and incentives for the protection, enhancement, perpetuation and use of historic places, buildings, structures and other objects. The Historic Preservation Board (HPB) is authorized to make recommendations and determinations concerning the designation, preservation, protection, enhancement, and perpetuation of important historical and cultural resources which contribute to the culture and aesthetic values of the city. The Rialto Historical Society, appointed by the Historic Preservation Board, serves in an "ad hoc" advisory capacity to the board on all matters regarding the application of the Historic Preservation Ordinance. The HPB has identified 114 properties as historically significant.

Rialto General Plan

The goals and policies applicable to cultural resources[5] are as follows:

Land Use Element

Policy 2-16.1 Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.

Economic Development, Redevelopment, and Infrastructure Element

Policy 3-2.5 Preserve key historic sites within the Downtown to maintain the character of the area and attract visitors to the district.

Housing Element

Policy 6-1.7 Promote the conservation of physically sound buildings and neighborhoods that have historical or architectural significance.

[5] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Cultural and Historic Resources Element

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

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

Policy 7-1.3 Explore and evaluate different approaches to protect and enhance historical resources throughout the community.

Policy 7-1.4 Encourage economically feasible preservation of historical structures through adaptive reuse.

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 7-3.3 Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

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

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

Analytic Method

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified in a local historical resources inventory. The presence of historical, archaeological, or paleontological resources is then considered against the potential impacts on such resources from implementation of the Regional Reduction Plan. To gather information on known resources within Rialto, City planning documents were reviewed, and searches were conducted on-line for resources listed in the NRHP and CRHR (Rialto 2010; OHP 2013).

Effects Not Found to Be Significant

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

The City is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological materials associated with occupation of the planning area are known to exist and have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses have the potential to damage or destroy historic age or prehistoric archaeological resources that may be present on or below the ground surface. Such resources may be considered as historical resources, as defined in Section 15064.5(a)(3)(D) ("[h]as yielded, or may be likely to yield, information important in history or prehistory"). In addition to the status of archaeological resources as historical resources, a resource may also be a "unique archaeological resource," as defined in CEQA Section 21083.2(g)(1)–(3). Further, archaeological resources are often of cultural or religious importance to Native American groups, particularly if the resource includes human and/or animal burials. The potential for impacts on archaeological resources as a result of the Regional Reduction Plan is considered low, as project implementation would not result in substantial construction.

The General Plan contains the following policies that address protection of archaeological resources:

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 7-3.3 Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

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

In addition, mitigation measures in the San Bernardino General Plan EIR incorporate specific measures to identify, protect, and preserve cultural resources into the City planning and environmental review processes. The Rialto General Plan EIR mitigation measure relevant to this impact is as follows:

C-1 *Archaeological Resources: For development projects or land use plans in areas determined to have a high potential for archaeological resources as determined through field surveys required by General Plan Policy 7-3.1, grading shall be monitored by trained archeological crews working under the direction of a qualified professional, so that resources exposed during grading can be recovered and the scientifically important information preserved. Archaeological monitors shall be equipped to recover resources as they are unearthed and to avoid construction delays. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Qualified archaeological personnel shall prepare recovered specimens to a point of identification and permanent preservation. Qualified archaeological personnel shall identify and curate specimens into the collections of an appropriate, established, and accredited museum repository with permanent retrievable archaeological storage as determined in consultation with the Development Services Director. Qualified archaeological personnel shall prepare a report of findings with an appendix itemized of specimens subsequent to implementation of curation. A preliminary report shall be submitted to and*

approved by the Development Services Director before granting of building permits and a final report shall be submitted to and approved by the Development Services Director before granting of occupancy permits.

All projects within the City of Rialto subject to a development permit are required to follow this mitigation measure, which includes documenting the presence or absence of archaeological resources. Then, if resources are found to be present, a detailed mitigation plan is required to address impacts to the resources. Implementation of Rialto General Plan Policies 7.3-1, 7.3-3, and 7.3-4 and Rialto General Plan EIR mitigation measures C-1 would reduce impacts to archaeological resources to a less-than-significant level by protecting archaeological resources through documentation and adequate mitigation. Consequently, potential impacts to archaeological resources as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No additional mitigation is required.

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

The San Bernardino County Museum (SBCM) has noted that the Pleistocene older alluvium deposits have a high potential to contain fossil resources. Excavations into these sediments would have the potential to impact paleontological resources. However, the Regional Reduction Plan does not include activities that would directly result in extensive ground disturbance in previously undisturbed soils. For those locations that could be indirectly affected by implementation of Regional Reduction Plan measures (e.g., transit-oriented development, park-and-ride lots), the City has adopted General Plan EIR mitigation measures to reduce effects on paleontological resources, as follows:

C-2 *Paleontological Field Surveys: In areas containing middle to late Pleistocene era sediments (Qof) where it is unknown if paleontological resources exist, field surveys prepared by a qualified paleontological professional before grading shall be conducted to establish the need for paleontologic monitoring. Should paleontological monitoring be required after recommendation by the professional paleontologist and approval by the Development Services Director, Mitigation Measure C-3 shall be implemented.*

C-3 *Paleontological Monitoring. A project that requires grading plans and is located in an area of known fossil occurrence or that has been demonstrated to have fossils present in a field survey as described in Mitigation Measures C-2 shall have all grading monitored by trained paleontologic crews working under the direction of a qualified professional, so that fossils exposed during grading can be recovered and preserved. Paleontologic monitors shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring is not necessary if the potentially-fossilferous units described for the property in question are not present or if present are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. Should paleontological resources require recovery, Mitigation Measure C-4 shall be implemented.*

C-4 *Paleontological Recovery, Identification, and Curation: Qualified paleontologic personnel shall prepare recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Qualified paleontologic personnel shall identify and curate specimens into the collections of the Division of Geological Sciences, San*

Bernardino County Museum, an established, accredited museum repository with permanent retrievable paleontologic storage. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. This measure is not considered complete until curation into an established museum repository has been fully completed and documented.

C-5 *Paleontological Findings: Qualified paleontologic personnel shall prepare a report of findings with an appendix itemized of specimens subsequent to implementation of Mitigation Measure C-3. A preliminary report shall be submitted to and approved by the Development Services Director before granting of building permits and a final report shall be submitted to and approved by the Development Services Director before granting of occupancy permits.*

All projects within the City of Rialto subject to a development permit are required to follow these mitigation measures, which includes documenting the presence or absence of paleontological resources. Then, if resources are found to be present, a detailed mitigation plan is required to address impacts to the resources. Implementation of Rialto General Plan EIR mitigation measures C-2 through C-5 would reduce impacts to paleontological resources to a less-than-significant level by protecting paleontological resources through documentation and adequate mitigation. Consequently, potential impacts to paleontological resources as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No additional mitigation is required.

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

The Regional Reduction Plan does not include activities that would directly result in extensive ground-disturbing activities, which renders it unlikely that human burials would be disturbed as a result of project implementation. In addition, and in the event human remains are encountered, the discovery is required to comply with California Health and Safety Code Sections 7050.5–7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in California PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the Most Likely Descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, impacts would be reduced to ***less than significant***. No mitigation is required.

Project Impacts and Mitigation Measures

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

There are several historical resources in the City of Rialto. Implementation of the Regional Reduction Plan will include energy-efficiency retrofit activities, installation of solar, and renovation of buildings to improve water efficiency, which could be proposed at the site of an historical resource or at the site of a

resource considered to be a potential historical resource. Future energy-efficiency retrofit activities, the installation of solar and water-efficiency building renovations have the potential to result in significant impacts on historical resources within the City, including resources listed in or eligible for listing in the NRHP and/or CRHR. Significant impacts could include the delisting or loss of eligibility of such resources. In addition, the completion of energy-efficiency retrofit activities, the installation of solar, and water-efficiency building renovations have the potential to result in significant impacts on buildings or structures of historic age (50 years old or older), or buildings or structures which may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation. Similarly, any ground disturbing activities occurring in previously undisturbed soils, have the potential to result in significant impacts on historical resources if an archaeological site or paleontological resource is present and is considered a historical resource pursuant to CEQA.

The Rialto General Plan includes specific policies to identify, protect, and preserve historic resources into the City planning and environmental review processes. The Rialto General Plan policies relevant to historic resources are as follows:

Policy 2-16.1 Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.

Policy 3-2.5 Preserve key historic sites within the Downtown to maintain the character of the area and attract visitors to the district.

Policy 6-1.7 Promote the conservation of physically sound buildings and neighborhoods that have historical or architectural significance.

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

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

Policy 7-1.3 Explore and evaluate different approaches to protect and enhance historical resources throughout the community.

Policy 7-1.4 Encourage economically feasible preservation of historical structures through adaptive reuse.

CEQA Guidelines Section 15064.5(b) states that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." The Regional Reduction Plan may allow for energy-efficiency retrofit activities, solar installation, and water-efficiency building renovations and these activities have the potential to cause a substantial adverse change in the significance of an historical resource through alteration of a historical resource's physical characteristics that conveys its historical significance. This is considered a potentially significant impact.

With application of General Plan policies and implementation of mitigation measure MM4.16.5-1, impacts would be reduced to ***less than significant***.

MM4.16.5-1 *Prior to activities that would physically affect buildings or structures 45 years old or older or affect their historic setting, the project applicant shall retain a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Rialto, the appropriate archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. The technical report or memorandum shall be submitted to the City of Rialto for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or reducing impacts on historical resources identified in the technical report or memorandum. Additional methods could include, but not be limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.*

Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the San Bernardino Valley and Prado Basin within San Bernardino and Riverside Counties. In these areas, common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the region.

Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the San Bernardino Valley and Prado Basin are known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be determined on a discretionary case-by-case basis, would be required to follow CEQA, and the City of Rialto General Plan EIR mitigation measure C-1. For future discretionary projects occurring under the Regional Reduction Plan, environmental review would occur at project-level. This would include studies to determine the presence or absence of resources in areas with a documented or inferred archaeological resource presence. Thereafter, properties with resources would be addressed through detailed mitigation plans, as appropriate, and based on the recommendations of a qualified cultural preservation expert. Therefore, the proposed Regional Reduction Plan's ***cumulative impact on archaeological resources would be less than significant***.

Past development has resulted in destruction of unique paleontological resources and unique geologic features. Based upon the geologic history of the San Bernardino Valley and Prado Basin, and the paleontological sensitivity of the rock units within this region, there is always the possibility that ground-disturbing activities during future construction may uncover previously unknown paleontological resources or sites or unique geologic features. Impacts to such resources would be determined on a discretionary case-by-case basis, would follow CEQA, and the City of Rialto General Plan EIR mitigation measures C-2 through C-5. For future discretionary projects occurring under the Regional Reduction Plan, environmental review would occur at project-level. This would include studies to determine the presence or absence of resources in areas with a documented or inferred paleontological resource presence. Thereafter, properties with resources would be addressed through detailed mitigation plans, as appropriate. Therefore, the proposed Regional Reduction Plan's ***cumulative impact on paleontological resources would be less than significant***.

Past development has disturbed human remains, including those interred outside of formal cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under these standard regulatory requirements. Therefore, there is no significant cumulative impact with respect to disturbance of human remains. The proposed Regional Reduction Plan would be subject to the same regulations, and the Regional Reduction Plan's ***cumulative impact on human remains would be less than significant***.

Urban development that has occurred over the past several decades in the San Bernardino Valley and Prado Basin has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. However, compliance with existing City policies as outlined in the General Plan, and the implementation of mitigation measure MM4.16.5-1, requires qualified professionals to conduct site-specific cultural resource investigations for future activities associated with the Regional Reduction Plan. Compliance with existing policies and mitigation measure MM4.16.5-1 will ensure that impacts on historical resources are appropriately assessed and that mitigation is performed, as necessary. In this manner, the project's incremental contribution to cumulative effects on historical resources would not be cumulatively considerable, and ***cumulative impacts would be less than significant***.

References

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4.16.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Geology and Physiography

The planning area is located in the northeasterly part of the Upper Santa Ana River Valley, a region with sharp contrasts in terrain. This part of the valley is defined by the steeply rising range front of the eastern San Gabriel Mountains on the north, the San Bernardino Mountains on the northeast, and the Jurupa Mountains on the south. Although some portions of the City's Sphere of Influence encroach onto the base of the San Gabriel and Jurupa Mountains, the corporate city limits are located entirely on the gently sloping valley floor. The southern tip of Rialto lies within the Santa Ana River floodplain and the northernmost part encompasses portions of Sycamore Canyon and Lytle Creek Wash. Elevations range from about 900 feet above mean sea level at the Santa Ana River to about 2,200 feet at the northernmost point in Lytle Creek Wash.

Rialto is underlain by soil and rock composed almost entirely of sediments deposited by water (fluvial) or wind (aeolian). Only the southwestern and northeastern corners, areas that encroach onto the base of the adjacent mountains, are underlain by rock. A thick sequence of Pleistocene-age sediment underlies most of the Rialto area to great depths and includes the aquifers that are the main source of the City's water. The estimated ages of the Pleistocene sediments range from about 11,000 years old to one million years old. Holocene-age (about 11,000 years old and younger) fluvial and aeolian deposits have overlapped and buried most of the older sediments in the valley areas of Rialto. Areas of high relief adjacent to Rialto are underlain primarily by a complex assemblage of crystalline bedrock created from multiple episodes of igneous intrusion and metamorphism dating back to Paleozoic time.

Faults and Seismic Hazards

The City of Rialto is located in seismically active Southern California, a region that has experienced numerous earthquakes in the past. There are several active faults in the planning area, and the state has delineated Alquist-Priolo Earthquake Fault Zones (EFZ) associated with those faults, indicating there is a potential for surface rupture. EFZs in Rialto are with three traces of the San Jacinto fault. Just to the west of the City's northwestern corner is another Alquist-Priolo Zone associated with the eastern end of the Cucamonga fault. The Alquist-Priolo Earthquake Fault Zone for the San Andreas Fault is located, at its closest approach about 3.5 to 4 miles north of the City and about 2 miles from the northern boundary of the City's Sphere of Influence. In the Rialto area, the San Jacinto fault zone consists of three separate faults, each in turn consisting of two or more fault strands. These include the Lytle Creek fault, the San

Jacinto fault, and the Glen Helen fault. Figure 4.16.6-1 (Seismic and Geologic Hazards) show the active faults that are delineated as Alquist-Priolo Earthquake Fault Zones.

Rialto is susceptible to groundshaking caused by the several local fault systems. Historically, Rialto has experienced moderate to strong groundshaking associated with such events as the 1812 Wrightwood earthquake (estimated 7.5 magnitude), 1899 Cajon Pass earthquake (estimated 5.7 magnitude), 1933 Long Beach earthquake (6.4 magnitude), 1971 Sylmar earthquake (6.6 magnitude), and 1994 Northridge earthquake (6.7 magnitude). The San Jacinto, San Andreas, and Cucamonga faults have the potential of generating earthquakes of magnitudes ranging from 6.7 to 8.0 on the Richter scale.

The northeast section of the City is an area susceptible to moderate liquefaction (failure of water-saturated soils). Earthquake-induced landslides are potential hazard in the northernmost part of the planning area near Interstate 15 (I-15).

Other Geologic Hazards

Slope Failure

Portions of Rialto along the base of the mountains, especially those areas near canyons and drainage swales, may be susceptible to sedimentation and debris flows. Rockfalls, soil slips on steep slopes, and landslides are potential hazards in the Lytle Creek Canyon and Sycamore Flat areas in the San Gabriel Mountains. In the Jurupa Mountains, soil slips and slumps on moderate to steep slopes, small slides, and falling boulders are a potential hazard.

Settlement, Compressible Soils, and Subsidence

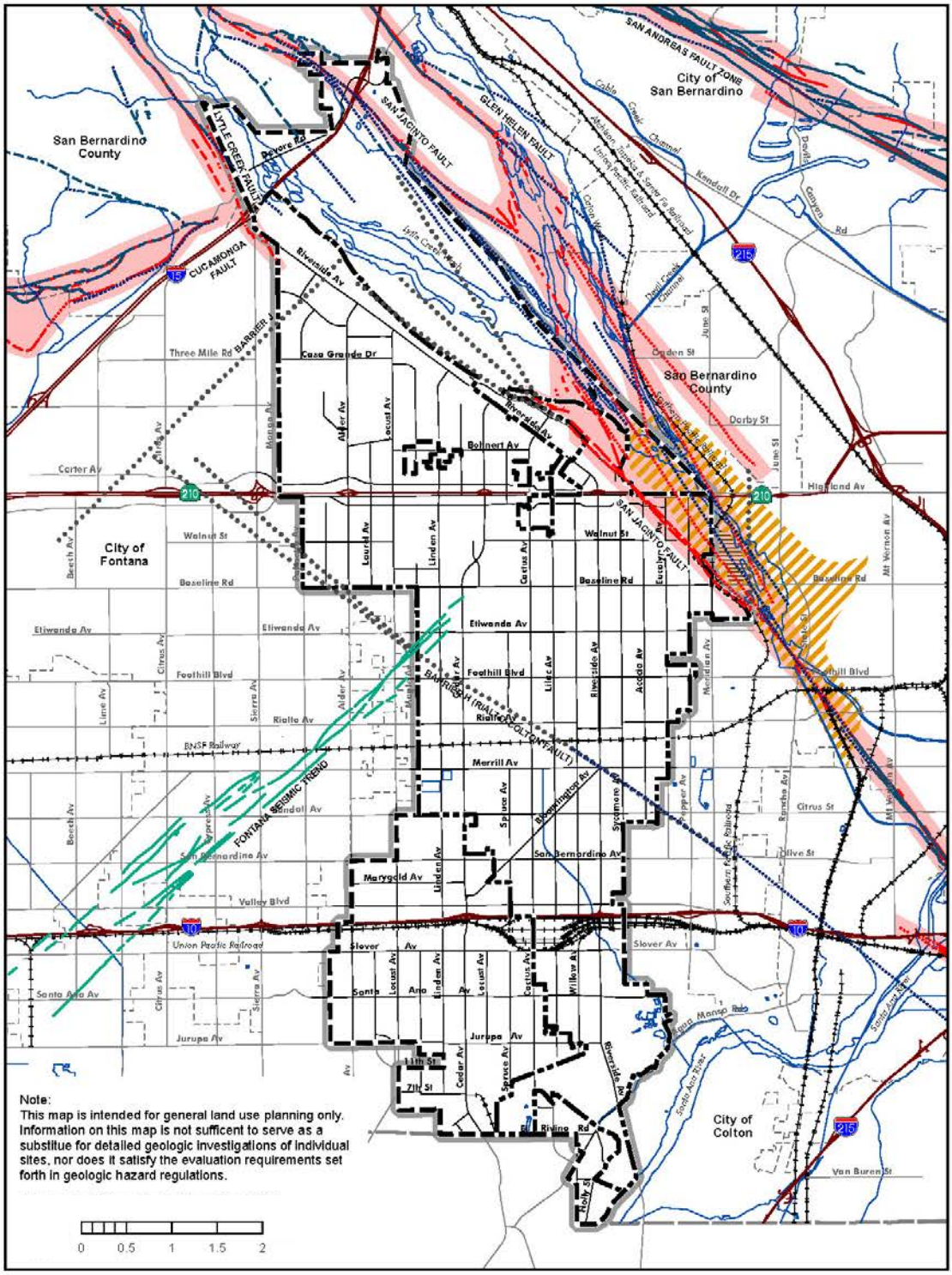
The majority of the planning area is subject to impacts associated with settlement and compressible soils due to the widespread presence of young, unconsolidated alluvial soils. The planning area is not likely to be subject to subsidence, due to the lack of clay within the soil, although localized subsidence could occur depending on soil specifics such as variation in grain size.

Erosion

Rialto is affected by strong gusts of wind associated with the Cajon Pass and climatic differences between the valley floor, the mountains, and the high desert areas north of the pass. Combined with the sandy surface soils that are common in Rialto, the wind poses an environmental and often destructive hazard. Wind-driven erosion can occur where there are flat, barren surfaces in areas that experience high-winds. The Lytle Creek area, the Cactus Basins, and some vacant parcels exhibit these qualities.

Expansive Soils

The majority of the planning area is underlain by granular soils that contain little clay and, therefore, have a low potential for expansion. Alluvial units that do contain fine soils such as silt and clay are likely located within the middle, urbanized portion of the City. These soils have a moderate potential for expansion. Older alluvium located at the base of the San Gabriel Mountains and Jurupa Hills have a moderate to high potential for expansion due the typically higher clay content in these this soil type.



Source: City of Rialto 2010.

Figure 4.16.6-1
Seismic and Geologic Hazards

ATKINS

Regulatory Framework

Federal

There are no federal regulations related to geologic and soil resources and hazards.

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. There are several Earthquake Fault Zones delineated in Rialto.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The State has not published maps that cover the portion of San Bernardino County where Rialto is located.

Senate Bill 547

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

California Building Code (2010)

California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the State. The 2010 CBC, effective January 1, 2011, is the current code and is based on the current (2009) International Building Code (IBC).

Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state

standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. The City of Rialto has adopted the 2010 CBC (Municipal Code Section 15.08.060).

CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (Section 1604), including, but not limited to, factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). CBC Appendix J includes, but is not limited to, grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 and J110). Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR Title 8).

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Regional

No regional regulations exist pertaining to geologic and soil resources and hazards. Each local jurisdiction has their own criteria for regulating geologic and soil resources and hazards.

Local

City of Rialto Municipal Code

Rialto Municipal Code Chapter 11.12 establishes requirements for soil engineering and engineering geology reports (Section 11.12.070) as they pertain to excavation, grading, and filling on private properties, and grading permit requirements (Section 11.12.050). Municipal Code Section 15.08.060 adopts by reference the 2010 CBC as it pertains to buildings and seismic safety. Rialto Municipal Code Chapter 17.40 contains provisions for grading and erosion control for subdivision and parcel maps.

Rialto General Plan

The Rialto General Plan policies that are applicable to geologic and soil resources and hazards[6] are as follows:

Policy 5-1.1 Require geotechnical investigations by certified engineering geologist or other qualified professionals for all grading and construction projects subject to geologic hazards, including fault rupture, severe ground shaking, liquefaction, landslides, and collapsible or expansive soils. Particular attention should be paid to areas within Alquist-Priolo Earthquake Fault Zones.

Policy 5-1.2 Require all construction to be in conformance with the Uniform Building Code (UBC) and the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic groundshaking
  - Seismic-related ground failure, including liquefaction
  - Landslides
- Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse
- Be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

[6] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Analytic Method

Baseline information to characterize geologic and soils conditions that could affect or be affected by the proposed project was compiled from readily available publications, including the General Plan, and available resource mapping. GHG reduction measures selected by the City of Rialto in the Regional Reduction Plan were reviewed to determine which actions could result in physical changes to the environment that could affect or be affected by seismic hazards, erosion, or other geologic or soils hazards.

Effects Not Found to Be Significant

Threshold	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ■ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ■ Strong seismic groundshaking ■ Seismic-related ground failure, including liquefaction ■ Landslides

The City of Rialto and its SOI are influenced by numerous faults and trace faults. As shown in Figure 4.16.6-1, many of these faults are delineated as Alquist-Priolo Earthquake Fault Zones. These faults are considered to have been active during the Holocene time and have the potential for surface rupture. Strong groundshaking can be expected in Rialto as a result of earthquakes on local and regional faults. In addition, the northeast section of the City is an area susceptible to moderate liquefaction (failure of water-saturated soils), and the northern portion near I-10 is in an area where earthquake-induced landslides could occur. Implementation of the reduction measures in the Regional Reduction Plan such as energy efficiency retrofits, renewable energy generation, transit station improvements, or transit-oriented development described in reduction measure On-Road Transportation-1 (Sustainable Communities Strategy) would be required to comply with seismic safety provisions of the 2010 CBC. Special study and mitigation would be required for projects within Alquist-Priolo Earthquake Fault Zones, and no structures would be allowed within 50 feet of an active fault trace as determined by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act. With implementation of General Plan Policies 5.1.1 and 5.1.2 and Municipal Code requirements, this would reduce potential hazards arising from fault rupture, groundshaking, liquefaction, seismically induced settlement, and landslides. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

Wind-driven erosion can occur where there are flat, barren surfaces in areas that experience high-winds. The Lytle Creek area, the Cactus Basins, and some vacant parcels exhibit these qualities.

Potential erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects and solar systems for new commercial land uses, and would depend largely on the areas affected and the length of time soils are subject to erosion. Any reduction measure that would result in ground disturbance would require a grading permit and an approved Erosion Control Plan (Municipal Code Chapters 11.12 and 17.40). This would reduce soil erosion potential related to construction activities associated with the Regional Reduction Plan. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

Rockfalls, soil slips on steep slopes, and landslides are potential hazards in the Lytle Creek Canyon and Sycamore Flat areas in the San Gabriel Mountains. In the Jurupa Mountains, soil slips and slumps on moderate to steep slopes, small slides, and falling boulders are a potential hazard. The majority of the planning area is subject to impacts associated with settlement and compressible soils due to the widespread presence of young, unconsolidated alluvial soils. The planning area is not likely to be subject to subsidence, due to the lack of clay within the soil, although localized subsidence could occur depending on soil specifics such as variation in grain size.

Implementation of Regional Reduction Plan measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development, which would be an indirect effect of the Regional Reduction Plan. New park-and-ride lots could also be constructed, as well as off-site solar energy systems for new commercial uses. These projects could be exposed to hazards from unstable soil or rock conditions.

As part of project approvals, the City would require geotechnical investigations, as required by General Plan Policy 5.1.1 and Municipal Code Chapter 11.12 to determine if geologic or soils conditions would pose hazards to development. If unstable soils are present where such projects are proposed, the City would require appropriate design and construction to address soil and slope stability. Energy retrofits on existing residential, commercial, and industrial development and incorporation of solar energy features on new residential and commercial buildings would not be vulnerable to geologic or soil hazards.

Therefore, implementation of the Regional Reduction Plan would not result in substantial hazards from unstable geologic or soil units, and the impact would be ***less than significant.*** No mitigation is required.

Threshold	Would the project be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property?

The majority of the planning area is underlain by granular soils that contain little clay and, therefore, have a low potential for expansion. Alluvial units that do contain fine soils such as silt and clay are likely located within the middle, urbanized portion of the City. These soils have a moderate potential for expansion. Older alluvium located at the base of the San Gabriel Mountains and Jurupa Hills have a moderate to high potential for expansion due the typically higher clay content in these this soil type.

Potential expansive soils impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects and solar systems for new commercial land uses, and would depend on where such projects are constructed. General Plan Policy 5-1.1 and Municipal Code Chapter 11.12 require geotechnical investigations to determine whether expansive soils could pose a hazard, and to identify appropriate design and construction to mitigate potential hazards. Consequently, any potential impacts associated with expansive soils during implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. There would be ***no impact***.

Cumulative Impacts

Future growth envisioned in the General Plan would result in development of vacant and underutilized parcels, which could be affected by seismic hazards or other geotechnical conditions, or could cause erosion. Geologic and soils hazards and erosion are typically site-specific and do not combine to produce cumulative effects. Policies in the General Plan and adherence to CBC and City standards for development would reduce impacts of new development to the extent required by law.

The Regional Reduction Plan would not result in any direct or indirect significant effects related to geology and soils, and, therefore, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Geological Survey, Seismic Hazards Mapping Program. 2008. *Official Maps Released in Southern California*.

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4.16.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a), associated environmental document (2010b), and various sources, including publications prepared by a number of professional associations and agencies that have suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), the California Air Pollution Controls Officers Association (CAPCOA), the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), The Climate Registry, and the Association of Environmental Professionals (AEP). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The proposed project is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Rialto emitted approximately 609,000 metric tons (MT) of carbon dioxide equivalents (CO_2e) in 2008. The emissions were calculated based on the 2012RTP traffic modeling, data from utilities, and land use. The largest portion of the City's 2008 emissions were from on-road transportation (49.61 percent), followed by emissions from building energy (electricity and natural gas use) (38.42 percent). Table 4.16.7-1 (2008 Net Total Emissions) summarizes the City's net 2008 emissions of CO_2e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

Climate Change Background

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric gases called "greenhouse gases" based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes

in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Table 4.16.7-1 2008 Net Total Emissions

Category	*Metric tons of CO_2e*
Energy	233,905
On-Road Transportation	302,001
Off-road Equipment	40,061
Water and Wastewater	18,298
Solid Waste	14,269
Agriculture	245
Total	***608,779***
Excluded Stationary Sources under Title V Permits[a]	67,952

a. Excluded from target setting and reductions due to lack of jurisdictional control (see "Analytical Method" section below)

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. Ozone tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO_2 emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO_2 emissions.

CO_2 is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO_2 occur within the carbon cycle where billions of tons of atmospheric CO_2 are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO_2 emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO_2 concentrations in the atmosphere by 35 percent as of 2005.

Methane

Methane is emitted from a variety of both human-related and natural sources. CH_4 is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH_4 emissions are related to human activities. Natural sources of CH_4 include wetlands, gas hydrates,[7] permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. CH_4 emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH_4 emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH_4 from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

Nitrous Oxide

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N_2O.

Chlorofluorocarbons

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF_4 (carbontetrafluoride) and SF_6 (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF_4, SF_6, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

Potential Effects of Global Climate Change

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute

[7] Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a "cage" of water molecules.

to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

Water Supply. California Health and Safety Code Section 38501(a) recognizes that climate change "poses a serious threat to the economic well-being, public health, natural resources, and the environment of California," and notes, "the potential adverse impacts of [climate change] include … reduction in the quality and supply of water to the state from the Sierra snowpack." As most of the state depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California's climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state's water delivery systems.

In Yucca Valley, an increase in dry years associated with climate change would affect water supply by reducing groundwater recharge.

Water Quality. Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

Ecosystems and Biodiversity. Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur, which would potentially have an effect on the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that "20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels" (IPCC 2007). Shifts in existing biomes[8] could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Human Health Impacts. Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to

[8] A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO_2 concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e), and are often expressed in metric tons (MT) or millions of metric tons (MMT) of CO_2e.

- **Global Emissions**—Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO_2e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions**—In 2004, the United States emitted 7.1 billion tons of CO_2e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO_2e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions**—In 2004, California emitted approximately 483 million tons of CO_2e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 million metric tons CO_2e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
  - The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as "other," which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions.

Operational GHG emissions result from energy use associated with heating, lighting, and powering buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

Regulatory Framework

Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

Federal Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-61), which required USEPA to develop "mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy…" The Reporting Rule would apply to most entities that emit 25,000 MT CO_2e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

USEPA Endangerment and Cause and Contribute Findings

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF_6), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA's Clean Air Act (CAA) Title V permitting regulations known as the "Tailoring Rule" under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

Clean Air Act Permitting (Tailoring Rule) for GHG Emissions

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the "Tailoring Rule," established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA's commitment to future rulemaking that will describe subsequent steps for GHG permitting. The "Tailoring Rule" requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT/year Carbon Dioxide equivalents (CO_2e). In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO_2e/year must provide BACT for GHG emissions.

Updated Corporate Average Fuel Economy (CAFE) Standards

The current federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

State

California Air Resources Board

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

Assembly Bill (AB) 1493—Pavley Rules

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II", now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and CEC are jointly responsible for

implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

Executive Order S-01-07—Low Carbon Fuel Standard

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

State Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

Senate Bill 97

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

Executive Order S-13-08

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts

in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

Greenhouse Gas Cap-and-Trade Program

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover Riverside County, which includes the City and SOI, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use

into transportation planning with an emphasis on transit and other non-vehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt

under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal CAA planning requirements and focuses on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles traveled (VMT) emissions offsets following the recent changes in USEPA requirements.

The San Bernardino County GHG Reduction Plan

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to: (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations; and, (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and, reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on-track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

Local

Rialto General Plan

The Rialto General Plan policies that are applicable to GHG emissions and reductions[9] are as follows:

Policy 2-1.3 Require that properties fronting Foothill Boulevard physically connect to each other to create continual pedestrian connectivity along the corridor. Provide

[9] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

pedestrian-friendly amenities such as shaded walking areas, pedestrian-scale architecture, and commercial buildings with pedestrian street entries.

Policy 2-5.2 Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.

Policy 2-5.4 Create a Downtown that is a safe and walkable place for shoppers, visitors, residents, and employees, and that provides a unique environment that becomes a gathering place to shop and dine.

Policy 2-5.6 Encourage a mix of retail shops and service centers to meet the needs of residents living or shopping in the Downtown and adjacent neighborhoods.

Policy 2-11.4 Incorporate street trees and other landscape treatments along corridors to provide sufficient shade canopy and promote pedestrian comfort.

Policy 2-11.5 Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways.

Policy 2-12.3 Install curb extensions (i.e., bulb out or similar enhancements) at pedestrian crossings to shorten the crossing distance required, wherever feasible. Additional pedestrian protections, including bollards and defensible space landscape treatments, should be utilized as well.

Policy 2-12.4 Enhance pedestrian walkways directly under building canopies by one or more of the following techniques: interlocking or textured paving, turf block walls, theme plantings, trees projecting through canopies, bollards and kiosks, pavilions or gazebos, and trellises and arbors planted with flowering vines.

Policy 2-12.5 Maximize potential pedestrian connections through the use of highly visible gateways, walkways, and directional signs and the installation of traffic-calming devices where appropriate.

Policy 2-12.7 Shade bus shelters and other outdoor use areas from the sun. Commercial projects along major corridors in Rialto shall incorporate at least one bus shelter, taxi stop, bicycle rack, and/or similar transportation or pedestrian features. The design of these features shall be consistent with the identify, feel, and theme of that corridor.

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 2-17.3 Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.

Policy 2-20.6 Require pedestrian accessibility to adjacent uses with paseos, gates, pedestrian walkways, crossings, and sidewalks.

Policy 2-21.6 Encourage developments to incorporate meandering greenbelts into subdivision projects, particularly along trails, collector streets, secondary streets, and major

highways, protected environmental areas, or other special features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.

Policy 2-21.7 Require parkways to be placed on the outside of the public sidewalk immediately adjoining the curb to provide shade for pedestrians, and provide a canopy of trees to be either uniformly spaced or informally grouped.

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 2-23.1 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.

Policy 2-29.1 Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.

Policy 2-29.2 Use reclaimed water as available for irrigation of City parks, median strips, and other public areas, and encourage its use in industrial applications, large turf and expansive landscaped areas, golf courses, mining, and other uses where potable quality of water is not necessary to its application.

Policy 2-29.3 Educate the community about the importance of water-conserving techniques and avoiding wasteful water habits.

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 2-31.2 Provide incentives for the installation of energy conservation measures in existing multi-unit residential and commercial developments, including technical assistance and possibly low-interest loans.

Policy 2-31.3 Educate the public regarding the need for energy conservation techniques which can be employed and systems which are available

Policy 2-35.1 Replace Rialto's vehicle fleet with low-emission, economically sensible vehicles.

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 2-37.1 Encourage and publically recognize innovative approaches that improve air quality.

Policy 2-37.2 Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.

Policy 2-38.1 Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-38.2 Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.

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 (BRT).

Policy 2-38.4 The City shall participate in the San Bernardino Regional Greenhouse Inventory and Reduction Plan.

Policy 3-2.2 Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station.

Policy 3-8.8 Work with municipal water districts to explore new water conservation opportunities within Rialto.

Policy 3-8.9 Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.

Policy 3-8.10 Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

Policy 3-10.1 Encourage additional recycling in all sectors of the community.

Policy 3-10.2 Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.

Policy 3-10.4 Continue to educate the community regarding the benefits of solid waste diversion and recycling, and maintain programs that make it easy for all residents and businesses to work toward City waste reduction objectives.

Policy 4-1.8 Cooperate with SANBAG and Omnitrans in the implementation of the Inland Intelligent Transportation Systems Strategic Plan.

Policy 4-1.15 Support the construction of High Occupancy Vehicle (HOV) lanes on I-10 between Ontario and Redlands.

Policy 4-1.17 Require new streets and improvements to connect to established streets.

Policy 4-3.2 Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks.

Policy 4-5.1 Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, van pooling, and other ride sharing opportunities.

Policy 4-5.3 Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.

Policy 4-6.1 Support the establishment of an east-west Bus Rapid Transit line through the Valley along on Foothill Boulevard.

Policy 4-6.2 Establish new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' master plan of stops.

Policy 4-6.3 Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate.

Policy 4-6.4 Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire.

Policy 4-6.5 Encourage clean, lighted, and convenient bus shelters and transit stops that are within walking distance of major activity areas and residential neighborhoods and along arterial roadways.

Policy 4-6.6 Provide reliable and convenient paratransit services and other transportation service for individuals with disabilities and seniors who are unable to use fixed-route transportation systems.

Policy 4-7.1 Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services.

Policy 4-7.2 Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station.

Policy 4-7.3 Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.

Policy 4-7.4 Support the High Speed Train project sponsored by the California High Speed Railroad Authority.

Policy 4-8.1 Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2 Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3 Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4 Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

Policy 4-8.5 Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Policy 4-8.6 Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

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 4-9.3 Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

Policy 4-9.4 Accommodate pedestrians and bicyclists—in addition to automobiles—when considering new development projects.

Policy 4-9.5 Seek to maintain pedestrian access in the event of any temporary or permanent street closures.

Policy 4-9.6 Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Policy 6-2.3 Encourage the infilling of vacant residential land and the recycling of underutilized residential land, particularly in Downtown Rialto and along Foothill Boulevard.

As part of the preparation for the Regional Reduction Plan, the City of Rialto selected a goal to reduce its community GHG emissions to a level that is 15 percent below 2008 levels by 2020. This is the Reduction Target for the City. To fulfill this commitment the City is participating in this Regional Reduction Plan. Additional details of the City's portion of the Regional Reduction Plan are provided in Section 4.16.0 (Introduction to the Analysis) of this EIR and the Rialto chapter of the Regional Reduction Plan.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

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

Analytic Method

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Rialto for the following scenarios: 2008, 2020 business-as-usual (BAU), and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

As stated above the GHG Reduction Target for the City is to reduce the GHG emissions to a level that is 15 percent below its 2008 GHG emissions level by 2020.

The 2020 BAU scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Rialto's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Reduction Plan. Also refer to the Regional Reduction Plan (included in Appendix B of this EIR) for model inputs and sources, model output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided by CAPCOA, other reference sources (such as the USEPA, CEC, California ARB, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on information provided by local utility providers, SCAG, and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. 2020 business as usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in vehicle miles traveled determined by SCAG. Refer to Appendices A and B of the Regional Reduction Plan for a detailed methodology of the GHG emissions and emission reduction calculations. The complete Regional Reduction Plan is included in Appendix B of this EIR.

Because the impact each GHG has on climate change varies, a common metric of CO_2e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO_2 equivalents (MT CO_2e).

Note that some stationary sources within the City are permitted under Title V of the CAA. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by MDAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devises on these permitted sources. Because the City does not have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources are not included in determining GHG Reduction Target setting or subject to City administered reduction measures associated with them in the Regional Reduction Plan. However, MDAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Rialto totaled 67,952 MT CO_2e in 2008.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan in the City of Rialto would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits and renewable energy projects that are part of the reduction measures in the Regional Reduction Plan, therefore resulting in an overall reduction in GHG emissions.

The Regional Reduction Plan would implement additional reduction strategies that build from existing General Plan policies. Table 4.16.7-2 (GHG Emission Inventories and Reductions in the City of Rialto) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional Reduction Plan in the City and compares the reduced emissions with the City Reduction Target.

Table 4.16.7-2 GHG Emission Inventories and Reductions in the City of Rialto

Category	*Metric tons of CO_2e*				
Emission Source	2008	2020 BAU	Plan Reductions	2020 with Plan	% Reduction
Energy	233,905	271,828	151,903	119,924	55.90%
On-Road Transportation	302,001	326,257	90,185	236,062	27.60%
Off-road Equipment	40,061	44,508	7,611	36,897	17.10%
Solid Waste	14,269	15,708	11,807	3,901	75.20%
Agriculture	245	125	0	125	0.00%
Wastewater Treatment	4,001	4,476	419	4,056	9.40%
Water Conveyance	14,297	39,327	8,687	30,640	22.10%
GHG Performance Standard for New Development[a]	—	—	6,557	—	—
Total	***608,779***	***702,229***	***277,179***	***425,050***	***39.50%***
Reduction Target	**—**	**—**	**184,776**	**517,462**	**26.30%**
Does the Plan Meet the Reduction Target?	—	—	Yes	Yes	Yes
Reductions Beyond Target	**—**	**—**	***92,413***	**—**	**—**
Excluded Stationary Sources under Title V Permits[b]	67,952	80,427	—	—	—

Values may not sum due to rounding.

a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.

b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section, above).

The measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.16.0 of this EIR. Regional Reduction Plan Chapter 4 has additional details of these reduction measures.

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Rialto.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact would be ***less than significant***. No mitigation is required.

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

The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.16.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 608,779 MT CO_2e. The largest source of emissions was transportation, followed by energy use.

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using the Rialto General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU inventory represents the projected City emissions without the incorporation of recently adopted sustainability measures or reduction measures included in the proposed project. Table 4.16.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 702,229 MT CO_2e, an increase of 93,450 MT CO_2e (or 13.31 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be transportation followed by emissions associated with energy use. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 425,050 MT CO_2e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan reduces 517,462 MT CO_2e of emissions in 2020 which exceeds the reduction goal by approximately 92,413 MT CO_2e. This is a reduction of approximately 39.5 percent in 2020. Therefore the Regional Reduction Plan exceeds its own GHG reduction planning goals.

AB 32 is implemented through the Scoping Plan which is the statewide plan for the reduction of GHG emissions. The Regional Reduction Plan builds upon the reduction measures administered by the State to complement the efforts of the statewide Scoping Plan. For example, the Regional Reduction Plan Reduction Measure Energy-3 (Green Building Ordinance) implements the energy efficiency for new construction within the City. Measures Energy-4, -5, -6, -7, and -8 (solar installation for new and existing housing, commercial, and industrial buildings), provide additional renewable energy sources beyond what was contemplated in the AB 32 Scoping Plan.

The AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The 29 percent reduction was determined using a baseline of 2005 emissions. Using the ARB's latest inventory data for greenhouse gas emissions for 2008, in order to satisfy AB 32 and

reach 1990 emission levels, state emissions would need to be 9 to 10 percent below 2008 levels and 20 to 22 percent below 2020 levels depending on if carbon sinks were included (California ARB 2010b). The Rialto chapter of the Regional Reduction Plan demonstrates that the City exceeds that level of reduction. All of the reduction measures in the Rialto chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan. Therefore, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.16.0 of this EIR and are described in further detail in Chapter 4 of the Regional Reduction Plan.

SB 375 requires SCAG to provide a Sustainable Communities Strategy (SCS) that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS. Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Rialto include On Road Transportation-1—Sustainable Communities Strategy. This reduction measure provides the land use changes within the City of Rialto needed to fulfill the City's portion of the Regional SCS land use patterns.

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description:** SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.
- **Entity Responsible for Implementation:** The City of Rialto and SCAG are responsible for implementing this measure. The City provides land use density and development patterns consistent with the SCS such as increased density and mixed use development near transit stations that provides transit oriented development. SCAG leads and SANBAG plays a supporting role in enabling transportation improvements.

The following details each components of On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional)**—To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems. These goals could be pursued in connection with, and in addition to, adoption of SANBAG's LRTP.
- **On-Road-1.2: Other Transit Improvements (Regional)**—SANBAG and Rialto will work with local and regional transit agencies to secure the following services.
  - > Additional Bus Rapid Transit routes, and other transit choices such as shuttles and rail, beyond what is outlined in the SANBAG LRTP.
  - > Convenient feeder service from multimodal transit center to downtown employment centers.
  - > Regionwide bus/transit passes.
  - > Park-and-ride lots.
  - > New opportunities to finance further transit service for the elderly, handicapped, and recreational purposes.
  - > Shuttle service to transport facilities (e.g., park-and-ride lots).
  - > Idling limits for transit fleets.
- **On-Road-1.3: Public Transit Funding (Regional)**—SANBAG and the City of Rialto will collaborate with a broad range of agencies and organizations to improve and expand funding for public transit infrastructure and operations.
- **On-Road-1.4: Adopt Land Use Patterns to Favor Transit-Oriented Development**—The Rialto General Plan provides the changes in land use patterns to further prioritize transit-oriented development along existing and planned transit facilities. This strategy could build on one of the alternatives considered in the LRTP alternative, which redistributes population and employment growth to transit corridors, and promotes transit oriented development at station areas.
- **On-Road-1.5: Nonmotorized Zones (Local)**—The City of Rialto is providing urban nonmotorized zones in downtown areas where feasible and considering establishing a goal for conversion of downtown roadway miles to transit, linear parks, or other nonmotorized zones (CAPCOA 2010) and provide for the following services:
  - > Monitor traffic and congestion to determine roadways that should be targeted for improvements.
  - > Evaluate potential efficiency gains from further signal synchronization. Synchronize traffic signals throughout the city and with adjoining cities while allowing free flow of mass transit systems. Require continuous maintenance of the synchronization system
  - > Allow for more-efficient bus operation, including possible signal preemption, and expand signal-timing programs where air quality benefits can be demonstrated.
- **On-Road-1.6: Traffic Calming (Local)**—The City of Rialto will provide traffic calming measures to encourage people to walk or bike instead of using a vehicle.

- **On-Road-1.7: Traffic Signal Synchronization (Local)**—The City of Rialto is improving travel speed by enhanced signal synchronization.
- **On-Road-1.10: Employer Provided Fringe Benefits (Local)**—The City of Rialto is encouraging the use of telecommuting and alternative work schedules for employees and other employer benefits to reduce VMT, including a Guaranteed Ride Home Program.3
- **On-Road-1.11: Pedestrian Bicycle Lanes (Local/Regional)**—The City of Rialto has Created bicycle lanes directed to the location of schools and major employment districts.
- **On-Road-1.12: Pedestrian and Bicycle Network Improvements (Local/Regional)**—The City of Rialto is improving the existing pedestrian and bicycle network as follows:
  - > Encourage the development of bicycle stations, attended parking, and other attended bicycle parking support facilities at intermodal hubs.
  - > Establish a network of multiuse trails to facilitate safe and direct off-street bicycle and pedestrian travel. Provide bike racks along these trails at secure, lighted locations.
  - > Evaluate and consider free bicycles for public use and/or charge a nominal fee for their use.
  - > Amend or implement a development code to include standards for provision of safe pedestrian and bicyclist accommodations, including "Complete Streets" policies that foster equal access by all users, including pedestrians and bicyclists. Include standards in the design of roadways. As appropriate, require new development and redevelopment projects to address bicycle and pedestrian access internally and to other areas through easements; safe access to public transportation and construction of paths that connect with other nonmotorized routes; and safe road crossings at major intersections for school children and seniors.
  - > Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects. Consider using state gas tax subventions, sales tax funds, other funding sources, and development exactions/impact fees to provide bicycle and pedestrian facilities.
  - > Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by nonmotorized vehicles, and new residential communities that block through-access on existing or potential bicycle and pedestrian routes.
  - > Develop and implement a bicycle safety education program to teach drivers and bike riders the laws, riding protocols, routes, safety tips, and emergency maneuvers to increase confidence, safety, and frequency of use for new and existing bike riders.
- **On-Road-1.13: Alternative Fuel Infrastructure (Local/Regional)**—SANBAG and the City of Rialto promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles such as electric vehicle charging facilities and conveniently locate alternative fueling stations. Convert public transit, street sweeping, and refuse fleets to alternative fuels and provide supporting infrastructure. Examine the use of smaller, more fuel-efficient taxicabs and offering incentives to taxicab owners to use gas-electric hybrid vehicles.
- **On-Road-1.14: School Programs and Outreach (Local)**—The City of Rialto collaborates with local public schools districts to expand school bus services and routes. Encourage ridesharing programs in private schools to match parents by geographical location for student transport including the following.

> Continue to provide public education and information about options for reducing motor vehicle related GHG emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low- or zero-emission vehicles; and car and ride sharing.

In addition Rialto will participate in the Regional Reduction Plan reduction measure On-Road-2 (Smart Bus Technology), which helps implement the SCS within San Bernardino.

- **On-Road-2 "Smart Bus" Technology**—Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information (CAPCOA 2009). Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies systemwide on all bus routes serving Rialto to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. In Phase II, Omnitrans will install electronic signs at all major transit hubs and The State of California has set specific targets for reducing greenhouse gas emissions from the burning of fossil fuels in both power plants and vehicles by adopting various regulations. In addition, state energy efficiency and renewable requirements provide another level of reductions. In order to provide credit to Rialto for regulatory actions already taken or planned by the provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. GHG emissions are expected to decrease because the AVL technologies could lead to more fuel efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans' Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route and are not included in this analysis. Omnitrans is primarily responsible for this measure. The City of Rialto will coordinate with Omnitrans as appropriate.

The following discussion summarizes the Rialto General Plan policies that correlate with these two reduction measures implementing the SCS within the City of Rialto:

<u>On-Road Transportation-1 (Sustainable Communities Strategy)</u>

Policy 2-1.3 Require that properties fronting Foothill Boulevard physically connect to each other to create continual pedestrian connectivity along the corridor. Provide pedestrian-friendly amenities such as shaded walking areas, pedestrian-scale architecture, and commercial buildings with pedestrian street entries.

Policy 2-5.2 Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.

Policy 2-5.4 Create a Downtown that is a safe and walkable place for shoppers, visitors, residents, and employees, and that provides a unique environment that becomes a gathering place to shop and dine.

Policy 2-11.5 Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways.

Policy 2-12.3 Install curb extensions (i.e., bulb out or similar enhancements) at pedestrian crossings to shorten the crossing distance required, wherever feasible. Additional pedestrian protections, including bollards and defensible space landscape treatments, should be utilized as well.

Policy 2-12.4 Enhance pedestrian walkways directly under building canopies by one or more of the following techniques: interlocking or textured paving, turf block walls, theme plantings, trees projecting through canopies, bollards and kiosks, pavilions or gazebos, and trellises and arbors planted with flowering vines.

Policy 2-12.5 Maximize potential pedestrian connections through the use of highly visible gateways, walkways, and directional signs and the installation of traffic-calming devices where appropriate.

Policy 2-12.7 Shade bus shelters and other outdoor use areas from the sun. Commercial projects along major corridors in Rialto shall incorporate at least one bus shelter, taxi stop, bicycle rack, and/or similar transportation or pedestrian features. The design of these features shall be consistent with the identify, feel, and theme of that corridor.

Policy 2-20.6 Require pedestrian accessibility to adjacent uses with paseos, gates, pedestrian walkways, crossings, and sidewalks.

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 2-35.1 Replace Rialto's vehicle fleet with low-emission, economically sensible vehicles.

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 2-38.1 Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-38.2 Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.

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 (BRT).

Policy 3-2.2 Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station.

Policy 4-1.15 Support the construction of High Occupancy Vehicle (HOV) lanes on I-10 between Ontario and Redlands.

Policy 4-3.2 Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks.

Policy 4-5.1 Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, van pooling, and other ride sharing opportunities.

Policy 4-5.3 Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.

Policy 4-6.1 Support the establishment of an east-west Bus Rapid Transit line through the Valley along on Foothill Boulevard.

Policy 4-6.2 Establish new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' master plan of stops.

Policy 4-6.3 Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate.

Policy 4-6.4 Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire.

Policy 4-6.5 Encourage clean, lighted, and convenient bus shelters and transit stops that are within walking distance of major activity areas and residential neighborhoods and along arterial roadways.

Policy 4-7.1 Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services.

Policy 4-7.2 Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station.

Policy 4-7.3 Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.

Policy 4-7.4 Support the High Speed Train project sponsored by the California High Speed Railroad Authority.

Policy 4-8.1 Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2 Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3 Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4 Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

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 4-9.3 Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

Policy 4-9.4 Accommodate pedestrians and bicyclists—in addition to automobiles—when considering new development projects.

Policy 4-9.5 Seek to maintain pedestrian access in the event of any temporary or permanent street closures.

Policy 4-9.6 Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

On-Road Transportation-2 (Smart Bus Technologies)

Policy 4-1.8 Cooperate with SANBAG and Omnitrans in the implementation of the Inland Intelligent Transportation Systems Strategic Plan.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG's SCS strategy in Rialto. Therefore, this impact is ***less than significant***. No mitigation is required.

Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

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4.16.8 Hazards/Hazardous Materials

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Rialto from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.16.6 (Geology/Soils) and Section 4.16.9 (Hydrology/Water Quality), respectively. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Hazardous Materials and Hazardous Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents. Some sites may require reporting by one or more agencies, depending on the nature of the problem. Licensed transporters of hazardous substances and wastes are also subject to reporting requirements.

Airports

The Rialto Municipal/Art Scholl Memorial Airport (L67) is owned and managed by the City of Rialto. This airport serves the general aviation market and is used exclusively by private planes. The airport is located in the middle of the City of Rialto surrounded by the 210 Freeway to the north, Baseline Road to the south, Alder Avenue to the west, and Cactus Avenue to the east. Surrounding land uses include industrial around the western half of the airport and residential around the eastern half of the airport. A portion of the residential land on the eastern side of the airport lies within the flight path, creating a potential hazard from plane crashes to the residents on the ground. Due to a decline in use and competition from the nearby San Bernardino International Airport and the other eight General Aviation airports in the region, the future use of the Rialto Municipal Airport is being examined. On April 30, 2007, the Rialto City Council adopted Resolution No. 5468, declaring its intent to close the Rialto Municipal Airport and adopting a draft closure plan. Airport operations have been reduced, but not terminated, and planning is now underway to evaluate redevelopment opportunities that may or may not include airport uses (Rialto 2010a).

Wildland Fires

Northern portions of the planning area have been designated as moderate to very high fire hazards zones by the CDF. Fire hazard zones are established through two parameters: probability of burning and probable fire behavior. Probability of burning is based on determinations regarding when and how often the area will burn. Fire behavior is described by the probability of embers and flames to threaten buildings including ember travel distances and flame lengths. Figure 4.16.8-1 (Wildland Fire Hazard) indicates those zones established by the CDF (Rialto 2010a).

Regulatory Framework

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes, as well as local ordinances and plans regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal

Hazardous Materials and Hazardous Waste

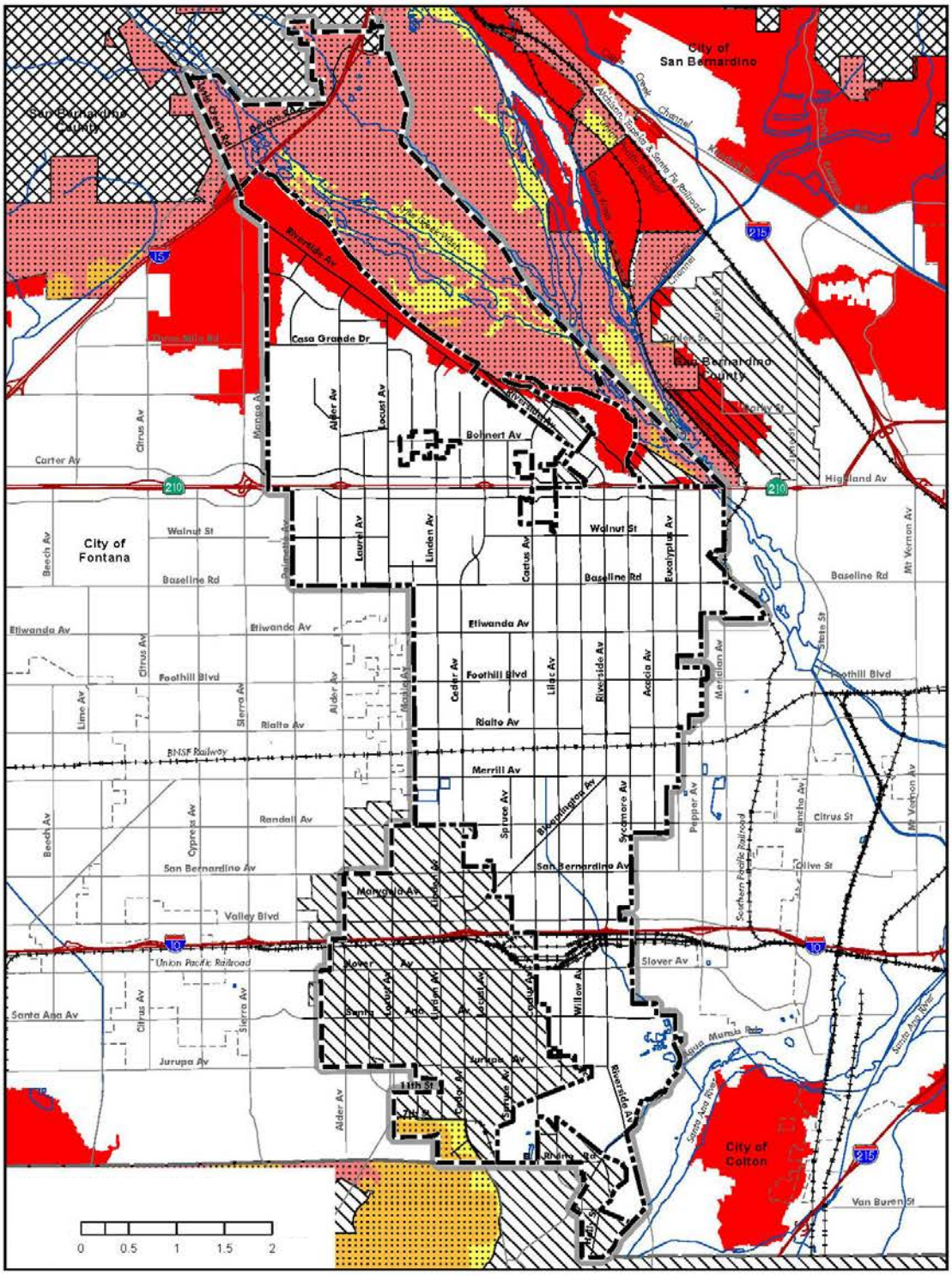
United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the USEPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum



Source: City of Rialto 2010.

Figure 4.16.8-1
Wildland Fire Hazard

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and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the USEPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Superfund Amendments and Reauthorization Act

SARA reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. SARA Title III also authorized the Emergency Planning and Community Right-to-Know Act.

Emergency Planning and Community Right-to-Know Act

EPCRA was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 3131 requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report off-site transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory (TRI), and was expanded by the Pollution Prevention Act of 1990.

To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC) to coordinate planning and implementation activities associated with hazardous

materials. The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. In California, the SERC oversees six LEPCs throughout the state. The Governor's Office of Emergency Services (OES) coordinates and provides staff support for the SERC and LEPCs. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of that may pose an environmental or human health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Airport Hazards

Federal Aviation Administration (FAA)

The basic responsibilities of the Federal Aviation Administration (FAA), under the US Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

Fire Hazards

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) coordinates the federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including fire and acts of terror. The U.S. Fire Administration, a department within FEMA, is the lead Federal agency for fire data collection, public fire education, fire research and Fire Service training.

State

Hazardous Materials and Hazardous Waste

California Department of Toxic Substances Control

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California

Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Rialto, is in DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's EnviroStor database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division (SCD) administers the technical implementation of the state's Unified Program, a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program are:

- Hazardous Materials Business Plan/Emergency Response Plan
- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The SCD also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. SCD also carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters and oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program carried out by local Unified Programs.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)

- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1(b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1(b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and California Labor Code Section 9030.

Airport Hazards

California Department of Transportation

California Department of Transportation, Division of Aeronautics, is responsible for airport safety in California. The State Aeronautics Act, Public Utilities Code (PUC) Sections 21001 et seq., is the foundation for the Department's aviation policies. The Aeronautics Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at or near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics publishes the California Airport Land Use Commission (ALUC) Planning Handbook. The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Fire Hazards

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CALFIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports the CDF mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state-owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies.

California Uniform Fire Code

CCR Title 24, Part 9, is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety-related building standards that are referenced in other parts of CCR Title 24.

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CALFIRE.

Regional

Hazardous Materials and Hazardous Waste

Certified Unified Program Agency (CUPA) is a regional or local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the state SERCs and LEPCs that were established under both federal (EPCRA) and state authority relative to the Hazardous Materials Business Plan/Emergency Response Plan. While the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA Board and SERC/LEPCs.

San Bernardino County is a member of the Southern California Hazardous Waste Management Authority, and works on regional level to solve hazardous waste problems. The San Bernardino County Fire Department, Hazardous Materials Division (HMD) is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

UST Program: Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight.

In California, the State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank

tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's Geotracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The San Bernardino County Fire Department HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal, under strict chain-of-custody protocol, of the old tanks.

County of San Bernardino Hazardous Waste Management Plan

Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare Hazardous Waste Management Plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County of San Bernardino Board of Supervisors and approved by the California Department of Health Services in February 1990. The County HWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the San Bernardino County Fire Department HMD. As further required by the state, all cities in San Bernardino County must also adopt a City HWMP.

Hazardous Materials Disclosure Programs

All businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, are required to submit a Hazardous Materials Business Plan to its local CUPA.

According to the San Bernardino County Fire Department HMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year
- All hazardous waste generators, regardless of quantity generated; any business that handles, stores, or uses Category I or II pesticides, as defined by the federal Insecticide, Fungicide, and Rodenticide Act, regardless of amount
- Any business that handles DOT Hazard Class 1 (explosives, found in 49 CFR), regardless of amount

- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity; extremely hazardous substances are designated pursuant to the EPCRA Section 302, and are listed in 40 CFR Part 355
- Any business subject to the EPCRA, also known as SARA Title III; generally EPCRA includes facilities that handle hazardous substances above 10,000 pounds or extremely hazardous substances above threshold planning quantities; there are some exceptions, including retail gas stations with up to 75,000 gallons of gasoline or 100,000 gallons of diesel fuel in USTs that meet the 1998 upgrade requirements
- Any business that handles radioactive material that is listed in Appendix B of Chapter 1 of 10 CFR.

Businesses are required to update their business plan with the San Bernardino County Fire Department HMD annually. The entire plan must be reviewed and recertified every three years. In addition, the plan must be revised within 30 days of change of owner, business address, business name, emergency contact information, inventory, or other site conditions that may significantly impact emergency response.

Hazardous Materials Incident Response

Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities
- A plan for conducting exercises to test the plan

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The San Bernardino County Fire Department HMD is responsible for coordinating hazardous material coordination and inspection in the City.

Airport Hazards

San Bernardino County

San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an Airport Land Use Compatibility Plan for each airport jurisdiction. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning. A Comprehensive Land Use Plan (CLUP) was prepared for Rialto Municipal Airport in collaboration between the San Bernardino County Airport Land Use Commission (ALUC) and the City of Rialto. Air traffic operations are declining at the Rialto Municipal Airport and the City is examining potential redevelopment of most, and possibly all, of the airport site. Should the Airport close, the air traffic hazards will be eliminated. Air traffic hazards and land use

compatibility are among the economic and environmental factors being considered in the airport reuse planning effort (Rialto 2010a).

The CLUP establishes three zones around the airport known as Referral Areas. The Referral Areas are subject to varying levels of restriction based on the potential for airplane crashes as well as the need to keep departure and approach paths clear for airplane take-off and landing. Each Referral Area is summarized below. Figure 4.16.8-2 (Rialto Airport Land Use Plan) shows the location of each Referral Area.

Referral Area A

This zone consists of the main runway and areas that extends from the main runway. Development and people located in this zone are extremely limited in order to prevent obstruction of flight paths, limit glare, and protect the public from crashes. Zero people are preferred at any time in this zone however up to 25 people per acre may be permitted. No structures are permitted in this zone (particularly residential dwelling units) nor petroleum or explosives or above-ground power lines.

Referral Area B

Referral Area B provides for limited development and site coverage due to the high potential for accidents. Densities range from ten to 25 to 50 persons per acre depending on the length of stay anticipated. Densities for single-family residential development range 0.2 dwelling units per acre (du/a) to 0.7 du/a with minimum 2.5-acre lots. Maximum structural coverage for the zone is limited to between 20 and 50 percent site coverage. Multi-family residential units, hotels, restaurants and bars, schools, hospitals, public service facilities, places of public assembly, and flammable materials and processes are generally prohibited.

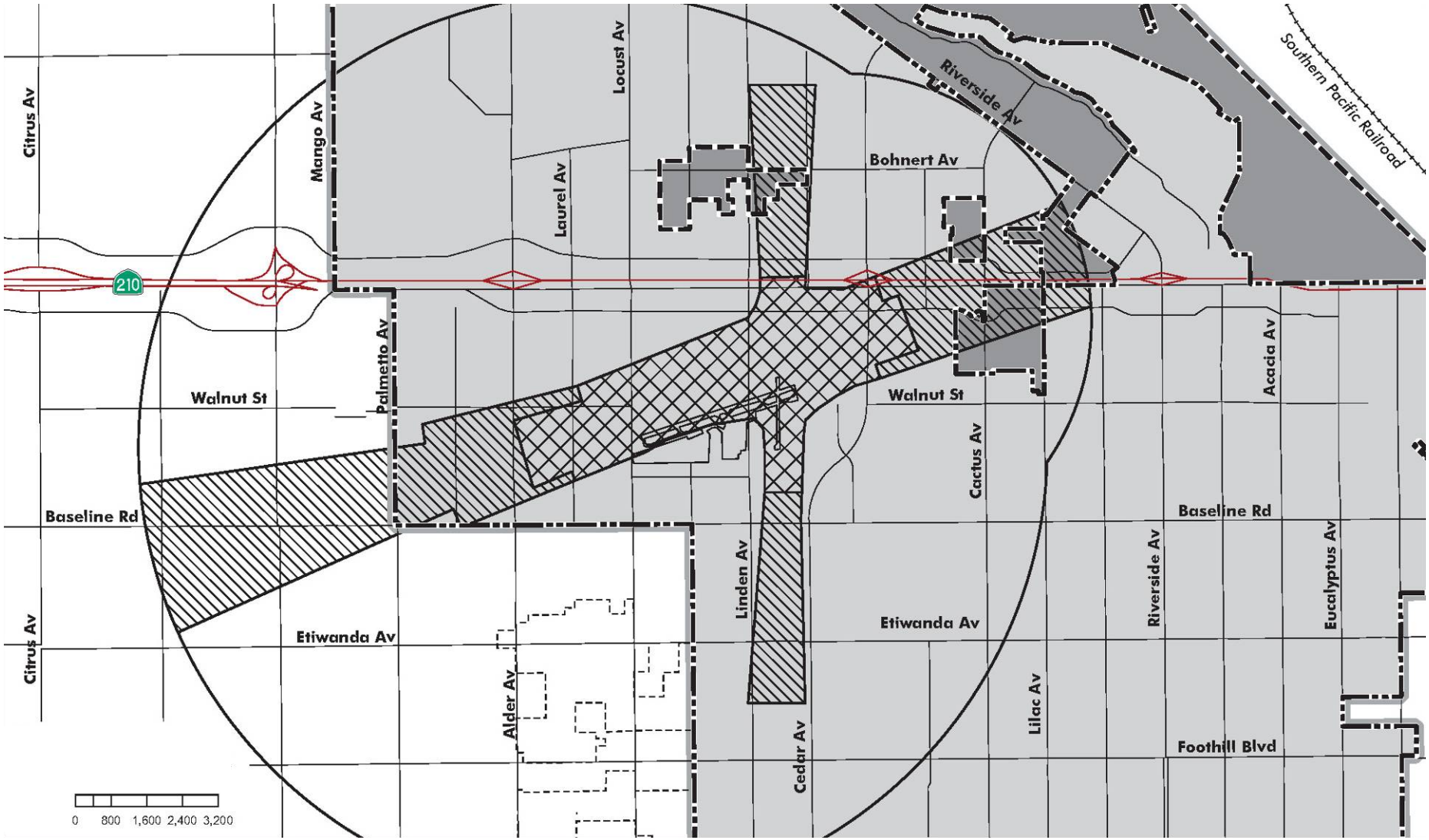
Referral Area C

Referral Area C is the least restrictive of the zones. This area provides for up to 4 du/a and a maximum zone coverage of 75 percent (20 percent maximum below traffic patterns). The primary use limitation is development of large public assembly facilities, such as stadiums and sports arenas.

Local

City of Rialto Multi-Hazard Function Plan

The City's Multi-Hazard Functional Plan (MHFP) addresses the City's planned response to large-scale emergencies associated with natural disasters, technological incidents, and national security emergencies through implementation of SEMS. The plan is divided into two major components. The Basic Plan addresses the overall organization and operational concepts relative to response and recovery due to potential hazards. The Emergency Organization Functions component provides a description of the emergency response organization and emergency action checklists.



Consolidated Impacts Referral Areas

- Referral Area A
- Referral Area B
- Referral Area C
- Rialto Incorporated Area
- Rialto Sphere of Influence
- Planning Area Boundary
- Surrounding City Boundary

Source: City of Rialto 2010.

NORTH
SCALE IN FEET

Figure 4.16.8-2
Rialto Airport Land Use Plan

ATKINS

City of Rialto Evacuation Plan

The City's evacuation plan addresses varying levels of evacuation during emergency situations. The plan addresses when to evacuate based on the immediacy of a threat. The plan also addresses where to evacuate. Affected persons may be directed to shelter-in-place in order to wait out the emergency or directed to safety zones in order to escape disaster. The plan establishes methods on how to evacuate affected persons and assigns tasks for emergency and non-emergency personnel.

City of Rialto Municipal Code

Fire Code

The City has adopted the 2007 California Building Code, including Sections 701A et al. that defines specifications for exterior materials and construction methods for structures located in wildfire hazard areas. These regulations pertain to any new building located within a Local Agency Very High Fire Hazard Severity Zone or within a State Responsible Moderate, High, or Very High Fire Hazard Severity Zone. The purpose of this section is to protect life and property by increasing a building's ability to resist the intrusion of flames or burning embers projected by a vegetation fire. The provisions of this section address roofing, exterior walls, decking, and ancillary buildings. The City generally requires a minimum 100 feet of vegetation clearance around structures within hazardous fire areas pursuant to Municipal Code Section 15.28.070. This distance can be reduced with approval by the Fire Chief when structures are built with fire resistant construction methods; however the required vegetation clearance cannot be reduced less than 40 feet.

Hazardous Waste Overlay Zone

Municipal Code Chapter 18.47 (Hazardous Waste Overlay Zone) regulates the disposal, storage, generation transfer, treatment, handling and transportation of hazardous waste, materials and substances as defined by the City. It provides specific requirements applicable to the siting or expansion of a hazardous waste facility in order to safeguard life, health, property and the public welfare.

Aircraft Operations

Municipal Code Chapter 13.05 (Aircraft Operations) enforces the rules and regulations promulgated by the FAA and presently in effect, and all additions or amendments.

Rialto General Plan

The Rialto General Plan policies that are applicable to hazardous materials[10] are as follows:

<u>Hazardous Materials and Hazardous Waste</u>

Policy 5-4.1 Continue to identify hazardous material users and generators within the City through the use of field surveys, inspection programs, and licensing requirements.

Policy 5-4.2 Coordinate City enforcement efforts with San Bernardino County, the California Department of Health Services, the Regional Water Quality Control Boards, and

[10] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

the Air Quality Management District, for the management and disposal of hazardous wastes.

Policy 5-4.3 Identify and establish specific travel routes for the transport of hazardous materials and wastes, with key considerations being capacity to safely accommodate additional truck traffic, avoidance of residential areas, and use of interstate or State divided highways as preferred routes.

Policy 5-4.4 Require all hazardous waste generators and hazardous materials handlers to report to City officials, including the Fire Department any equipment malfunction or upset which may cause hazardous waste to be emitted

Policy 5-5.1 Prohibit unauthorized disposal of household hazardous waste in the Midvalley County Landfill.

Policy 5-5.2 Encourage and promote practices that will reduce the use of hazardous materials and the generation of hazardous waste at their source, recycle the remaining hazardous wastes for reuse, and treat those wastes which cannot be reduced at the source or recycled.

Policy 5-5.3 Prohibit businesses from storing hazardous materials for commercial use or commercially generated hazardous wastes in residential areas.

Policy 5-6.1 Conduct regularly scheduled household hazardous waste roundup and disposal events.

Policy 5-6.2 Support education programs for hazardous waste generators. This program shall include information on proper labeling, placarding, and manifesting requirements.

Fire Hazards

Policy 5-3.1 Provide for fire personnel, equipment, and fire stations to have adequate and appropriate resources to meet the needs and serve all areas of Rialto.

Policy 5-3.2 Develop the specifications and designs for an emergency response vehicle-operated traffic control system.

Policy 5-3.3 Require that development be phased in relation to the City's ability to provide an adequate level of fire protection, as per the City standards.

Policy 5-3.4 Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations.

Policy 5-3.5 Develop new and expand existing public fire safety education programs, including teaching fire and life safety information in Rialto schools, the Rialto Senior Center, civic organizations, and businesses.

Policy 5-3.6 Establish a fire station south of I-10, and improve fire coverage capabilities of this area.

Policy 5-3.7 Add service level capability and infrastructure to meet increasing demand of new development.

Policy 5-3.8 Ensure that a defensible perimeter is maintained around residential located in high or very high wildfire hazards zones, as per Fire Department guidelines.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

Effects Not Found to Be Significant

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

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, and water conservation programs. The GHG reductions do not involve the transport or use of hazardous materials. Reduction measures related to hazardous materials are regulated by current federal and state regulations, City ordinances, and the General Plan. Municipal Code Chapter 18.47 (Hazardous Waste Overlay Zone)

regulates the disposal, storage, generation transfer, treatment, handling, and transportation of hazardous waste, materials and substances in the City. These policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

As stated above, the Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. These activities do not release hazardous materials or create foreseeable upsets or accidents that would present a significant hazard to the public or the environment. The federal, state, and local regulations, permits, and codes reduce the potential for upset conditions and accidents to foreseeable safe conditions within the community. The impact would be ***less than significant***. No mitigation is required.

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

As discussed under the previous thresholds, implementation of the Regional Reduction Plan will not emit hazardous emissions. The impact would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan does not propose siting reduction measures at particular locations. Siting of renewable energy generation would be reviewed by the City Planning to ensure that implementation of the Regional Reduction Plan does not create a hazard to the public or the environment. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?

The Rialto Municipal/Art Scholl Memorial Airport is owned and managed by the City of Rialto. This airport serves the general aviation market and is used exclusively by private planes. The airport is located in the middle of the City of Rialto surrounded by the 210 Freeway to the north, Baseline Road to the south, Alder Avenue to the west, and Cactus Avenue to the east. Due to a decline in use, the Rialto City Council adopted Resolution No. 5468, declaring its intent to close the Rialto Municipal Airport and adopting a draft closure plan. The redevelopment project, Renaissance Rialto, has been approved by the

City. It consists of a 1,500 acre master-planned area along the 210 Freeway, west of Ayala Avenue. The City of Rialto plans to close and redevelop the Rialto Municipal Airport (Art Scholl Memorial Field) as part of this premier project. Therefore, reduction measures of the proposed Regional Reduction Plan would not locate any facilities near an airport. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

The Regional Reduction Plan does not propose land uses in particular areas. Implementation of reduction measures such as renewable generation facilities would be reviewed by the City to ensure that placement of these types of facilities near a private airstrip or heliport would not create a safety hazard. Additionally, due to a decline in use, the Rialto City Council declared its intent to close the Rialto Municipal Airport and adopting a draft closure plan. Therefore, the impact would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, and water conservation programs. None of the reduction measures would alter emergency response or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve emergency response and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Fire hazard areas in the City are shown in Figure 4.16.8-1. Northern portions of the planning area have been designated as moderate to very high fire hazards zones by the CDF. To help protect the City and its residents from fire hazards, the City has adopted building and fire codes that must be followed. All development plans in would be reviewed by the City to ensure their compliance with the fire code. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City would be reviewed for adherence to the building and fire codes. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

———. 2010b. *City of Rialto General Plan Update Draft Environmental Impact Report*, March.

———. n.d. *City of Rialto Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.16.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality, including flood hazards, in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Regional Drainage

The City's planning area is located entirely within the Santa Ana River Basin watershed (also known as a Hydrologic Basin). A watershed is a region of land that water flows down until reaching a specific body of water. The Santa Ana River serves as the defining water body in the watershed and ultimately outlets into the Pacific Ocean in Orange County, California. The Santa Ana Region (the jurisdictional boundaries of the watershed) is approximately 2,800 square miles in size representing the smallest of California's nine regional management districts, known as Regional Water Quality Control Boards (RWQCB). The Region includes portions of Orange, Riverside, and San Bernardino Counties (Rialto 2010a).

The Santa Ana Region is divided into subwatersheds known as Hydrologic Units (HU), Hydrologic Areas (HA), and Hydrologic Subareas (HSA). These divisions define local watershed based on vicinal flow patterns. The City's planning area lies within the Middle Santa Ana River HA, the Colton-Rialto HA, and that Upper Santa Ana River HA. In the vicinity of the City, the Middle Santa Ana River HA is defined by numerous streams, including San Antonio Creek, Cucamonga Creek, and Etiwanda Creek. The Colton-Rialto HA is defined by Lytle Creek, the most prominent hydrologic feature in the City's planning area. The Upper Santa Ana River HA is characterized by Cajon Creek (Rialto 2010a).

Local Surface Waters

Surface waterbodies are not prominent within the vicinity of the City's planning area. Lytle Creek and Lytle Creek Wash defined the northern portion of the planning area, in the City's Sphere of Influence. Lytle Creek runs northwest to southeast from the San Gabriel Mountains where it forms a large alluvial plain characterized by washes and streams with intermittent flows. West Valley Water District (WVWD) has diversion rights for the Creek whereby it utilizes it for water and groundwater recharge purposes. The Creek is adjudicated by court decree and managed by the Lytle Creek Water Conservation Association. Lytle Creek is currently experiencing water quality issues due to discharges of pathogens (Rialto 2010a).

A portion of Reach 4 of the Santa Ana River abuts the southeastern edge of the City. The Santa Ana River is the defining waterbody in the watershed. Flows in Reach 4 are perennial, with much of the section being operated as a flood control facility. No water district serving the City diverts surface water

flows from the Santa Ana River for municipal uses, although it is used for groundwater recharge purposes. Similar to Lytle Creek, this reach of the River is characterized by degraded water quality due to pathogens (Rialto 2010a).

Groundwater

The City is located within the Upper Santa Valley Groundwater Basin, which is divided into numerous subbasins based on geologic formations that prevent or limit groundwater movement. Such geologic formations include faults or impervious rocks. The City is underlain by the Bunker Hill, Rialto-Colton, Chino, and Riverside-Arlington Groundwater subbasins as indicated in Figure 4.16.9-1 (Groundwater Basins). Groundwater supply management occurs through a system of water agencies while groundwater quality is managed by the RWQCB. Groundwater subbasins are divided into groundwater management zones (GMZ) by the RWQCB. Division of each GMZ is based on geologic formations, flow system, and distinct water quality (Rialto 2010a).

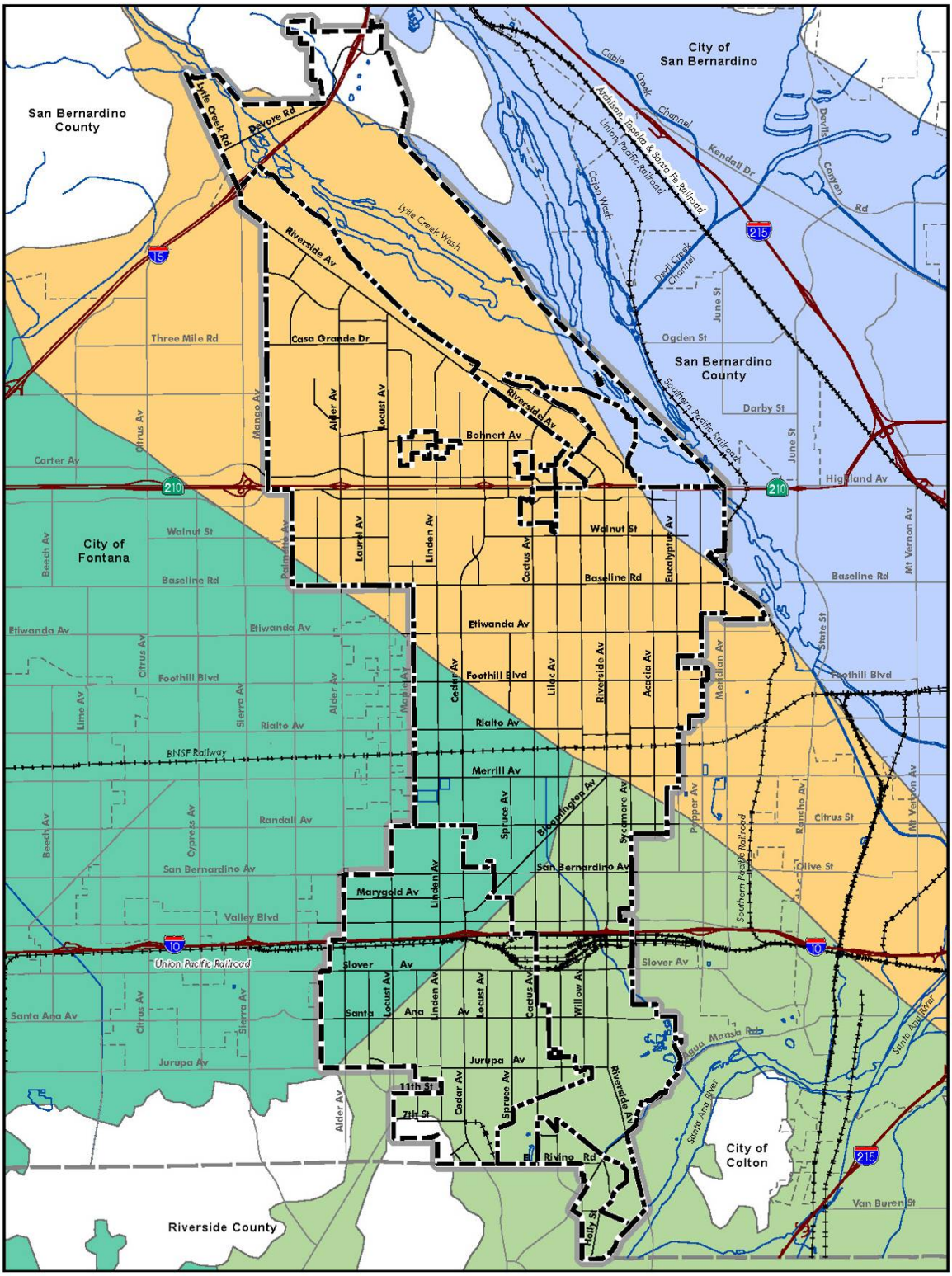
The County of San Bernardino maintains the Cactus spreading and flood control basin within the City's planning area designed to capture and detain stormwater drainage and is also used as groundwater recharge area. The basin/spreading ground is located between State Route 210 and Etiwanda Avenue, west of Cactus Avenue. This spreading ground is approximately 190 acres with its active recharge area set at 46 acres, located within the route of Rialto Channel that functions as the City's primary drainage facility. This facility recharges the Rialto-Colton Subbasin.

Bunker Hill Basin

The Bunker Hill groundwater basin underlies a small portion of the City's planning area in the northeast. The surface of the Basin is 89,600 acres, with a maximum storage capacity of 5,976,000 acre feet. The Basin is bounded by the Banning fault to the south, the Redlands fault to the east, the San Andreas Fault to the north, the Glen Helen fault to the northwest, and the San Jacinto fault to the southwest. Lytle Creek, Mill Creek, and the Santa Ana River provide approximately 60 percent of the Basin's total recharge. The Basin is managed by the San Bernardino Valley Water Conservation District (SBVWCD). Public water agencies who utilize resources from the Basin also include the City of Colton, East Valley Water District, City of Loma Linda, City of Redlands, City of Riverside, City of San Bernardino, and West San Bernardino County Water District.

Well yields in the Bunker Hill Basin range to a maximum of 5,000 gallons per minute (gpm), with an average yield of 1,245 gpm. Under court decision, the annual safe yield for the subbasin is 232,100 acre-feet per year (afy). When considering the water agencies that served the City in 2004, the WVWD pumped 4,402 acre-feet from the Bunker Hill Subbasin. In 2002, the City of Rialto pumped 773 acre-feet from the subbasin.

The portion of the basin underlying the City is within GMZ Bunker Hill-A. This subbasin is artificially recharged by various agencies in the project vicinity utilizing surface waters from Lytle Creek, Mill Creek, and the Santa Ana River. The San Bernardino Flood Control District (SBCFCD) maintains Devil Creek, Twin Creek, Waterman Creek, and Sand Creek that may be used for recharge. Additionally, State Water Project (SWP) imported water has been utilized to replenish the subbasin.



Source: City of Rialto 2010.

Figure 4.16.9-1
Groundwater Basins

ATKINS

The Basin includes a number of contamination plumes, i.e., a concentration of contaminants in a portion of a groundwater basin, subbasin, or aquifer (Rialto 2010). These impairment areas are in Redlands (Judson Street at Mountain Avenue), Norton Air Force Base (San Bernardino), Newark/Muscoy (San Bernardino), and Santa Fe. Additionally, the RWQCB Water Quality Management Plan indicates that the Bunker Hill-A GMZ is in excess of the water quality objective for total dissolved solids (TDS) and nitrate-nitrogen (Rialto 2010a).

Chino Subbasin

The Chino Subbasin underlies the southwest portion of the City's planning area. It is bordered by the Rialto-Colton fault to the east, the Jurupa Mountains to the southeast, the Puente Hills and the Chino fault to the south, the San Jose fault to the northwest, and the San Gabriel Mountains and the Cucamonga fault to the north. It is approximately 154,000 acres in size with a maximum capacity of 18,300,000 acre-feet, and was estimated to store approximately 5,300,000 acre-feet in the year 2000. The average annual safe yield for the subbasin is approximately 145,000 afy. The subbasin was adjudicated in 1978 and is now under the auspices of the Chino Basin Watermaster. The subbasin is recharged by direct infiltration and underground flows from other subbasins. There are five recharge facilities within the subbasin: Deer Creek, Day Creek, East Etiwanda, San Sevaine, and Victoria facilities. The portion of the subbasin underlying the City's planning area is designated as the Chino 3 GMZ. The RWQCB is in the process of developing an integrated management resources plan for the subbasin, in collaboration with affected agencies and stakeholders, including the Chino Basin Watermaster. The plan will result in the development of new ground and surface monitoring model to be calibrated for both TDSs and nitrogen. The plan will be designed to address rising groundwater contributions to the Santa Ana River, use and protection of groundwater supplies, expanded wastewater reclamation, groundwater recharge, and water conservation. Primary impairments in the subbasin include high concentrations of TDS and nitrate-nitrogen (Rialto 2010a).

Well yields are estimated at a maximum of 1,500 gpm with an average yield of 1,000 gpm. In 2004, WVWD pumped approximately 35 acre-feet from the subbasin. In 2002, the City of Rialto pumped water from Chino Subbasin. According to the City's 2010 General Plan EIR, 886 acre-feet were pumped by the City in 2002 from both the Chino Subbasin and the Riverside-Arlington Subbasin. Although the City has one well that pumps from the Chino Subbasin, this well is not within the boundaries of the adjudicated area and therefore is not subject to appropriation. Under the court decided adjudication, water rights have been established for users of the subbasin. "Safe yield" indicates the maximum dependable draft that can be made continuously upon a source of water supply over a given period of time during which the probable driest period, and therefore period of greatest deficiency in water supply, is likely to occur. Safe yield amounts are established by the Watermaster (Rialto 2010a).

Rialto-Colton Subbasin

The Rialto-Colton Subbasin underlies a surface area of 30,100 acres, bordered by the San Gabriel Mountains to the north, the San Jacinto fault to the east, the Box Springs Mountains to the south, and the Rialto-Colton fault to the west. The subbasin is divided into the Lytle, Rialto, and Colton GMZs, with the Lytle Creek and Rialto GMZs underlying portions of the City's planning area. The Lytle and Rialto GMZs are experiencing high nitrogen levels. Primary recharge areas include Lytle Creek in the

northwest, Reche Canyon in the southeast, and the Santa Ana River in the south. Total subbasin storage was estimated at 1,521,000 acre-feet in 1984, with a maximum capacity of 2,517,000 acre-feet. Estimated safe yield for the Lytle Creek portion of the subbasin is 35,000 to 45,000 afy (Rialto 2010a). The subbasin was adjudicated in 1961; however, the court decree is only in effect during times of drought. Management of the subbasin in the south has been adjudicated between the Cities of San Bernardino, Rialto, and Riverside by the Western San Bernardino Watermaster.

Groundwater well production is estimated at a maximum of 5,000 gpm, with an average yield of 545 gpm. Average extraction from the basin by all resource users was 17,300 afy between 1996 and 2005. In 2004, WVWD pumped 7,178 acre-feet from the Lytle Creek area and 4,402 acre-feet from the Rialto area of the subbasin. In 2002, the City of Rialto pumped 2,529 acre-feet from the Lytle Creek area and 4,583 acre-feet from the Rialto area of the subbasin. The Fontana Water Company reports extraction of a five-year average of 8,264 acre-feet from the Lytle Creek area and 7,321 acre-feet from the Rialto area (Rialto 2010a).

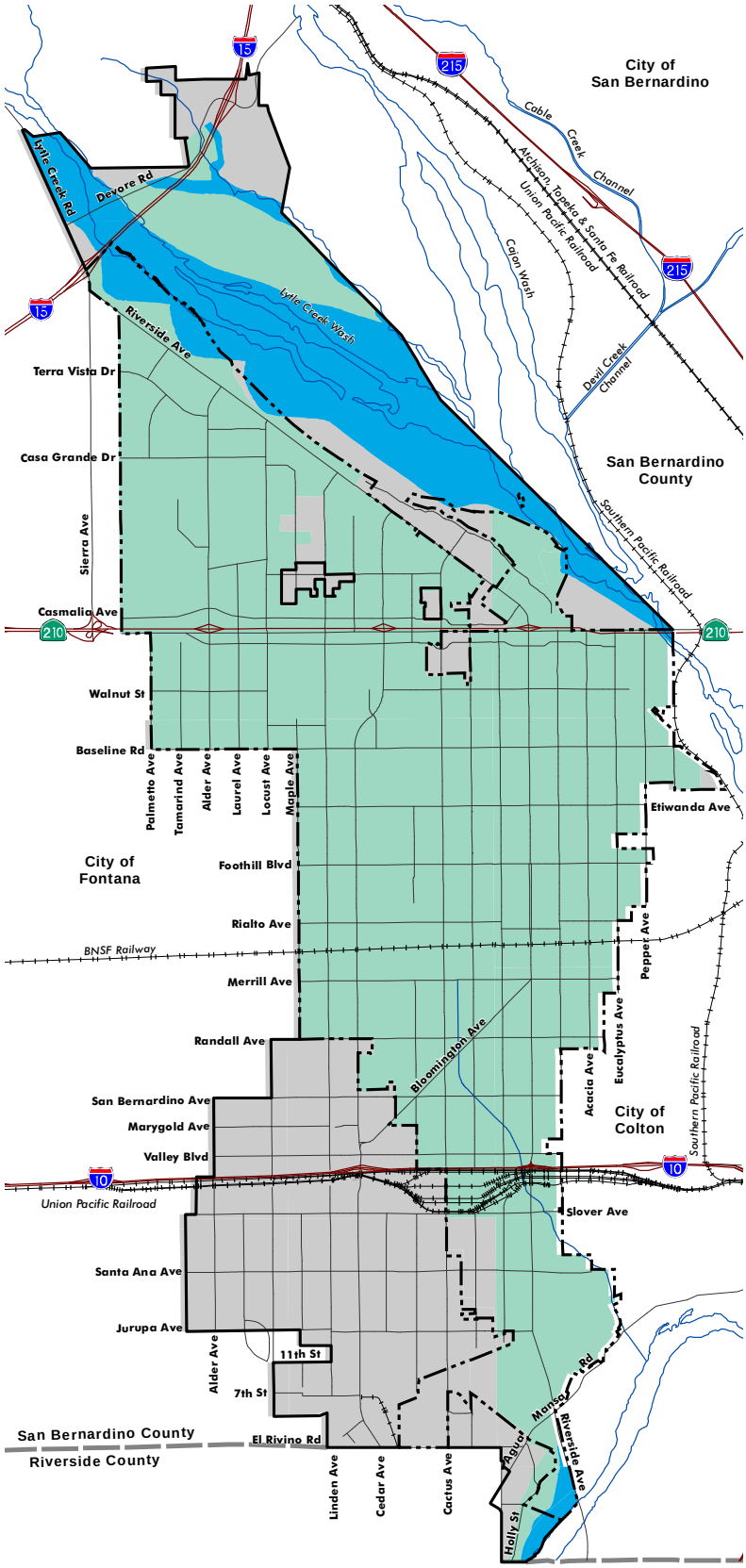
Riverside-Arlington Subbasin

The Riverside-Arlington Subbasin underlies the southwest portion of the planning area. It has a total surface area of 58,600 acres, with a maximum storage capacity of 243,000 acre-feet. This sub basin is bound by the Box Spring Mountains to the southeast, the Arlington Mountains to the south, La Sierra Heights and Mount Rubidoux to the northwest, the Jurupa Mountains to the north, the Rialto-Colton Fault to the northeast. The average annual safe yield is 33,729 afy. Historical extraction from the subbasin was 30,100 afy between 1996 and 2005. Primary recharge is from the Santa Ana River, underflow past the Rialto-Colton fault, and underflow from the Chino Subbasin. A portion of the subbasin is managed by the City of Riverside. The portion of the subbasin within the Rialto planning area is designated as the Riverside-B GMZ. This GMZ is characterized by high TDS and nitrogen levels.

In 2004, WVWD extracted 3,335 acre-feet of water from the subbasin, from five wells that pump between 3,000 to 5,000 afy. The City of Rialto pumped a total of 886 acre-feet from both the Chino Subbasin and the Riverside-Arlington Subbasin in 2002 (Rialto 2010a).

Flood Hazards

Flooding can lead to property damage and personal injury. Lytle Creek and the Santa Ana River constitute the primary source of flooding in the City. However, Flooding potential in the City is minimal. Flood control facilities are generally constructed to contain 100-year flood events within drainage channels such as the Rialto Channel; however, not all Flood Control District facilities have been built to withstand peak flows from 1 percent chance flood. A small, isolated portion of the City is subject to 100-year floods. In particular, industrial development in the southern portion of the City's planning area has been designated by FEMA as subject to 100-year flood hazards. Additionally; the SOI upstream of the Lytle Creek Levee System is subject to FEMA-designated 100-year floods. There are some existing residential and commercial structures in these flood hazard areas but there are no "critical facilities" such as hospitals, schools, power plants, etc. Figure 4.16.9-2 (Flooding Hazards) shows the generalized flooding potential in the City (Rialto 2010a).



FEMA Flood Zones

- Areas of 100-year floodplain; no base flood elvation determined
- Areas outside 500-year floodplain
- Area where flood hazards are undetermined

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Freeway/Highway
- Local Road
- Railroad
- Hydrological Feature

Notes:
This map is intended for general land use planning only. Information on this map is not sufficent to serve as a substitute for detailed geologic investigations of individual sites, nor does it satisfy the evaluation requirements set forth in geologic hazard regulations.

0 0.5 1 1.5 2

NORTH
SCALE IN MILES

Source: Earth Consultants International; Federal Emergency Management Agency, 1996, Flood Insurance Rate Map.

Figure 4.16.9-2
Flooding Hazards

ATKINS

Dam and Levee Failure

No dams are located in the vicinity of the City's planning area. The northeast portion of the planning area is protected by a system of levees along Lytle Creek, generally paralleling Riverside Avenue in a northwest southeast direction. This facility is maintained by the County of San Bernardino Flood Control District. The system consists of eight levees constructed by the United States Army Corps of Engineers (USACE) in 1962. The levee system is constructed of earthen barriers the failure of which would result in flooding of the northern portion of the City. As of August 2008, FEMA has provisionally accredited the Lytle Creek Levee System to protect the northern portion of the City from 100-year flood events while the County prepares its certification. Certification materials are required to be submitted to FEMA by August 9, 2009. Levee certification is a technical finding for the floodplain mapping purposes as part of NFIP pursuant to 44 CFR 65.10. Levee certification requires a complete engineering analysis of hydrology, hydraulics, structural, geotechnical, operations, and maintenance. Levees are actually certified by the local agency and accredited by FEMA, after certification documentation is found in order. As part of the FIRM program, FEMA maps those areas subject to flooding in the event of a levee failure. This effort is part of FEMA's map modernization process that is designed to better identify flood risks, including those associated with levees. While levees throughout the country are being reaccredited, inundation areas on the landward side of a levee will continue to be shown as Zone X with the note that the protecting levee is provisionally accredited. The northern portion of the City (generally north of Riverside Avenue) is subject to flooding in the event of failure of part or all of the Lytle Creek Levee System.

Seiches

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The City does not contain any open reservoirs, lakes or other large bodies of water; therefore substantial impacts from seiche will not occur (Rialto 2010a).

Mudflow

A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. No area has been designated as subject to mudslides to date in the City (Rialto 2010a). However, debris flows in burned areas are unusual in that they can occur in response to small storms and do not require a long period of antecedent rainfall. These kinds of flows are common in small gullies and ravines during the first rains after a burn, and can become catastrophic when a severe burn is followed by an intense storm season. The northern portion of the City is within the historic floodplain of Lytle Creek and could be impacted by debris flows during or following intense rainstorms, due to the slope of the nearby San Gabriel Mountains and the presence of Lytle Creek.

Federal

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates water quality and water resources principally through the Clean Water Act (CWA) and Safe Drinking Water Act (SDWA).

Clean Water Act

The federal Water Pollution Control Act (also known as the CWA) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. CWA Section 402 requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Safe Drinking Water Act

The federal SDWA provides regulations on drinking water quality in Rialto. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs, or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the USEPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years, as the USEPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Pollution Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect

sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits. Also, the USEPA has focused on integrating the NPDES program further into watershed planning and permitting.

The City of Rialto is subject to the NPDES permitting process under its own Municipal Separate Storm Sewer System (MS4) codified as City Municipal Code Chapter 12.60. The City is also a permittee under Santa Ana RWQCB Order No. R-8-2010-0012 that issues the regional NPDES permit to the County of San Bernardino. In particular, these permits regulate discharges from the City's urban runoff and from its POTW.

The State Water Resources Control Board (SWRCB) issues the Industrial General Permit (Order No. 97-03-DWQ) that regulates discharges from ten broad categories of industrial activities. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

Construction activities that disturb 1 acre or more (whether a single project or part of a larger development) are required to obtain coverage under the State's General Permit for Dischargers of Storm Water Associated with Construction Activity. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. The most recent study and FIRM were completed and published for the City of Rialto on August 28, 2008. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened

the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Rialto, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the USACE and the San Bernardino County Flood Control District for updating, method consistency with the RWQCB, and proposed BMPs.

State

State Water Resources Control Board

The SWRCB, a division of the California Environmental Protection Agency (Cal/EPA), regulates water resources including water quality within California. The SWRCB's mission is to preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations. SWRCB's regulatory authority is based upon USEPA's delegated authority of the NPDES permitting process within the state, and California's Porter-Cologne Water Quality Act. The SWRCB is divided into nine RWQCBs, each regulating watersheds within their region.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan, or Basin Plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Rialto is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

Storm Water Pollution Prevention Plans

Construction site runoff is regulated statewide through a statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002), adopted by the SWRCB September 2, 2009. To obtain coverage under the Construction General Permit, project proponents must file Permit Registration Documents (PRDs) prior to the commencement of construction activity, which include a Notice of Intent (NOI), SWPPP, and other documents required by the Construction General Permit. The SWPPP

has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges; and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater, as well as non-stormwater discharges.

The Construction General Permit requires specific minimum BMPs, depending upon the project sediment risk (Risk Levels 1 through 3). Risk Level 1 projects are subject to minimum BMP and visual monitoring requirements; Risk Level 2 projects are subject to numeric actions levels (NALs) and some additional monitoring requirements; and Risk Level 3 projects are subject to numeric effluent limitations (NELs) and more rigorous monitoring requirements, such as receiving water monitoring and, in some cases, bioassessment. The risk is a calculated value that is determined when the SWPPP is prepared. The SWPPP will identify the appropriate risk level and related BMPs and other requirements. The results of monitoring and corrective actions, if any, must be reported annually to the SWRCB. This permit also specifies minimum qualifications for SWPPP developers and construction site inspectors.

Regional

County of San Bernardino Stormwater Program

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the Santa Ana RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1-, 5-, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project not adversely impact downstream erosion, sedimentation, or stream habitat.

Santa Ana River Basin Water Quality Control Plan

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific waterbodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Rialto Municipal Code

City Municipal Code Chapter 12.60 implements its MS4 Permit responsibilities. Similar to the County's MS4 permit, the City's local regulations prohibit illicit connections and illegal discharges to the municipal storm drainage system and require implementation of a variety of BMPs and enforcement of the permit objectives. The City's MS4 permit requires new development or substantial redevelopment to prepare a Stormwater Quality Management Plan (SWQMP). Additionally, a SWQMP is required prior to issuance of a grading or building permit (depending on the type of development project).

Municipal Code Section 12.60.210 of the City of Rialto regulates nonpoint source pollution through educational programs and requirements for use of BMPs. The City enforces BMPs of the California Stormwater Best Management Practice Handbook. These include operational and structural BMPs designed to reduce and eliminate waste and other pollutant discharges into the storm drain system.

City Municipal Code Chapter 12.24 and Chapter 12.27 implement the provisions of the RWQCB's wastewater discharge requirements. Chapter 12.24 sets permissible and prohibited discharges as related to general wastewater discharges from the City's wastewater treatment plant. This includes specified limits on a variety of chemicals, dissolved solids and metals.

Municipal Code Chapter 18.75 (Floodplain Management Ordinance) contains the standards and provisions for development proposed in flood hazards areas. The purpose of the ordinance is to reduce loss of property and life due to flooding.

City Floodplain Management Ordinance Section 18.75.230 (Mudslide [Mudflow] Prone Areas) requires the identification of the potential for impacts due to mudflows during the development review process. Any project located in an area determined to have the potential for mudflow hazards are required to implement grading, excavation, and other requirements to ensure that mudflow hazards to the development are minimized and that the development does not exacerbate mudflow hazard potential either on- or off-site.

The City of Rialto currently collects development impact fees for the expansion of storm drain systems through Municipal Code Chapter 3.68 (Storm Drain Facilities Development Fee) pursuant to California Government Code Sections 66001 through 66009.

Rialto General Plan

The Rialto General Plan policies that are applicable to hydrology, water quality and flood hazards[11] are as follows:

Policy 2-28.1 Work with local water agencies and the State and Federal governments to clean up and mitigate perchlorate contamination within the basin.

Policy 2-28.2 Maximize recharge of local groundwater basins by minimizing impervious surfaces and protecting open space recharge areas.

Policy 2-28.3 Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.

Policy 2-28.4 Prohibit the use of septic tanks, and where necessary, assist in the financing of sewer connections and hookups.

Policy 2-28.5 Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.

Policy 2-28.6 Improve surface drainage facilities, and continue tertiary sewage treatment to protect the Santa Ana River watershed as a potable water source.

[11] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 2-28.7 Continue to maintain Lytle Creek as a water source.

Policy 2-28.8 Reduce spreading of high nitrate fertilizers, herbicides, pesticides, and other chemicals in City landscaping that can contaminate groundwater; encourage the public to reduce the use of chemicals in maintenance of landscaping.

Policy 5-2.1 For properties located within designated 100-year flood zones, require the submittal of information prepared by qualified specialists which certifies compliance with development standards established for 100-year flood zones.

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

Policy 5-2.3 Continue to consult with the San Bernardino County Flood Control District regarding the establishment and maintenance of regional flood control facilities located within the City.

Policy 5-2.4 Require water retention devices in new developments to minimize flooding of the surface drainage system by peak flows.

Policy 5-2.5 Require that any structure proposed within an officially designated 100-year floodplain, or other floodplain as determined through geotechnical investigation, be designed in a manner that does not negatively impede or redirect floodwaters or raise anticipated flood heights.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

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

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam
- Inundation by seiche, tsunami, or mudflow

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact hydrology, water quality, create or increase the potential for flood hazards or inhibit the ability to respond to flood hazards.

Effects Not Found to Be Significant

Threshold	Would the project violate any water quality standards or waste discharge requirements?

Water quality degradation in the City from erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan, and depend largely on the areas affected and the length of time soils are subject to erosion. Although implementation of the Regional Reduction Plan may result in runoff during construction of individual energy-generating facilities, methane capture systems, pedestrian, bicycle, or transit infrastructure that could adversely affect water quality beyond standards specified by the SWRCB, all reduction measure development requiring ground disturbance would be subject to regional and local regulations including the need for a SWPPP under NPDES No. CAS000002. In addition the City requires the obtainment of a grading permit for all developments that would require grading. In turn, all work requiring a grading permit would be required to have an approved Erosion Control Plan. Compliance with SWRCB's General Construction Activity Stormwater Permit regulations requiring a SWPPP, and the grading permit required by the City would reduce the risk of water degradation within the City from soil erosion related to construction activities associated with the Regional Reduction Plan to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. General Plan Policy 2-28.2 encourages developments to minimize impervious surfaces to increase groundwater recharge. The Proposed Project would not substantially

increase the impermeable surface area such that groundwater recharge would be substantially affected. Energy retrofits, solar arrays, or wind turbines would not increase impermeable surface area in the City. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be ***less than significant***. No mitigation is required

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?

Energy retrofits and passive energy-producing components such as photovoltaic arrays would not alter existing drainage patterns in the City, as they would consist of structural alterations, not an increase in overall building footprint. Some renewable energy-generating facilities that could be constructed on vacant land, hillsides, or open space areas could alter existing drainage patterns; however, as noted above, all construction would be subject to regulations related to water quality, erosion, and stormwater runoff. Individual projects associated with implementation of the Regional Reduction Plan would be subject to review by the City prior to issuance of a grading permit, which process requires preparation of a drainage study and SWPPP. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No mitigation is required

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

Energy facilities under the Regional Reduction Plan could be constructed in a 100-year flood plain. The 100-year flood hazard areas within the City are located in the southern industrial portion of the City and upstream of the Lytle Creek Levee System. All new development, including facilities constructed pursuant to implementation of the Regional Reduction Plan, would be subject to the provisions of Municipal Code Chapter 18.75 (Floodplain Management Ordinance), which contains the standards and provisions for development proposed in flood hazards areas. Recognizing that the flood hazard areas of the City are subject to periodic inundation that can adversely affect the public health, safety and general welfare, the purpose of the Floodplain Management Ordinance is to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. The General Plan Policies 5-2.1 through 5-2.5 reduce the risk from flooding throughout the City. Compliance with the General Plan policies is assured through City review of all proposed development. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The development of any new facilities during implementation of the Regional Reduction Plan within a road right-of-way or other areas that may impact storm drains must be coordinated with the City prior to the beginning of construction. Compliance of City provisions including the Floodplain Management Ordinance (Municipal Code Chapter 18.75) would ensure that people and property are protected from flooding through responsible and efficient stormwater management. General Plan Policies 2-28.2 and 2-28.3 call for minimizing impervious surfaces to decrease runoff and increase groundwater recharge. Compliance with NPDES permit requirements would ensure that the proposed project would not provide substantial additional sources of polluted runoff. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?

The Regional Reduction Plan would not otherwise substantially degrade water quality. The impact would be ***less than significant***. No mitigation is required

Threshold	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The Regional Reduction Plan does not include a housing component. There would be ***no impact***.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Energy facilities under the Regional Reduction Plan could be constructed in a 100-year flood plain. All new development, including facilities constructed pursuant to implementation of the Regional Reduction Plan, would be subject to the provisions of Municipal Code Chapter 18.75 (Floodplain Management Ordinance), which contains the standards and provisions for development proposed in flood hazards areas. The Ordinance prevents the construction of structures that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not impede or result in the redirection of flood flows in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. The General Plan Policies 5-2.1 through 5-2.5 reduce the risk from flooding throughout the City. Compliance with the General Plan policies is assured through City review of all proposed development. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Transit, pedestrian and bicycle infrastructure, energy retrofits, and passive energy solar arrays built during implementation of the Regional Reduction Plan may have a risk of flooding from dam failure. If wind farms or other energy-producing facilities are built in open space areas, they could be subject to increased risk from dam inundation depending on their location. However, all new development would be subject to the provisions of City's Floodplain Management, designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. The General Plan Policies 5-2.1 through 5-2.5 restrict development in areas subject to flooding, as noted, above. These policies identified in the General Plan would minimize the effects of prospective growth from flooding hazards. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?

The City is not located within the immediate area of the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. Seiches are unlikely because the City does not contain any open reservoirs, lakes or other large bodies of water. The City's Floodplain Management Ordinance, Section 18.75.230 (Mudslide [Mudflow] Prone Areas) requires the identification of the potential for impacts due to mudflows during the development review process. Any project located in an area determined to have the potential for mudflow hazards are required to implement grading, excavation, and other requirements to ensure that mudflow hazards to the development are minimized and that the development does not exacerbate mudflow hazard potential either on- or off-site. The General Plan Policies 5-2.1 through 5-2.5 reduce impacts on structures associated with seiche flooding to less than significant. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City are reviewed for adherence to the General Plan policies and the City's Floodplain Management Ordinance. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact hydrology, water quality, or create flood hazards at a project level, implementation of the Regional Reduction Plan will not create impacts to hydrology, water quality or flood hazards that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

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4.16.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing land use/planning were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The City of Rialto is located in the western portion of the southwestern portion of San Bernardino County in the extensively developed Valley Region. Rialto is primarily surrounded by the developed cities of Fontana, Colton, and San Bernardino, along the Interstate 10 (I-10) corridor (see Figure 4.16-1 [Vicinity Map] in Section 4.16.0 [Introduction to the Analysis]). Unincorporated portions of the counties of San Bernardino and Riverside also adjoin the City. The municipal limits of the City of Rialto incorporates encompass approximately 22 square miles with an additional 13 square miles of Sphere of Influence (SOI) land.

As with other neighboring cities, Rialto's history has been shaped by the railroad, the construction of Route 66, agriculture, and the suburban housing boom of the 1950s through the 1970s. The planning area is generally urbanized although portions of the northeast that include Lytle Creek remain undeveloped with pockets of vacant land scattered throughout the City. The urban environment is primarily residential with scattered commercial districts and large industrial centers to the north and south. Downtown Rialto (Riverside Avenue south of Foothill Boulevard) forms the historic core of the City characterized by compact businesses with little or no setbacks and small-lot residential development. Suburban tract housing begins to spiral outward from Downtown, characteristic of the post-war Southern California housing boom. Newer residential tract housing is located to the north. Commercial districts are focused on Foothill Boulevard, Riverside Avenue, Valley Boulevard, and Baseline Road at its intersection with Riverside Avenue. While Downtown is a compact shopping district, many of the commercial centers throughout the rest of the City are characterized by strip-malls and larger shopping centers.

Rialto's prime location near major Southern California freeways, railroad corridors, and airports make it favorable for the logistics industry. Large distribution centers for Target, Staples, Toys-R-Us, and FedEx are located in Rialto, as is the nation's largest fireworks company, Pyro Spectaculars.

There are twelve adopted or proposed specific plans within the City of Rialto that cover a significant part of planning area: Rialto Central Area Specific Plan, Agua Mansa Industrial Corridor Specific Plan, Northwest Rialto Specific Plan, Gateway Specific Plan, Rialto Airport Specific Plan, Elm Park Specific Plan, Olive Grove Specific Plan, Rancho El Rivino Specific Plan-Cactus Avenue Specific Plan, Rialto Renaissance, Foothill Boulevard Specific Plan, Pepper Avenue Specific Plan, and Lytle Creek Specific Plan.

The City's General Plan outlines an expansion of both residential (31 percent increase in dwelling units by buildout of the General Plan) and nonresidential uses (77 percent increase in nonresidential square feet by buildout). Figure 4.16.10-1 (General Plan Land Use Map) shows the adopted General Plan Land Uses. A key component of the General Plan are land use designations that provide for increased densities. For example, increased density would be concentrated in Downtown (DMU designation) and is designed to promote a more sustainable and compact urban form by concentrating units near public transit opportunities in a pedestrian environment.

The Rialto Municipal/Art Scholl Airport is a general aviation airport owned and operated by the City of Rialto and is used exclusively by private planes. The airport is located in the middle of the City of Rialto surrounded by the 210 Freeway to the north, Baseline Road to the south, Alder Avenue to the west, and Cactus Avenue to the east. Surrounding land uses include industrial around the western half of the airport and residential around the eastern half of the airport. On April 30, 2007, the Rialto City Council adopted Resolution No. 5468, declaring its intent to close the Rialto Municipal Airport and adopting a draft closure plan. Airport operations have been reduced, but not terminated, and planning is now underway (Renaissance Specific Plan) to evaluate redevelopment opportunities that may or may not include airport uses.

Regulatory Framework

Federal

There are no federal regulations pertaining to land use/planning.

State

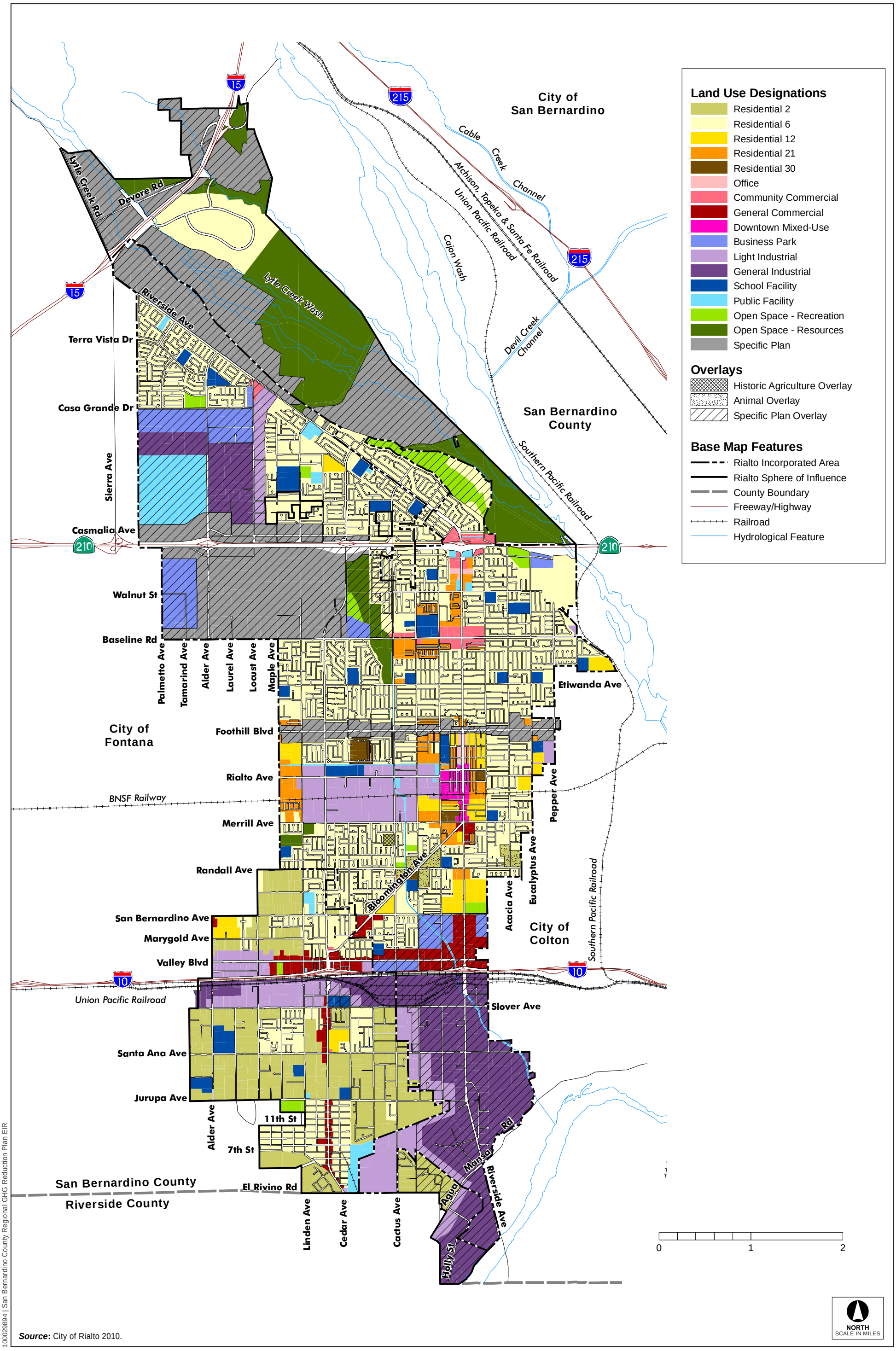
California Air Resources Board

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels



Source: City of Rialto 2010.

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Figure 4.16.10-1
General Plan Land Use Map

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- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.

California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from nonprofessional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons carbon dioxide equivalent (MMT CO_2e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

> Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.
>
> (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).
>
> (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.
>
> (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
>
> (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
>
> (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
>
> (C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
>
> (D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
>
> (E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

(2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

One of the goals of the C-CAP is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the C-CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5, above.

Executive Order S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating subregional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District (SCAQMD)

The City of Rialto is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The 2012 Air Quality Management Plan (AQMP) is a regional and multi-agency effort between the SCAQMD Governing Board, California ARB, Southern California Association of Governments, and the U.S. Environmental Protection Agency (USEPA), and includes control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The AQMP is periodically updated to incorporate more recent scientific data, primarily in the form of updated

emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The AQMP provides guidance to local government about how to incorporate these strategies into land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current 2012 AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

Habitat Conservation Plans

The Delhi sands flower-loving fly is endemic to the western San Bernardino Valley area, including some habitat within the southwestern part of the planning area. The City is working cooperatively with the US Fish and Wildlife Service (USFWS) and the City of Colton to develop and implement a Habitat Conservation Plan (HCP) to provide sustainable habitat in some sort of land preserve, as well as establishing a mitigation fee to offset impacts by the purchase and long-term management of habitat outside the City of Rialto but within the Colton Recovery Unit. The City is currently in process of finalizing an HCP for this species.

Local

City of Rialto Municipal Code

Rialto Zoning Code Title 18 serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document and sets forth direction for land use policy-level decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Code also indicates what land uses are permitted in the various zones.

Rialto General Plan

The Rialto General Plan policies that are applicable to land use/planning[12] are as follows:

Land Use Element

Policy 2-1.1 Provide new opportunities along the Foothill Boulevard Corridor for mixed-use residential, retail, and commercial uses.

Policy 2-2.1 Prevent strip commercial development and other inappropriate land uses such as industrial or logistics on Riverside Avenue. Uses such as commercial, multi-unit residential, and office would be deemed appropriate.

Policy 2-2.3 Encourage adaptive reuse of single-unit houses for office and commercial uses on Riverside Avenue to strengthen the compatibility of residential/commercial zones while preserving the small-town quality of Downtown.

Policy 2-3.2 Attract new development and revitalize established commercial and industrial uses through economic development and redevelopment strategies. The first priority for development shall be areas within the City borders. Areas within the Sphere of Influence are a secondary priority.

Policy 2-4.2 Attract commercial businesses that will create a viable activity center with various retail stores, restaurants, and other complementary businesses to serve the local community and attract people from surrounding areas.

Policy 2-5.1 Provide a dynamic mix of uses to create a lively balance of activity and small-town charm that brings people together to create an exciting environment.

Policy 2-5.2 Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.

Policy 2-5.6 Encourage a mix of retail shops and service centers to meet the needs of residents living or shopping in the Downtown and adjacent neighborhoods.

Policy 2-21.3 Encourage creative site planning, making use of patio homes, zero lot line units, planned unit "cluster" development, attached townhouse products, and auto courts.

Policy 2-21.5 Encourage the clustering of residential units which provide semi-private common areas, maximize views, and provide passive open space and recreation uses within multi-unit developments.

Policy 2-21.6 Encourage developments to incorporate meandering greenbelts into subdivision projects, particularly along trails, collector streets, secondary streets, and major highways, protected environmental areas, or other special features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.

[12] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

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 2-38.2 Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-38.4 The City shall participate in the San Bernardino Regional Greenhouse Inventory and Reduction Plan.

Economic Development, Redevelopment, and Infrastructure Element

Policy 3-2.2 Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station.

Housing Element

Policy 6-2.1 Utilize the Managing the Land Supply Element, Zoning Ordinance, and other land use controls to provide housing sites that can facilitate and encourage the development of a variety of housing consistent with the City's identified local needs and its regional housing responsibilities.

Policy 6-2.3 Encourage the infilling of vacant residential land and the recycling of underutilized residential land, particularly in Downtown Rialto and along Foothill Boulevard.

Policy 6-2.6 Promote the phased and orderly development of new neighborhoods consistent with the provision of infrastructure improvements.

Rialto Municipal Airport Land Use Plan

A Comprehensive Land Use Plan (CLUP) was prepared for Rialto Municipal Airport in collaboration between the San Bernardino County Airport Land Use Commission (ALUC) and the City of Rialto. The plan is designed to dictate the special considerations to be given to planning a safe coexistence between airports and their surrounding communities. The CLUP addresses noise as well as safety considerations due to airplane approach and departure patterns. The CLUP establishes three zones around the airport known as Referral Areas. The Referral Areas are subject to varying levels of restriction based on the potential for airplane crashes as well as the need to keep departure and approach paths clear for airplane take-off and landing. As noted above, the City has an adopted a draft closure plan for the airport.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community

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

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists. These land use plans include the SCAQMD 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning), the City of Rialto General Plan, the City's Zoning and Development Code, and the Rialto Municipal Airport Land Use Plan.

Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?

The City of Rialto is a highly urbanized area with well-established communities integrated into the land use plan. Implementation of the Regional Reduction Plan measures selected by Rialto would not physically divide an established community. Measures that encourage transit-oriented development (e.g., Road-1.4) along existing and planned transit corridors would not result in the creation of physical barriers that could divide a community. The GHG Reduction Performance Standard for New Development includes measures that the City would require of new development, which would be integral to the projects, which would not divide an established community. The remaining measures (e.g., transportation/transit technology improvements, parking ordinances, and related funding) would have no physical effects on land use planning. Park-and-ride lots and pedestrian and bicycle network improvements would have limited footprints, and such facilities that could be implemented by Rialto under the Regional Reduction Plan would not include any physical barriers that could divide an established community. There would be ***no impact***.

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

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan. These include the 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide, 2012 RTP and SCS, City Zoning Code, and the Rialto Municipal Airport Land Use Plan.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.

- Reduce the City of Rialto community GHG emissions to a level that is 15 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The City will meet and exceed this goal through a combination of state (~57 percent) and local (~43 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Rialto's on-road and building energy sectors in 2020. An additional reduction of 118,076 MT CO_2e will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); Solar Energy for Warehouse Space (Energy-6); and the GHG Performance Standard for New Development (PS-1). Rialto's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and on-road transportation sectors.

Figure 4.16-2 (Emissions Reduction Profile for Rialto) in Section 4.16.0 shows Rialto's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 15 percent) below its projected GHG emissions level in 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~57 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.16-3 (Emissions by Sector for Rialto) in Section 4.16.0 presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

Table 4.16-3 (Emission Reduction by Sector for Rialto) in Section 4.16.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (Regional Reduction Plan) results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Rialto exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and on-road transportation sectors.

Figure 4.16-4 (Emission Reductions by Control and by Sector for Rialto) in Section 4.16.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

The Regional Reduction Plan reduction measure Transportation-1, Sustainable Communities Strategy, includes mixed-use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods.

With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating subregional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and nonresidential uses. The goals of the Rialto General Plan promote sustainability.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the Rialto General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. All of the Land Use Element policies, as well as the others listed above, in the General Plan seek to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

The Regional Reduction Plan does not propose any specific development. Under the GHG Performance Standard for New Development (PS-1) component the Regional Reduction Plan, the City could require new projects to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. PS-1 does not require project applicants to implement a pre-determined set of measures. It is anticipated such measures could include energy-efficient appliances and alternative energy sources, water conservation, landscaping, and site design. Any energy-efficiency or energy-generating facilities that would be constructed in new

development would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Any facilities developed adjacent to or within the safety zones of the Rialto Municipal Airport pursuant to the Regional Reduction Plan would be required to be consistent with that airport's land use plan policies for land uses adjacent to or within the airport safety zones to obtain approval.

Therefore, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans and would not conflict with those plans, including the City's General Plan, it is consistent with these plans. This impact would be ***less than significant***. No mitigation is required. Implementation of the proposed project would also ensure compliance with AB 32, which would be a benefit of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

There are no adopted habitat conservation or natural community conservation plans that are applicable to Rialto. There would be ***no impact***.

Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030 in the County General Plan. While the County is part of the larger SCAG region, compliance with SCAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SCAG policies. In addition, land use decisions are subject to the jurisdiction of the SCAQMD, which implements the AQMP for the South Coast Air Basin, of which the County is a part. All development in this geographic context is required to be consistent with the applicable General Plan, and any inconsistencies with the AQMP must be identified as impacts in the environmental analysis. The Regional Reduction Plan with respect to consistency with land use plans would be ***less than significant***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County Airport Land Use Commission. 1991. *Rialto Municipal Airport Final Comprehensive Land Use Plan*, January.

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4.16.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining and processing the mineral and reclaiming the project area.

Within the Rialto Planning Area, lands classified MRZ-2 are restricted to those containing aggregate resources or other industrial minerals (see Figure 4.16.11-1 [Mineral Resources Map]). The most important commodities being mined at present in the study area are sand and gravel which are mainly used as aggregate to form concrete or graded fill. Although past mining activities have included gold and silver, no areas are classified MRZ-2 for metals. Table 4.16.11-1 (Active Mines) lists active mining operations within the planning area. All active mines extract sand and gravel as their primary commodity. These deposits are located primarily in and adjacent to Lytle Creek Wash and the County Flood Control Basins.

Table 4.16.11-1 Active Mines

Mine Name	*Operator*	*Address*	*Reclamation Status*	*Acres*
Rialto Plant	Holiday Trucking	249 E Santa Ana Ave	Not Started	25
Lytle Creek	Chet Kassotis Cemex	3221 N Riverside Ave	In Progress	615
Mid-Valley SLF	San Bernardino Co.	2390 N Alder Ave	In Progress	240
San Bernardino	Calmat	2400 W Highland Ave	In Progress	139

SOURCE: City of Rialto, *City of Rialto General Plan Update Draft Environmental Impact Report* (March 2010), Table 4.10-1 (Active Mines).

Regulatory Framework

Federal

United States Department of the Interior, Office of Surface Mining, Reclamation and Enforcement

The Office of Surface Mining Reclamation and Enforcement (OSM) is a bureau within the United States Department of the Interior. OSM is responsible for establishing a nationwide program to protect society

and the environment from the adverse effects of surface coal mining operations, under which OSM is charged with balancing the nation's need for continued domestic coal production with protection of the environment. OSM was created in 1977 when Congress enacted the Surface Mining Control and Reclamation Act. OSM works with State and Indian Tribes to assure that citizens and the environment are protected during coal mining and that the land is restored to beneficial use when mining is finished. OSM and its partners are also responsible for reclaiming and restoring lands and water degraded by mining operations before 1977.

Surface Mining Control and Reclamation Act

The Surface Mining Control and Reclamation Act of 1977 (SMCRA) is the primary federal law that regulates the environmental effects of coal mining in the United States. SMCRA created two programs: one for regulating active coal mines and a second for reclaiming abandoned mine lands. SMCRA also created the Office of Surface Mining, an agency within the Department of the Interior, to promulgate regulations, to fund state regulatory and reclamation efforts, and to ensure consistency among state regulatory programs. Under SMCRA, the federal government can approve a program, which gives the state the authority to regulate mining operations, if the state demonstrates that it has a law that is at least as strict as SMCRA, and that they have a regulatory agency with the wherewithal to operate the program. OSM has delegated authority to the California Department of Conservation for enforcement of SMCRA through California Public Resources Code (PRC) Sections 2710–2796.

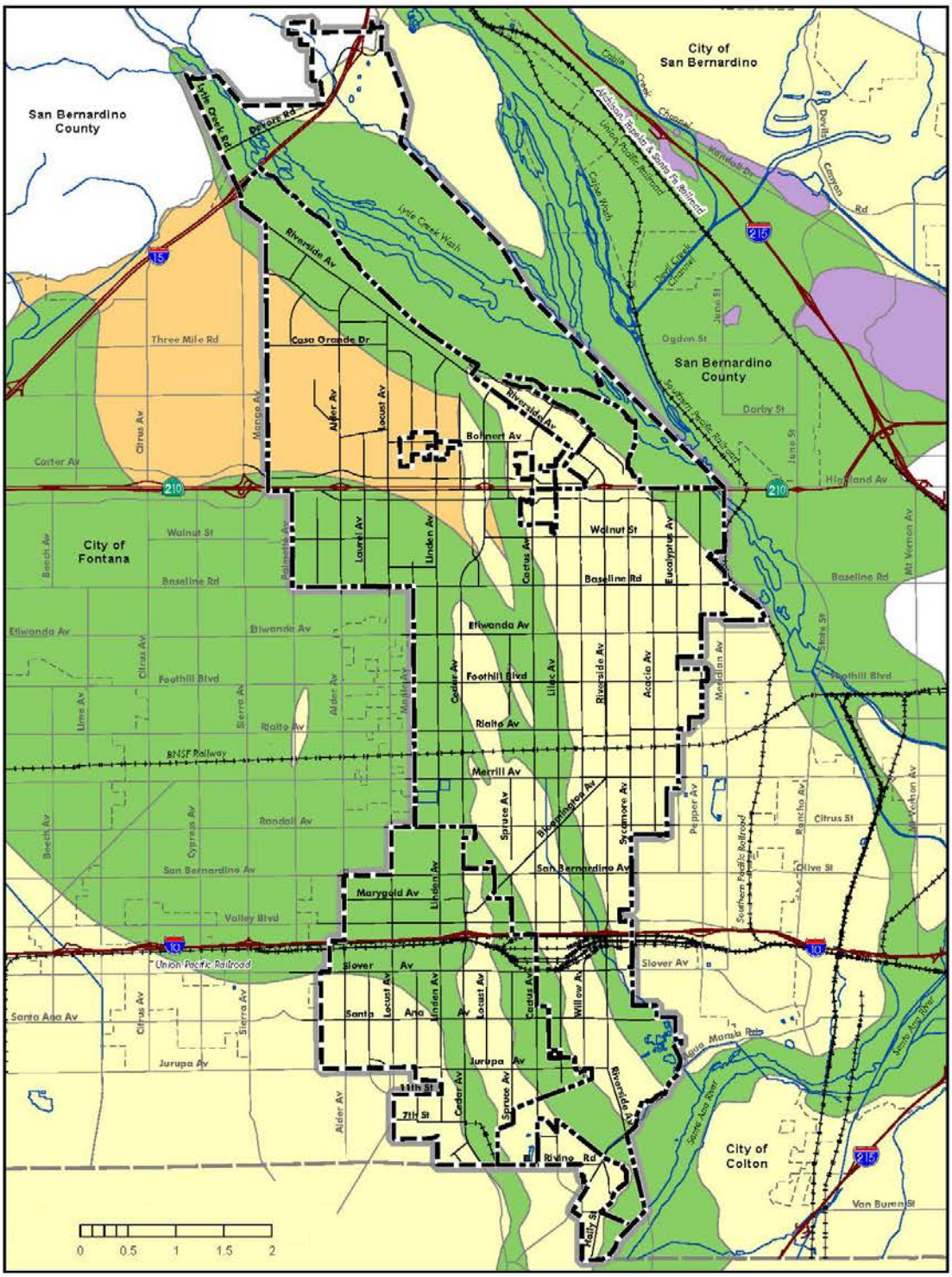
State

California Department of Conservation

The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of our state's natural resources including mineral resources. The California Department of Conservation maintains information on mineral resources within the state through the California Geological Survey Mineral Resources Project. The California Department of Conservation regulates mining of mineral resources through the Office of mining Reclamation (OMR), which enforces the Surface Mining and Reclamation Act.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) (PRC Sections 2710–2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. PRC Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. SMARA (PRC Chapter 9, Division 2) requires the State Mining and Geology Board to adopt state policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act (Government Code) and are found in California Code of Regulations Title 14, Division 2, Chapter 8, Subchapter 1.



Mineral Land Classification

MRZ-1

Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.

MRZ-2

Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.

MRZ-2 (PCC-1)

New MRZ-2 areas (this study). MRZ-2 (PCC-1) notation in parenthesis identifies specific areas.

For more information refer to the Special Report titled: Update of Mineral Land Calssification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production- Consumption Region, San Bernardino and Riverside Counties, CA.

MRZ-3

Areas containing known or inferred mineral occurances of undetermined mineral resource significance.

NORTH
SCALE IN MILES

Source: City of. 2010. City of Rialto General Plan Update Draft Environmental Impact Report. March.

Figure 4.16.11-1
Mineral Resource Map

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Local

City of Rialto Zoning Code

City Zoning Code Chapter 18.76 (Surface Mining and Land Reclamation) regulates mining operation by requiring a permit, reclamation plan, and financial assurances by approved prior to commencement of mining operations. The chapter recognizes the importance of mineral resources to the City's economic well-being as well as society as a whole. Particularly, Section 18.76.170 (Mineral Resource Protection) encourages mineral resource extraction in compatible areas.

Rialto General Plan

The Rialto General Plan policies that are applicable to mineral resources[13] are as follows:

Policy 2-33.1 Require that permits for mineral reclamation projects specify compliance with State, Federal, and local standards and attainment programs with respect to air quality; protection of rare, threatened or endangered species; conservation of water quality, watersheds, and basins, and erosion protection.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact mineral resources.

Effects Not Found to Be Significant

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

The proposed Regional Reduction Plan would not change the land use designations or affect the ability of mining operations to extract minerals in the MRZ-2 area. Any energy efficiency retrofits or renewable energy generation as a result of implementing the Regional Reduction Plan in the MRZ-2 designated

[13] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

areas would require City review to ensure that mining operations are not affected. Therefore, this impact would be ***less than significant***.

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

As stated above, any energy efficiency retrofits or renewable energy generation as a result of implementing the Regional Reduction Plan in these MRZ-2 designated areas would require City review to ensure that mining operations are not affected. . Therefore, this impact would be ***less than significant***.

Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact mineral resources at a project level, implementation of the Regional Reduction Plan will not create impacts to mineral resources that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.16.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Noise Terminology and Effects

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease Table 4.16.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq}, or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no period is specified, a one hour average is assumed. Noise standards for land use compatibility, which are addressed in the General Plan Noise Element and the Municipal Code Noise Control chapter, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (L_{dn}). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. L_{dn} is a very similar 24-hour weighted average, which weights only the nighttime hours and not the evening hours.

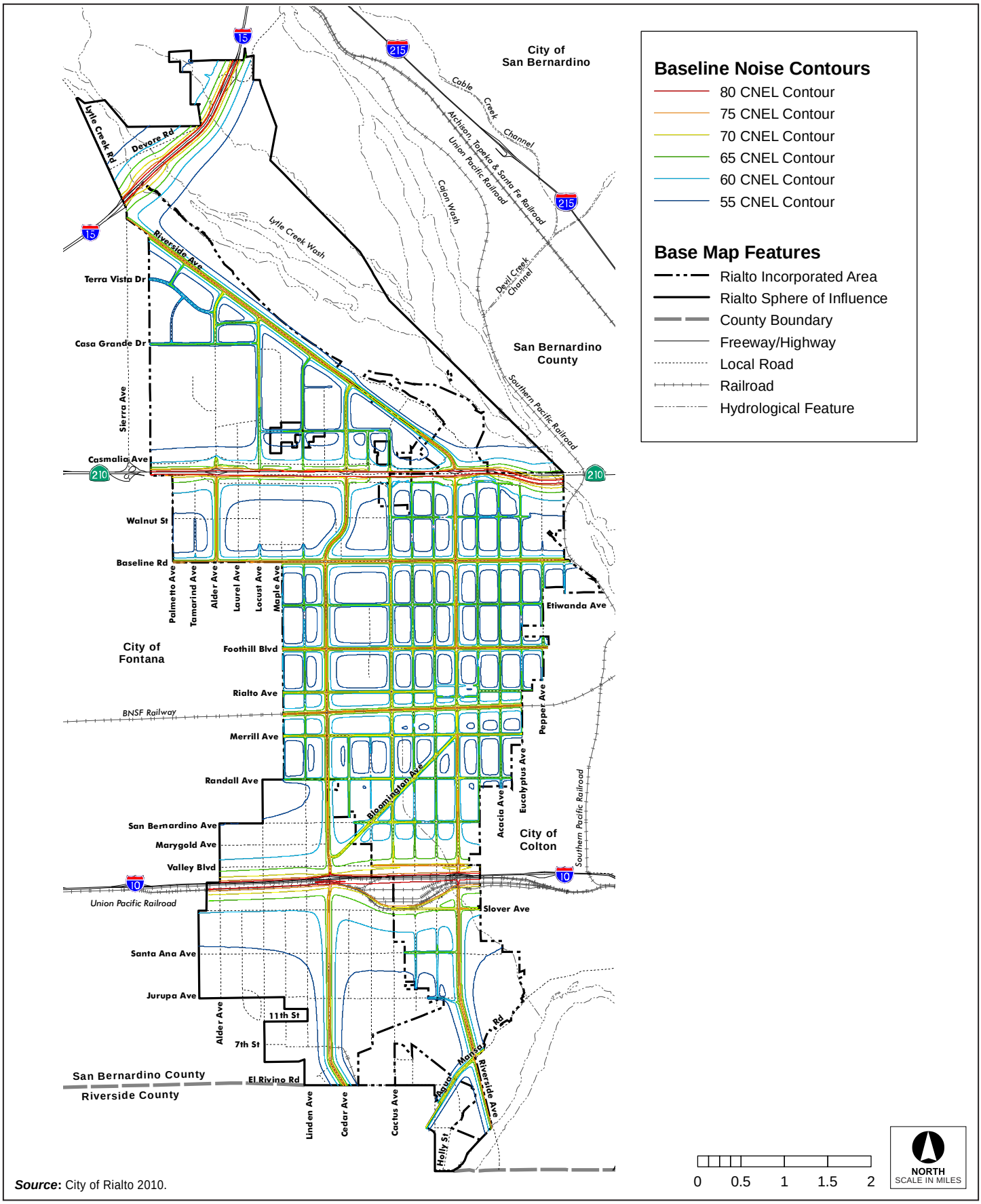
It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

Table 4.16.12-1 Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a Given Distance)	*Noise Environment*	*Scale of A-Weighted Sound Level in Decibels*	*Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)*
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	Hearing damage without protection 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	Threshold of Pain 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	Boiler Room Printing Press Plant High Urban Ambient Sound	100 90 89	Very Loud 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	Moderately Loud * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	Quiet ⅛ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	Just Audible
		10	Threshold of Hearing

Existing Setting

According to the Rialto General Plan EIR, existing ambient and periodic noise levels are defined through measurement and modeling of noise levels associated with arterial and freeway traffic, airport operations, railroad and railyard activities, and commercial/industrial uses (see Figure 4.16.12-1 [Baseline Noise Contours]). The results of the measurements indicated that the majority of noise in the City is associated with traffic along interstates and freeways. In locations near Colton Railyard, higher noise levels are likely due to a combination of traffic noise and operational noise from the nearby Railyard (Rialto 2010a).



Source: City of Rialto 2010.

Figure 4.16.12-1
Baseline Noise Contours

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Arterial Noise

The level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. Traffic therefore has strong influence over the ambient noise levels of a community and also results in periodic noise level increases based on daily traffic fluctuations. The truck mix on a given roadway also has a significant effect on community noise levels. As the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase. Truck traffic is extensive in both the northern and southern portions of the City due to the presence of regional distribution centers. Truck traffic in the northern portion of the City utilize Alder Avenue and Ayala Drive as northerly bound routes to Riverside Avenue, where they head northwest to Interstate 15 (I-15). Southern truck traffic accesses I-10 via Riverside Avenue as well (Rialto 2010a).

In addition to general traffic noise levels, bus service results in periodic increases in noise levels. Noise Impacts associated with bus stops include peak noise levels generated by bus brakes, shifting gears, and engine noise during bus acceleration from the bus stop. The City of Rialto is currently served by five bus routes operated by Omnitrans. Routes 22 (Riverside Avenue), 15 (Merrill Avenue), 19 (San Bernardino Avenue), 10 (Baseline Road), and 29 (Bloomington loop via Valley Boulevard) all travel in proximity to sensitive receptors, including residential units and schools (Rialto 2010a).

Freeway Noise

Portions of the City of Rialto are traversed by the Foothill Freeway (State Route 210 [SR-210]) and the San Bernardino Freeway (I-10). In addition, the Ontario Freeway (I-15) abuts a portion of the City's northerly limit. The Foothill Freeway currently carries a traffic volume of about 102,000 vehicles per day (vpd). The San Bernardino Freeway currently carries a traffic volume of about 203,000 to 209,000 vpd. The majority of existing, affected areas are buffered by soundwalls, typically reducing traffic noise by 5 dB. There are existing soundwalls along SR-210 that are estimated to reduce traffic noise by 8 to 10 dB. The Ontario Freeway currently carries a traffic volume of about 139,000 vpd. Generally, interstate Routes and freeways indicated noise levels of 60dB at distances ranging from 750 to 990 feet from the centerline (Rialto 2010a).

Aircraft Noise

There are no private airports located within 2 miles of the planning area. Rialto Municipal Airport, a public airport, is a general aviation facility operated by the City. The most recent noise contour data available for the airport is included in the 1990 Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the existing 60 dB noise contour lies. The most recent noise contour data available for the airport is included in the 1990 Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the existing 60 dB noise contour lies mostly within the boundaries of the airport but does encompass some residential properties north of West Norwood Avenue between North Linden Avenue and North Cedar Avenue. To avoid noise impacts from air traffic, overflying residential areas west of airport, and overflying schools 0.5 mile east of airport are prohibited (Rialto 2010a). The

City has approved the Renaissance Specific Plan, and closure and redevelopment of the Rialto Municipal Airport.

Railway Noise

Three railways transect the planning area. A portion of the Burlington Northern Santa Fe (BNSF) railway transects the center of the planning area as does a Pacific Electric railway. The Pacific Electric railway does not currently carry train traffic. The BNSF line serves both passenger and freight traffic with one stop located within the planning area at the Rialto Station near downtown, resulting in periodic noise level increases. The BNSF railway carries traffic from the Metrolink San Bernardino line, with up to twenty weekday stops at the Rialto station near Rialto Avenue and Riverside Avenue and a total of up to 38 operations per weekday. Additional weekend service is provided with ten Saturday stops and seven Sunday stops. Typical freight traffic results in approximately two additional trains operations through the area per day (Rialto 2010a).

A Union Pacific rail line runs south of and parallel to the San Bernardino Freeway (I-10). The Colton rail yard is located on this line and extends from its western terminus at Sierra Avenue in the City of Fontana to its eastern terminus at South Pepper Avenue in the City of Colton. It is estimated that there are 50 train operations per day on this rail line. Noise measurements indicated a CNEL of 66.9dB, and a maximum of 105.7 dB in the area (Rialto 2010a).

Industrial and Commercial Noise

Industrial uses often produce additional noise due to the use of heavy machinery. Commercial uses such as large retail complexes can raise localized noise levels due to high volumes of traffic and increased outdoor activities. Industrial activities within Rialto are primarily concentrated in the northwestern and southeastern areas of the City with a smaller area in the center of the City roughly between the Pacific Electric rail line on the north and Merrill Avenue on the south. The commercial corridors are primarily situated along Foothill Boulevard and Valley Boulevard (Rialto 2010a).

Regulatory Framework

Federal

Federal Highways Administration

The Federal Highway Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

Federal Aviation Administration

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with noise sensitive land uses is 65 dBA CNEL.

Federal Transit Administration

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

State

California Department of Transportation

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dBA.

California Airport Noise Standards

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

California Department of Health Services (DHS)

The effects of noise elves on various land uses were studied by The California Department of Health Services (DHS) Office of Noise Control. Based on that study, the DHS established four categories for to determine the severity of noise impacts on these various land uses.

Table 4.16.12-2 (Land Use Compatibility for Community Noise Exposure) details a compatibility chart for community noise with respect to land use as prepared by the California Office of Noise Control. It identifies four categories of exterior noise levels for different land uses. These categories are, normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Conditionally acceptable indicates that new development of that land use should only be undertaken after a detailed analysis of the noise and required noise insulation features to reduce interior noise levels have been incorporated into the design. A normally acceptable designation, by contrast, indicates that standard development can occur with no special noise reduction requirements.

The state interior and exterior noise standards for varying land uses are included in Table 4.16.12-3 (California Interior and Exterior Noise Standards). This represents standards for interior noise as well as exterior noise within "habitable" areas.

Regional

There are no regional regulations related to noise.

Table 4.16.12-2 Land Use Compatibility for Community Noise Exposure

Land Use Category	*Use*	*Exterior Noise Level (CNEL)* 55	60	65	70	75	80
Residential/ Lodging	Single-Family/Duplex/Mobile homes						
	Multi-Family						
	Hotel/Motel						
Public/ Institutional	Schools/Hospitals/Churches, Hospitals, Nursing Homes						
	Auditoriums/Concert Halls						
Recreational	Sports Arena, Outdoor Spectator Sports						
	Playgrounds, Neighborhood Parks						
	Golf Courses, Riding Stables, Water recreation, Cemeteries						
Commercial	Office Buildings, business, commercial, and Professional						
Industrial	Industrial, Manufacturing, Utilities, Agriculture						

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

CLEARLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

Table 4.16.12-3 California Interior and Exterior Noise Standards

Land Use		*CNEL (dBA)*	
Categories	*Uses*	*Interior*[a]	*Exterior*[b]
Residential	Single and multi-family, duplex	45[c]	65
	Mobile homes	—	65[d]
Commercial	Hotel, motel, transient housing	45	—
	Commercial retail, bank, restaurant	55	—
	Office building, research and development, and professional offices	50	—
	Amphitheatre, concert hall, auditorium, movie theatre	46	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, warehousing, wholesale, utilities	65	—
	Movie theatres	45	—
Institutional/Public Space	Hospital, school classroom/playground	45	65
	Church, Library	45	—
Open Space	Park	—	65

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

a. Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors.

b. Outdoor Environment Limited to:
   - Private yard of single-family dwellings
   - Multi-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
   - Mobile home parks
   - Park Picnic area
   - School playgrounds
   - Hospital patios

c. Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided in Chapter 12, Section 1205 of the Uniform Building Code.

d. Exterior noise levels should be such that interior noise levels.

Local

Rialto Airport Land Use Plan

Pursuant to California Public Utilities Code Division 9, Part 1 (State Aeronautics Act), Chapter 4, Article 3.5, a Comprehensive Land Use Plan (CLUP) was prepared for Rialto Municipal Airport in collaboration between the San Bernardino County Airport Land Use Commission (ALUC) and the City of Rialto. The plan is designed to dictate the special considerations to be given to planning a safe coexistence between airports and their surrounding communities. The Plan addresses noise as well as safety considerations due to airplane approach and departure patterns. Each County is required to establish an ALUC that reviews projects located within the planning boundaries to ensure consistency with the CLUP. Pursuant to the State Aeronautics Act, the County of San Bernardino opted to forgo an ALUC in favor of relinquishing project review within the CLUP area to the County's airport proprietors (the City of Rialto in the case of the Rialto Municipal Airport). Future potential development within the land use planning area of the Rialto Municipal Airport will be subject to review and approval by the San

Bernardino County Airport Land Use Commission (ALUC) pursuant to the requirements of the ALUCP. The ALUCP includes standards for height and density to ensure that development surrounding the airport does not adversely impact airport operation or traffic patterns.

City of Rialto Municipal Code

City Municipal Code Chapter 9.50 (Noise Control) regulates excessive noise and vibration from motor vehicles and limits certain commercial and industrial activities to certain hours during the day. It is the purpose of these regulations to implement the goals and objectives of the noise element of the city's general plan to establish community-wide noise standards and to serve as a reference for locating other city regulations relating to noise in the community. It is further the purpose of these regulations to recognize that the existence of excessive noise within the city is a condition that is detrimental to the health, safety, welfare and quality of life of the citizens and shall be regulated in the public interest.

City of Rialto Land Use Compatibility Criteria

The General Plan establishes noise guidelines for land use planning and outlines goals and policies to achieve these standards. New projects in the City are required to meet the Noise Guidelines for Land Use Planning listed in Table 4.16.12-4 (Noise Guidelines for Land Use Planning) to determine the compatibility of land uses when evaluating proposed development project. A land use located in an area identified as "normally acceptable" indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can conduct outdoor activities with minimal noise interference. Land uses that fall into the "conditionally acceptable" noise environment should prepare an acoustical study that considers the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source has the potential to interfere with sleep, speech, or other activities characteristic of the land use. For land uses where the exterior noise level falls within the "normally unacceptable" range, new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made with noise insulation features included in the design. For land uses where the exterior noise levels fall within the "clearly unacceptable" range, new construction generally should not be undertaken.

Rialto General Plan

The Rialto General Plan policies that are applicable to noise are as follows:

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 Municipal Code and noise standards [contained in Noise Guidelines for Land Use Planning listed in Table 4.16.12-4)].

Table 4.16.12-4 Noise Guidelines for Land Use Planning

Land Use Category	*Community Noise Equivalent Level (CNEL), dB*						
	55	*60*	*65*	*70*	*75*	*80*	
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)							

SOURCE: City of Rialto (2010b).

NORMALLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

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.

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 business persons.

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.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact noise-sensitive receptors.

Effects Not Found to Be Significant

Threshold	Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Implementation of the Regional Reduction Plan would reduce VMT, thus reducing the total vehicular noise in the City. The Regional Reduction Plan would not result in intensification of development around transit corridors beyond what has been previously identified in the General Plan. Implementation of the policies and programs of the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation and double- or triple-paned windows would also act to buffer exterior noise levels. The location or extent of new renewable energy-generating facilities structures such as solar arrays and wind turbines that would potentially be developed under the Regional Reduction Plan and their locations are not specifically identified in the

Regional Reduction Plan. Solar arrays would not generate noise. Commercially based wind turbines range in size, from small single assemblies to the large turbines seen on vast wind farms. The range of noise generated by commercial wind turbines varies dramatically and can be as high as 105.4 dBA based on wind speed and blade pitch. The General Plan Safety and Noise chapter provides land use noise compatibility information and specifies maximum interior and exterior noise standards for various land use types. All development, including energy-generating facilities, would be required to be designed in such a way, e.g., through setbacks or shielding, that future noise levels do not exceed these standards. Therefore, installation of these energy-generating structures would likely be constructed away from sensitive uses, and would not result in any adverse noise impacts. Rialto Municipal Code Chapter 9.50 (Noise Control), Rialto Noise Guidelines for Land Use Planning (Table 4.16.12-4), and General Plan Policies 5-10.1 through 5-10.5 and 5-11.1 through 5-11.5 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project would undergo evaluation prior to project approval for consistency with the General Plan policies and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction vibration that could occur during energy-efficiency retrofit or installation of photovoltaic arrays or wind turbines would not be substantial, and if these activities were to occur on or near fragile buildings, all appropriate measures would be required per the City's Municipal Code to reduce the effect of any groundborne vibration at the sensitive receptor. The Noise Control Ordinance further restricts construction activities that occur in close proximity to noise- or vibration-sensitive uses to specific days of the week and hours of the day. Specific limits on the noise levels associated with construction and mechanical equipment that can be measured at sensitive uses are identified and subject to enforcement. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the General Plan EIR (also see noise impact discussion above). Rialto Municipal Code Chapter 9.50 (Noise Control), Rialto Noise Guidelines for Land Use Planning (Table 4.16.12-4), and General Plan Policies 5-10.1 through 5-10.5 and 5-11.1 through 5-11.5 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with The General Plan policies and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the Regional Reduction Plan would not result in a substantial temporary increase in noise levels over what was analyzed in the General Plan EIR (also see noise impact discussion above). Rialto Municipal Code Chapter 9.50 (Noise Control), Rialto Noise Guidelines for Land Use Planning

(Table 4.16.12-4), and General Plan Policies 5-10.1 through 5-10.5 and 5-11.1 through 5-11.5 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the General Plan policies and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?

The Regional Reduction Plan does not provide housing or workplaces that would bring people into the vicinity of the Rialto Municipal Airport. The airport is scheduled for closure by the end of 2014. The City has approved the Renaissance Specific Plan which would redevelop the airport area upon its closure. Implementation of the Regional Reduction Plan, if it occurs prior to the closure of the airport, would not result in a substantial increase in noise levels over what was analyzed in the General Plan EIR (also see noise impact discussion above). Rialto Municipal Code Chapter 9.50 (Noise Control), Rialto Noise Guidelines for Land Use Planning (Table 4.16.12-4), and General Plan Policies 5-10.1 through 5-10.5 and 5-11.1 through 5-11.5; and airport compatibility review by the City would ensure that noise impacts to sensitive uses within the vicinity of the airports would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the General Plan policies and standards and airport compatibility. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?

The Rialto Municipal Airport is the only airport in the City. The airport is owned and managed by the City of Rialto. There is no private airstrip located with the City's Planning Area. Therefore, there will be no impact. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant noise and groundborne vibration impacts at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

———. 2010b. *City of Rialto General Plan Update Draft Environmental Impact Report*, March.

———. n.d. *City of Rialto Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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4.16.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Rialto's population in 2010 was 99,171 (98,923 in 2008) and is expected to increase to 109,970 by 2020, an increase of 11 percent over 2008. The City expects a 16 percent increase in employment by 2020.

Table 4.16.13-1 (Socioeconomic Data for Rialto) presents socioeconomic data for Rialto, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.16.13-1 Socioeconomic Data for Rialto

Category	*2008*	*2020*
Population	98,923	109,970
Housing (du)	25,137	29,396
Single-Family (du)	18,846	21,602
Multifamily (du)	6,651	7,794
Employment (jobs)	22,877	26,425
Agricultural (jobs)	44	65
Industrial (jobs)	7,405	8,740
Retail Commercial (jobs)	5,232	5,811
Non-Retail Commercial (jobs)	10,197	11,809

du = dwelling unit

The City's General Plan outlines an expansion of both residential (31 percent increase in dwelling units by buildout of the General Plan) and nonresidential uses (77 percent increase in nonresidential square feet by buildout). A key component of the General Plan are land use designations that provide for increased densities. For example, increased density would be concentrated in Downtown (DMU designation) and is designed to promote a more sustainable and compact urban form by concentrating units near public transit opportunities in a pedestrian environment.

Regulatory Framework

Federal

United States Department of Housing and Urban Development (HUD)

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the federal Fair Housing Act.

Federal Fair Housing Act

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The California housing element law (Government Code Sections 65580–65589) requires that each City and County identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of

a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The Metropolitan Planning Organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region

- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

Local

Rialto General Plan

The Rialto General Plan policies that are applicable to housing[14] in the context of implementing the Regional Reduction Plan in Rialto are as follows:

Policy 2-1.1 Provide new opportunities along the Foothill Boulevard Corridor for mixed-use residential, retail, and commercial uses.

Policy 2-2.1 Prevent strip commercial development and other inappropriate land uses such as industrial or logistics on Riverside Avenue. Uses such as commercial, multi-unit residential, and office would be deemed appropriate.

Policy 2-2.3 Encourage adaptive reuse of single-unit houses for office and commercial uses on Riverside Avenue to strengthen the compatibility of residential/commercial zones while preserving the small-town quality of Downtown.

Policy 2-5.2 Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.

Policy 3-2.2 Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station.

Policy 6-2.1 Utilize the Managing the Land Supply Element, Zoning Ordinance, and other land use controls to provide housing sites that can facilitate and encourage the development of a variety of housing consistent with the City's identified local needs and its regional housing responsibilities.

Policy 6-2.3 Encourage the infilling of vacant residential land and the recycling of underutilized residential land, particularly in Downtown Rialto and along Foothill Boulevard.

Policy 6-2.6 Promote the phased and orderly development of new neighborhoods consistent with the provision of infrastructure improvements.

[14] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable housing policies to determine if any inconsistency exists.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The project would not result in an increased demand for housing nor would it result in permanent employment-generating activities that would generate demand for housing. No extension of infrastructure is proposed. There would be ***no impact***.

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The Regional Reduction Plan would not involve the development of any structures or facilities that would displace existing housing. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be ***no impact***.

Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Regional Reduction Plan would not involve the development of any structures or facilities that would displace people. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be ***no impact***.

Cumulative Impacts

Because the Regional Reduction Plan would not result in significant impacts on population and housing at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, there would be ***no impact***.

References

Rialto, City of. 2010a. *Rialto General Plan*, December.

———. 2010b. *City of Rialto General Plan Update Draft Environmental Impact Report*, March.

———. n.d. *City of Rialto Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.16.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Rialto from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.16.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.16.17 (Utilities/Service Systems). Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Fire Protection and Emergency Medical Response Services

San Bernardino County Fire Department

The San Bernardino County Fire Department (SBCFD) is responsible for firefighting operations within San Bernardino County and coordinates with the City of Rialto Fire Department for local needs within the City. The Office of Emergency Services (OES), a division within the SBCFD is responsible for broad emergency services coordination throughout the county, including the City of Rialto.

City of Rialto Fire Department

Within the city's limits, the Rialto Fire Department (RFD) provides fire prevention, fire suppression, and emergency medical assistance (EMA) services. The City of Rialto currently has three fire stations in operation (Stations 201, 203, and 204), with the newly renovated Station 202 set to begin operating in May 2013. All stations are located north of Interstate 10 (I-10) and the RFD headquarters is located at 131 South Willow Avenue (Station 201).

The RFD has a mutual aid agreement with the San Bernardino County Fire Department (SBCFD), which allows the SBCFD to provide fire protection and emergency medical aid response services to areas within the City of Rialto and vice versa. The RFD also has formal mutual joint response agreements with the Cities of San Bernardino and Colton.

Police Protection Services

San Bernardino County Sheriff's Department

The San Bernardino County Sheriff's Department (SBCSD) is the regional law enforcement agency in San Bernardino County. The City of Rialto has its own police department that has jurisdiction within the City limits but will coordinate with the San Bernardino County Sheriff's Department on law enforcement actions that are regional or require inter-jurisdictional coordination.

The SBCSD serves the unincorporated areas that form Rialto's sphere of influence from the Fontana Station located at 17780 Arrow Boulevard. The SBCSD also maintains a satellite station in the community of Bloomington that is manned by volunteers.

City of Rialto Police Department

As of 2010, the Rialto Police Department (RPD) services an area of 35 square miles and 99,767 people. The RPD headquarters is located at 128 North Willow Avenue and supports 115 full-time sworn officers and 49 full-time nonsworn employees. These resources are supplemented with 36 citizen volunteers.

Schools

The Rialto Unified School District (RUSD) is the primary school district in Rialto, operating eighteen elementary schools, five middle schools, three high schools, one alternative school, one continuation school, and one community day school. Public educational services are also served by the Colton Joint Unified School District (CJUSD), the Fontana Unified School District (FUSD), and the San Bernardino City Unified School District (SBCUSD).

Libraries

Library services in the City of Rialto are provided by the San Bernardino County Library System. The Rialto Branch and Carter Branch Library are located within the city limits.

Regulatory Framework

Federal

Federal Fire Protection Standards

The National Fire Protection Association (NFPA) Code Section 1710 contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

State

California Education Codes

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and 65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Government Code Title 7, Division 1, Chapter 4.9 (commencing with Section 65995).

Regional

There are no regional regulations applicable to public services.

Local

City of Rialto Municipal Code

City Municipal Code Title 3 outlines varying revenue and financing options for the City. Chapters 3.56 and 3.60 state that all new development and any substantial improvement in the City are subject to development fees and will be put into separate funds for law enforcement and fire protection facilities and equipment.

Rialto General Plan

The Rialto General Plan policy that is applicable to public services[15] in the context of the Regional Reduction Plan implementation measures is as follows:

Infrastructure

Policy 3-6.1 Coordinate all development proposals with other affected public entities to ensure the provision of adequate public facilities and infrastructure services.

Public Services

Policy 3-11.2 Maximize joint facility use by sharing with non-profit organizations, the Rialto Unified School District, and other community organizations.

Policy 3-11.3 Continue to provide opportunities for community gardens in the City of Rialto.

Policy 3-11.4 Locate community facilities equitably so that they are accessible to all members of the community and serve populations of the greatest needs by removing physical, financial, and language barriers.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities,

[15] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

> Fire protection and emergency medical response

> Police protection

> Schools

> Libraries

Analytic Method

The reduction measures selected by Rialto in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in adverse environmental effects related to the provision of fire protection, emergency medical response, and police protection services or schools or libraries.

Effects Not Found to Be Significant

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical response, police protection, schools, or libraries?

Demand for fire protection and law enforcement services is generally based on population and land use changes that increase the number of facilities and structures requiring these services. None of the measures selected by Rialto in the Regional Reduction Plan would increase resident population in the City; therefore, service ratios, response times, or performance objectives would not be affected. Implementation of the measures would not result in new or expanded facilities requiring fire protection or law enforcement services; therefore, there would be no demand for new or altered fire or police facilities, the construction of which could result in environmental impacts. Similarly, demand for schools and libraries is population-based. None of the measures selected by Rialto in the Regional Reduction Plan would increase resident population in the City, requiring the need for new or expanded schools or libraries, the construction of which could result in environmental impacts. Therefore, there would be ***no impact***.

Cumulative Impacts

Implementation of the Regional Reduction Plan measures in Rialto would not result in any project-level impacts. Therefore, there would be ***no cumulative impacts***.

References

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4.16.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan. This section addresses bikeway master planning in Rialto.

Environmental Setting

Parks and Recreational Facilities

The City of Rialto has a variety of parks and recreation facilities for public use. There are currently nine parks in the City, with total parkland inventory accounting for 101 acres. Park facilities include picnic areas with shelters, ball fields, basketball courts, a roller hockey rink, horse shoe pits, playground equipment, a skate park and walking tracks. Additional recreation opportunities are provided at community facilities located throughout the city, including an array of sports fields, a community center, an indoor swimming pool, a racquet and fitness center, a senior center, and a community theatre. The Rialto Senior Center and Community Center specifically rents out spaces for weddings, receptions, parties, business meetings, and banquets.

A joint-use partnership between the City and Rialto Unified School District currently provides approximately 172 acres of open space available for use by the residents of the City of Rialto during non-school hours. Additionally, 27 acres at Rialto High School that is outside the City limits is available for use by the City residents. Rialto Unified School District and the City of Rialto have recently expanded their partnership so that after-school programs are provided by City staff at the schools. This joint-use partnership has been the primary alternative to acquisition of additional parkland; however, this has constraints including reduction in recreational space due to temporary classrooms and also increased security measures at school campuses in response to vandalism or other property crimes. Open space available at the Rialto School District accounts for 171.9 acres.

Trails and Recreational Linkages

The General Plan includes a Bikeway Master Plan, which is shown in Figure 4.16.15-1 (Bikeway Master Plan). Intended primarily as a recreational amenity, the planned trail system extends over 15 miles, from the City's northern boundary south to the Agua Mansa area, where it will join the Santa Ana River Trail. Phase I of Rialto's trail system is now complete. It is a Class I and Class II bicycle trail that runs from Anderson Park to Simpson Elementary School to Rialto City Park. The trail will be designed to link schools, parks, and other facilities within the City.

The Class I portion of the first segment will run beside the Rialto Flood Control Channel within a 10-foot wide pavement area. Fencing will protect cyclists from falling into the channel. The Class II portion

of the first phase of the trail will be a bicycle lane on parts of Cactus and Riverside Avenues. Parking will be prohibited in the trail lane and the Rialto City Police are prepared to enforce the parking restriction in order to keep the trail clear for cyclists. The second phase of the trail system will be constructed in the Colinas area. This will connect to the first segment via the San Bernardino Flood Control Settling Basins and Cactus Avenue. The third phase will extend south from Phase I to the Agua Mansa Area.

As of 2010, the first and second phase of the trail has been approved by the City Council. These phases will consist of both Class I and Class II type trails. Class I bicycle trails are physically separated from other forms of traffic. Class II bicycle trails are bicycle lanes identified by signs and painted lines on edges of existing streets. Funding to construct the first, second and third phase of the trail has been provided by the City's General Fund as well as grants from SANBAG (San Bernardino Association of Governments).

Regional Facilities

The City of Rialto is located within 20 miles of three existing regional parks: the 1,340-acre Glen Helen Regional Park, the 150-acre day-use Cucamonga Guasti Regional Park, and the 885-acre Yucaipa Regional Park. Colton Regional Park is planned for development in the City of Colton and will include 25 acres of multiuse fields and parking within a 150-acre facility.

Located at the northern junction of Interstate 15 (I-15) and I-215 in San Bernardino, Glen Helen Regional Park is approximately 5 miles north of Rialto's northern city limits. It offers lakes, camping, hiking, fishing, swimming, paddleboats, water slides, softball areas, volleyball courts, picnic grounds and special events such as festivals and concerts. The Cucamonga Guasti Regional Park is approximately 15 miles west of Rialto's southwestern city limits, located immediately north of I-10 on the Archibald Avenue exit in Ontario. Cucamonga Guasti offers lakes, fishing, swimming, a snack bar, paddleboats, volleyball courts, a playground, and picnic areas in an urban setting. Approximately 20 miles to the east of the City, Yucaipa Regional Park is located the farthest from Rialto. It offers similar amenities to the other regional parks including camping and fishing.

Regulatory Framework

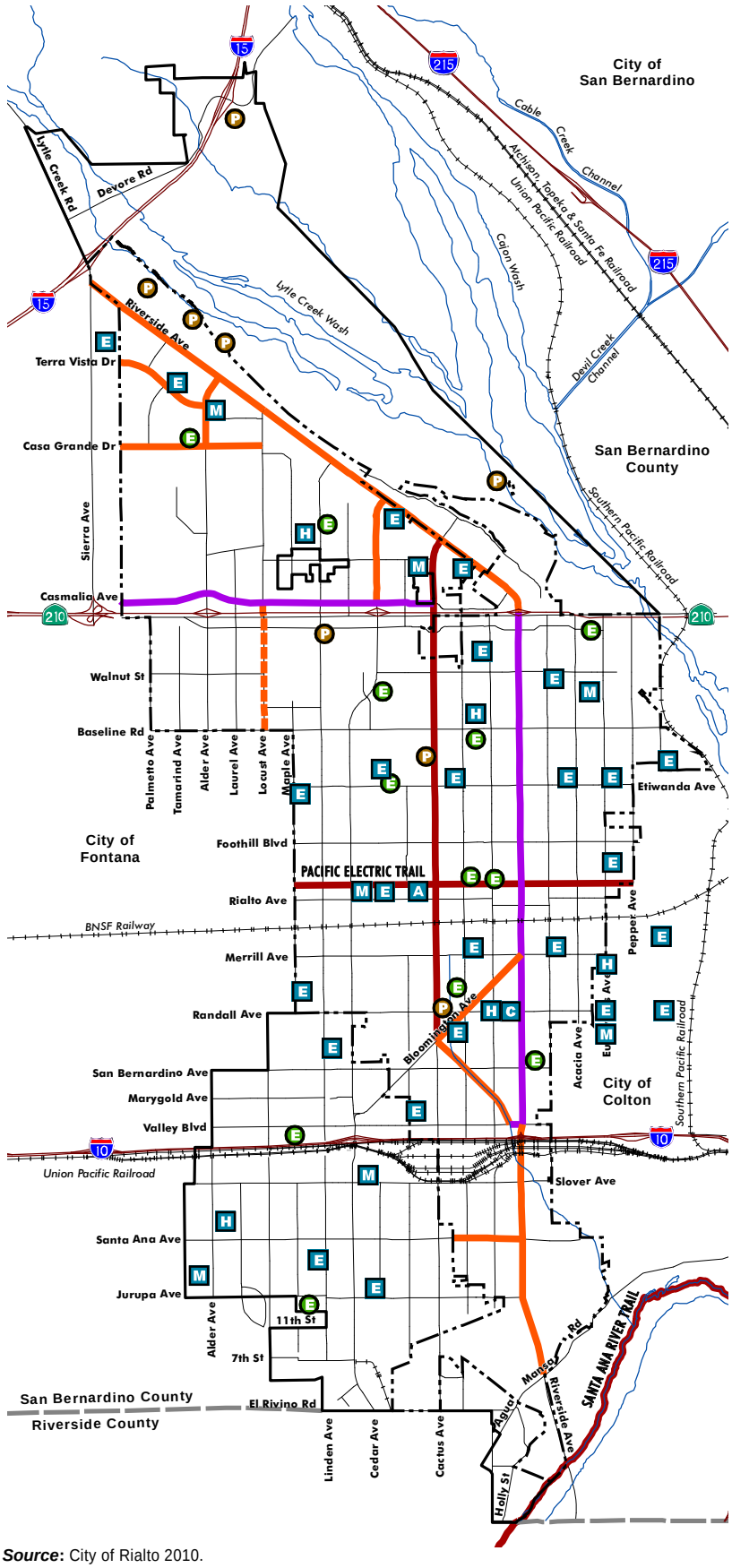
Federal

There are no federal regulations that are applicable to the provisions of recreation, park, and trail facilities in Rialto.

State

Quimby Act

The Quimby Act (California Government Code Section 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.



Source: City of Rialto 2010.

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Figure 4.16.15-1
Bikeway Master Plan

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Regional

San Bernardino County Regional Parks Division

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The San Bernardino County Regional Parks division operates the Mojave Narrows Regional Park and Mojave River Forks Regional Park.

Local

City of Rialto Municipal Code

City Municipal Code Chapter 2.18 outlines provisions for creating a recreation, parks and social services commission that would act in an advisory capacity to the city council in matters pertaining to parks, public recreation and community services activities.

Rialto General Plan

The Rialto General Plan policies that are applicable to recreational facilities that include pedestrian and bicycle trail networks[16] are as follows:

Circulation Element, Bicyclists and Pedestrians

Policy 4-8.1 Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2 Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3 Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4 Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

Policy 4-8.5 Require major developments to include bicycle storage facilities, including bicycle racks and lockers

Policy 4-8.6 Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

Policy 4-9.4 Accommodate pedestrians and bicyclists—in addition to automobiles—when considering new development projects.

[16] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Analytic Method

The reduction measures selected by Rialto in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in environmental effects on existing recreation facilities or through construction of new facilities.

Effects Not Found to Be Significant

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

Demand for existing parks and recreational facilities is based on population. The Regional Reduction Plan would not increase resident population in the City; therefore, implementation of the GHG reduction measures would not affect the demand for and use of existing recreational facilities such that significant adverse environmental effects would occur. Therefore, there would be ***no impact***.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Regional Reduction Plan does not include recreational facilities, but measure Transportation-1 encourages improvements to the pedestrian/bicycle network as a way to help reduce GHG emissions. Policies in the General Plan (Policies 4-8.1 through 4-8.6 and 4-9.4) are consistent with the Regional Reduction Plan goals. Bicycle network trail improvements would result in construction, but the physical effects associated with construction (e.g., dust emissions and noise) would not be substantial because trail improvements generally have a small footprint and would be of limited duration. Trails that are constructed in biologically sensitive areas would be required to comply with City policies and applicable federal and state regulations (see Section 4.16.4 [Biological Resources]) to minimize potential effects on species and habitat. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts on recreation facilities at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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4.16.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a), associated environmental document (2010b), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2012), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Transportation Network

The City of Rialto is served by several major regional freeways, two major freight/commuter railroad lines, an extensive roadway network, and several transit lines. The regional and local roadway system is a hierarchal system of highways and local streets developed to provide regional traffic movement and local access. Interstate 10 (I-10) and State Route 210 (SR-210) traverse the City in an east/west direction, providing regional access to most of the City. I-15 also provides access to the northern portion of the City. The City's roadway network is generally based on a grid system, with major arterials spaced one to 2 miles apart.

Roadway Network

The City of Rialto has the following roadway classification system. This classification is intended as a general description only to understand the movement of people and vehicles, and to identify connections to the transit and bicycle networks:

- **Major Arterial Highway**—A Major Arterial Highway can accommodate six lanes of traffic and has a raised median. Driveway access to this roadway is typically limited to provide efficient high-volume flow. Bloomington Avenue is the only Major Arterial Highway in Rialto.
- **Major Arterial**—Typically, Major Arterials have at least two lanes of travel in each direction, left-turn lanes at intersections, and parking lanes, and are designed to accommodate high speeds. In addition, four modifications of the Major Arterial classification have been established for selected locations with special or unique characteristics.
- **Secondary Arterial**—Secondary Arterials have two lanes of travel in each direction and left-turn lanes, and typically accommodate or accommodate intermediate traffic speeds. Travel lanes must be narrower than on Major Arterials.
- **Collector Street**—Collector Streets provide a transition between Local Streets and higher-speed arterial roadways. These roadways typically have one travel lane in each direction and low design

speeds. They provide parking along the curb as well. As their name implies, Collector Streets collect local traffic for delivery to Arterials.

- **Local Street**—Local Streets are neighborhood roadways with one travel lane in each direction. They are narrower in width than Collector streets. Local Streets typically accommodate on-street parking and are designed for 25-mile-per-hour speeds. Through traffic is not encouraged on Local Streets.

Figure 4.16.16-1 (General Roadway Classifications) shows the various roadway classifications.

Trucks

Certain arterials in the City have been designated as truck routes as shown in Figure 4.16.16-2 (Truck Routes). The truck routes are intended to accommodate the large volumes of truck traffic associated with goods movement, ensure appropriate road construction and maintenance, and to protect the residential neighborhoods. The truck routes in the City are defined as Terminal Access (TA) routes, which is a state or local road. These routes are portions of state routes or local roads that can accommodate Surface Transportation Assistance Act standard trucks. TA routes allow STAA trucks to (1) travel between National Network (NN) routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Transit

Metrolink

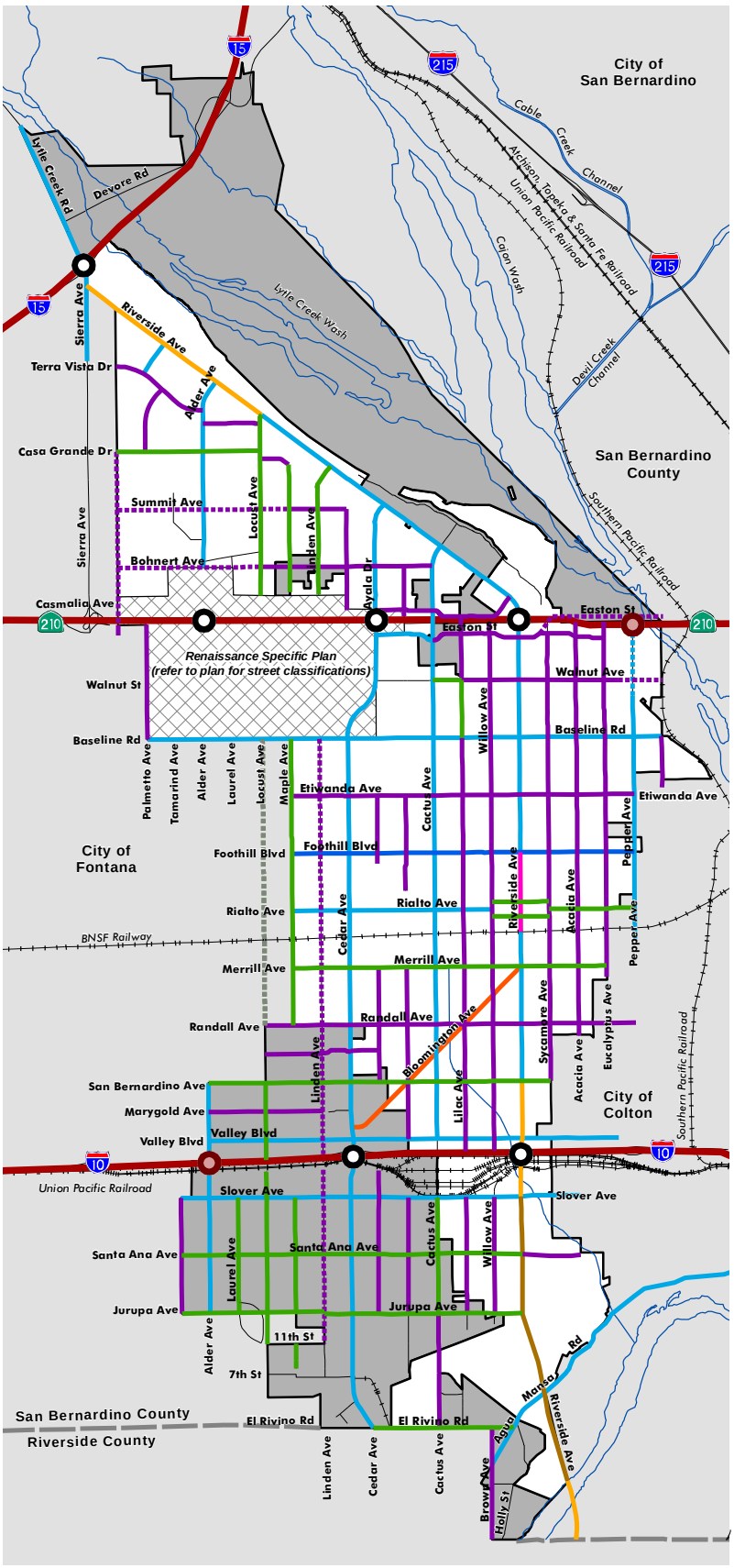
Commuter train service in the City of Rialto is provided by Metrolink, which operates six commuter rail lines throughout Southern California. Rialto is served by the San Bernardino Line, which links San Bernardino, Rialto, and other cities within San Bernardino Valley to Union Station in downtown Los Angeles. The Rialto Metrolink Station is located at 261 West Palm Avenue in the City of Rialto. Metrolink passenger trains run daily from downtown Los Angeles to the City of Rialto. The Metrolink railroad runs east/west through the mid section of the City. This same rail line is occasionally used by freight trains when the Union Pacific Railroad line (running east/west south of the I-10 freeway) is closed or restricted for limited periods.

Bus Transit

The Omnitrans Transit Agency (Omnitrans) provides local transit service throughout San Bernardino County, including the City of Rialto. Bus transit services are available in the City through fixed-route services. According to the 2010 General Plan EIR, Omnitrans operates five bus routes serving Rialto, with destinations to locations outside the City as well. These include Routes 10, 14, 15, 19, and 22.

Omnitrans also provides paratransit services to persons with disabilities in the City of Rialto. The Access program is a service designed to meet the requirements of the Americans with Disabilities Act (ADA). Access provides curb-to-curb service to complement the Omnitrans fixed-route bus system. The Access service area is defined as up to 0.75 mile on either side of an existing bus route.

The City's transit and rail routes are shown in Figure 4.16.16-3 (Transit and Rail Routes).



Street Classification

Existing right-of-ways are indicated with a solid line, proposed right-of-ways are indicated with a dotted line, and right-of-ways outside the planning area are indicated with a gray line.

- Freeway
- Major Arterial Highway
- Major Arterial
- Major Arterial
- Modified Major Arterial I
- Modified Major Arterial II
- Modified Arterial I
- Modified Arterial II
- Secondary Arterial
- Secondary Arterial
- Secondary Arterial
- Collector Street
- Collector Street

Freeway Interchanges

- Existing Interchange
- Planned Future Interchange

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Local Road
- Railroad
- Hydrological Feature

0 0.5 1 1.5 2

NORTH
SCALE IN MILES

Source: Rialto General Plan, December 2010.

Figure 4.16.16-1
General Roadway Classifications

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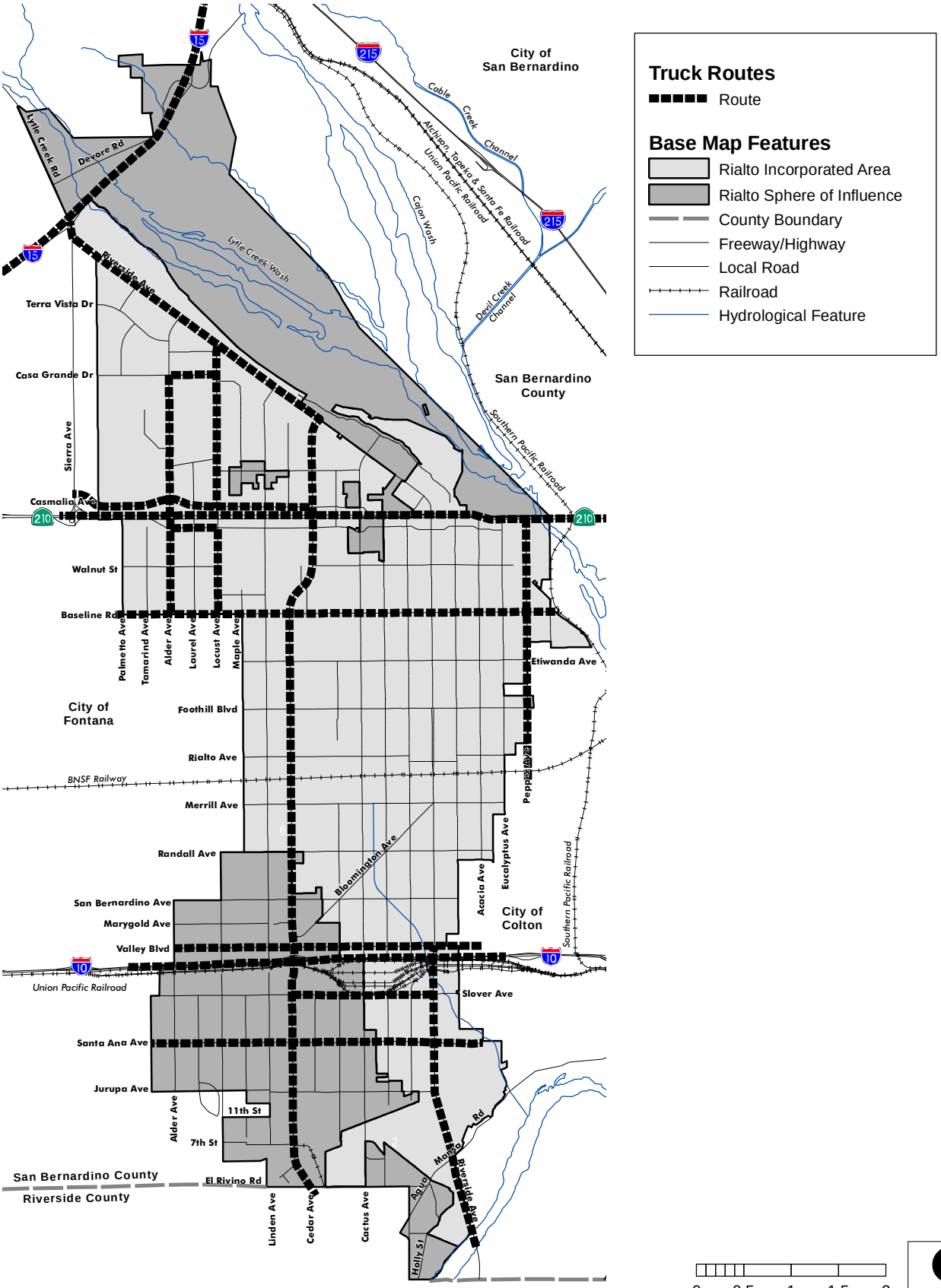
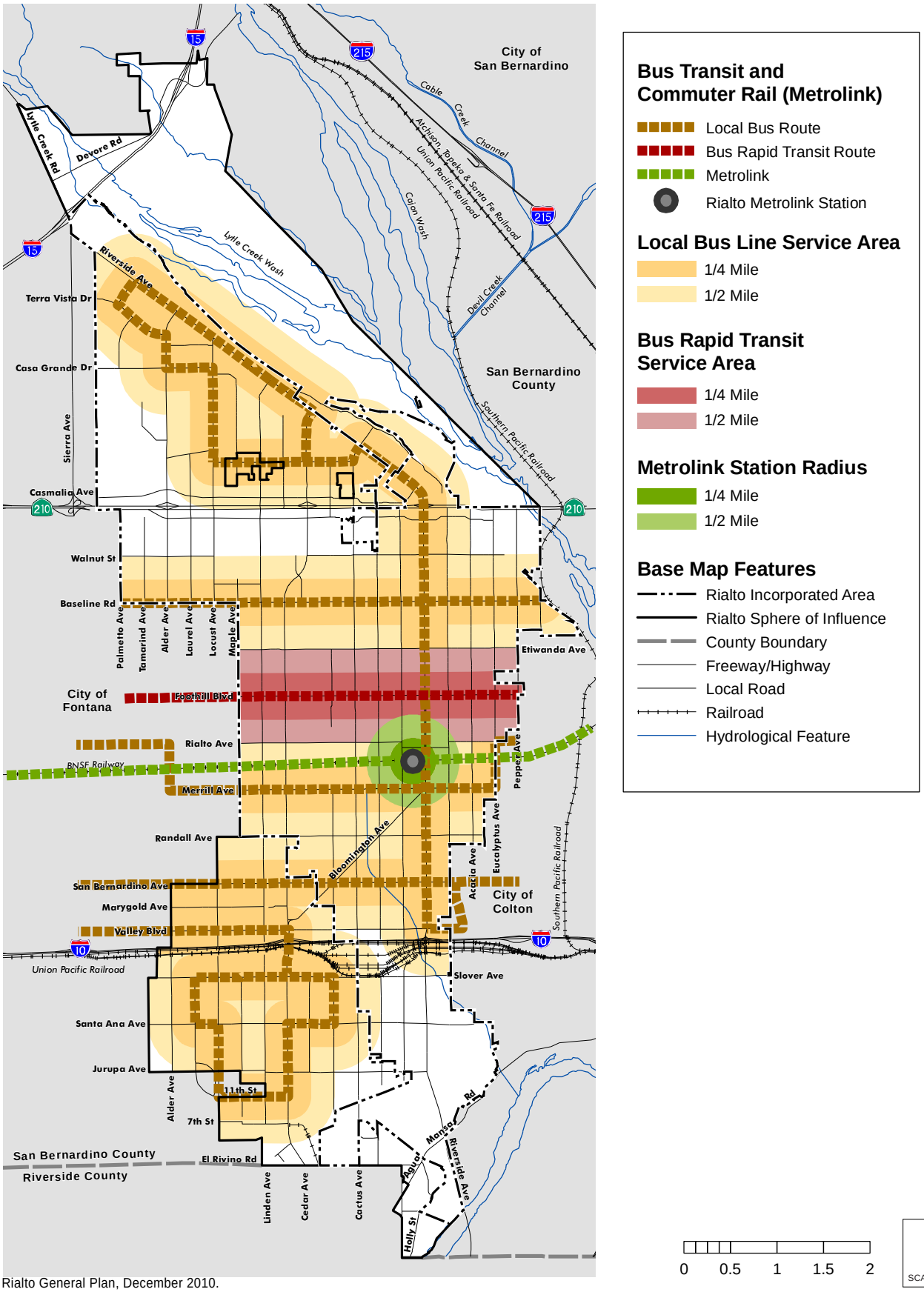


Source: Rialto General Plan, December 2010.

Figure 4.16.16-2
Truck Routes

ATKINS



Source: Rialto General Plan, December 2010.

Figure 4.16.16-3
Transit and Rail Routes

ATKINS

Planned Bus Rapid Transit (BRT) Routes

Omnitrans is developing bus rapid transit (BRT) routes within the region. The first route, the sbX (San Bernardino Express) that will traverse the San Bernardino Valley from north to south is under construction. Omnitrans' Systemwide Transit Corridor Plan for the San Bernardino Valley identifies key transit corridors for the introduction of higher-quality transit service, such as higher frequency express, or BRT services. Corridor 2 (Foothill East) will include BRT service on Foothill Boulevard through the City. Another corridor the City is considering for long-term growth includes San Bernardino Avenue.

Airports

Rialto Municipal Airport, a general aviation airport, is currently the only air transport facility within the City. The Renaissance Specific Plan is being prepared for the reuse of the airport site to accommodate residential, commercial, and industrial development. Other alternatives for the site include a reduction in airport operations and an increase in industrial/commercial uses.

Riverside Municipal Airport and Flabob Airport are located to the south of Rialto in Riverside County. The closest commercial airport to Rialto is Los Angeles World Airport's (LAWA) LA/Ontario International Airport, located approximately 12 miles to the west. San Bernardino International Airport is located 8 miles east of Rialto and was decommissioned as Norton Air Force Base in the 1990s. The airport has limited general aviation and cargo service at this time.

Parking Facilities

The City permits on-street parking on most residential, collector, and secondary arterial streets. Many major arterial streets do not have on-street parking available. On-street parking along Riverside Avenue is primarily provided in the downtown area. Several off street parking lots are provided in this area and many surrounding streets also provide on-street parking. The Metrolink station provides a large off-street parking lot with approximately 165 parking stalls. The City plans to increase the number of available parking spaces at the station as part of its Capital Improvement Plan (CIP). The City currently has two Park-and-Ride lots. One is at the Rialto Metrolink Station and the other is near the interchange of I-10 and Cedar Avenue (in the unincorporated community of Bloomington which is within the City's sphere of influence).

Regulatory Framework

Federal

United States Department of Transportation

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C., headquarters office and ten regional offices which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to state and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

State

California Department of Transportation

The California Department of Transportation (Caltrans) manages the State Highway System and freeway lanes, provides inter-city rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.

California Air Resources Board

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves metropolitan planning organizations' (MPO) implementation of Senate Bill 375 (SB 375) within each region of California.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the MPOs; the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods

- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

San Bernardino Associated Governments (SANBAG)

SANBAG is an association of local San Bernardino County governments. It is the MPO for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County

Congestion Management Program

The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each 2 years. The last update of the CMP was completed in 2012.

Passenger Rail Short-Range Transit Plan

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs, deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

San Bernardino County Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County Non-Motorized Transportation Plan (NMTP). The NMTP of 2001 and the 2006 update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus on the bicycle system. The Plan satisfies the California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

Local

Neighborhood Traffic Management Plan

The City of Rialto's Neighborhood Traffic Management Plan, adopted in March 2003, provides the City and its residents with options to address traffic-related impacts that involve neighborhood streets (generally two-lane, local roadways). The Plan encourages the formation of traffic management

associations in neighborhoods. The City's CIP allocates annual funding for implementation of traffic improvements identified by the associations. The Plan includes the establishment of policy guidelines, opportunities for public participation, education and enforcement strategies, and the recommendation of traffic control devices and criteria for their use. The Plan provides for traffic management that actively solicits resident involvement. The traffic management strategies outlined in the Plan follow the same steps for evaluation and implementation. In some cases, it may be necessary to follow every step whereas some cases would only require certain steps to be followed. The steps include the following:

1. Input and identification of reported issue
2. Confirmation and investigation of reported issue
3. Consideration of potential alternative solutions
4. Review of selected solutions
5. Modification of selected solutions
6. Transportation Commission recommendations
7. City Council action
8. Polling of residents in the affected area
9. Design of solution to be implemented
10. Construction
11. Evaluation of effectiveness

City of Rialto Zoning Code

City Zoning Code Chapter 18.58 (Off-Street Parking) regulates the design and volume of parking for residential, commercial, industrial and other nonresidential land uses. Design standards include the size and dimensions of parking spaces, parking lot landscaping, and commercial/industrial loading space requirements. Commercial/industrial and residential space requirements are also addressed. Primary standards and restrictions related to emergency access are addressed in Chapter 15.28 (Fire Code). The Fire Code (as adopted obstruction of emergency access roads as well as the provision of emergency access in general. Specifically, emergency access must be provided to any area of a structure that is in excess of 150 from a fire hydrant.

Title 10 of the City of Rialto Municipal Code

The City of Rialto Municipal Code Title 10 specifically addresses vehicles and traffic in the City. Title 10 includes speed limits on various streets in the City, designates one-way streets and alleys, stop-controlled streets; identifies driving rules, pedestrian rights and duties, and restrictions on stopping, standing and parking; establishes permit parking districts and truck routes; and contains other regulations that promote public safety on streets, sidewalks and driveways.

Development Impact Fees

City Municipal Code Chapter 3.36 establishes the City's traffic impact fee program. These fees are imposed on any project requiring a building permit or other land development permit that will result in the attraction or generation of traffic trips. Traffic attraction and generation is determined through special study that also serves to apportion a projects 'fair-share' impact on existing or future infrastructure. These funds are permitted to be used for any traffic related capital improvement project,

meaning transportation planning, preliminary engineering ,engineering design studies, land surveys, right-of-way acquisition, engineering, permitting, construction and inspection of all the necessary features for any road construction project, including, but not limited to:

1. Construction of new through lanes
2. Construction of new turn lanes
3. Construction of new bridges
4. Construction of new drainage facilities in conjunction with new roadway construction
5. Purchase and installation of traffic signalization (including new and upgraded signalization)
6. Construction of curbs, median and shoulders

General Design Guidelines

City Municipal Code Section 18.61.010 includes design guidelines that would contribute to a positive visual image, promote high quality development, provide matters of design and aesthetics within the zoning code, and implement the goals and policies of the general plan. The provisions are applicable to all development within the City. .

Transportation Control Measures

City Municipal Code Section 18.59 establishes transportation control measures intended to protect the public safety and expedite the flow of traffic and reduce traffic congestion; to reduce vehicle trips, thereby reducing air congestion and pollutants; and to meet the requirements of the 1991 South Coast Air Quality Management Plan and the 1992 Federal Attainment Plan for carbon monoxide. Specifically, the purpose of the ordinance is to promote alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking, park-and-ride lots; parking management programs; and other strategies to meet congestion and air quality goals.

Bikeway Master Plan

The Bikeway Master Plan promotes a safe and efficient network of bikeways for recreational and commuter use within the City. The planned bike network is not a contiguous network. Utility easements, flood control channels, and unused rail rights-of-way provide opportunities for locations of Class I bikeways. Continuing challenges for bikeways in Rialto include improved crossings over the SR-210 freeway, improvements at intersections, and improved cross-town connections and routes to schools.

Streets and Sidewalks

Rialto Municipal Code Title 11 (Streets and Sidewalks) requires that an encroachment permit be obtained from the City Engineer for the construction of public right-of-way improvements or the protection of public improvements from construction activities. Street improvements should be made to meet the City's standards for the street.

In addition to required dedication for street purposes, additional dedication for storm drain, sewer, water or other utility purposes may be required in connection with building permits where such dedication is necessary to prevent the flooding of adjacent or nearby property or to permit connection to required utilities.

Parking and Circulation Design Guidelines

City parking and circulation design guidelines are outlined in Section 18.61.190. Guidelines addressing parking and circulation for residential, commercial and industrial uses as well as pedestrian accessways are included in Sections 18.61.200 through 18.81.220. These provisions include requirements for parking area design and on-site pedestrian circulation systems.

Rialto General Plan

The Rialto General Plan contains the following policies regarding transportation, mobility and traffic[17]:

Circulation Element, Mobility

Policy 4-1.1 Establish and maintain standards for a variety of street classifications to serve both local and regional traffic, including Major Arterial Highways, Major Arterials, Secondary Arterials, Collector Streets, and Local Streets.

Policy 4-1.2 Establish standards for spacing between access driveways on roadways of each classification, and encourage shared access between adjacent parcels to minimize the number of access points and improve safety along adjacent roadways.

Policy 4-1.4 Close gaps in the City's roadway network by extending the roadway grid through the Rialto Municipal Airport site as per the Renaissance Specific Plan and by pursuing UPRR overcrossing replacement/widening south of Interstate 10.

Policy 4-1.5 Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade separations.

Policy 4-1.6 Coordinate with the California Department of Transportation, San Bernardino Association of Governments, and neighboring jurisdictions to accommodate growing volumes of east-west traffic. This Plan envisions Riverside Avenue, Baseline Road, and Foothill Boulevard to become six-lane arterials.

Policy 4-1.7 Cooperate with SANBAG in the implementation of Tier 1 through Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Plan.

Policy 4-1.8 Cooperate with SANBAG and Omnitrans in the implementation of the Inland Intelligent Transportation Systems Strategic Plan.

Policy 4-1.9 Work with Caltrans to improve coordination of traffic signals at freeway interchanges with those on City streets.

Policy 4-1.10 Complete Pepper Avenue to connect to the SR-210 freeway and Highland Street.

Policy 4-1.11 Pursue the replacement of the Riverside Avenue bridge over the Union Pacific rail lines with a wider structure to accommodate larger volumes of traffic or to increase safety of crossing traffic.

Policy 4-1.12 Support the County's efforts to improve the I-10 freeway interchange at Cedar Avenue to relieve regional freeway congestion.

[17] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 4-1.13 Support the County's efforts to improve the I-15 freeway interchange at Sierra Avenue.

Policy 4-1.14 Support the construction of a new interchange on I-10 at Alder Avenue to relieve regional freeway congestion.

Policy 4-1.15 Support the construction of High Occupancy Vehicle (HOV) lanes on I-10 between Ontario and Redlands.

Policy 4-1.16 Work with the city of Colton to pursue the reopening of Slover Avenue east of the Rialto city limits in conjunction with improvements to the interchange on I-10 at Pepper Avenue.

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.

Policy 4-2.2 Discourage non-local traffic from using neighborhood streets.

Policy 4-2.3 Minimize new residential driveways on Arterial Roadways.

Policy 4-3.1 Require that development projects within rail corridors provide protective fencing, landscaping, and/or walls between rail tracks and new residences or other new development sensitive to noise or danger from rail operations.

Policy 4-3.2 Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks.

Circulation Element, Parking

Policy 4-5.1 Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, van pooling, and other ride sharing opportunities.

Policy 4-5.2 Provide public parking facilities in Downtown, including potential shared parking with the Metrolink parking facilities.

Policy 4-5.3 Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.

Policy 4-5.4 Allow for joint use and the sharing of parking facilities in mixed-use developments and for other projects which demonstrate the benefits of alternative parking approaches.

Policy 4-5.5 Consider establishing parking districts at locations in addition to Downtown where such districts would assist with economic development and redevelopment objectives.

Policy 4-5.6 Investigate establishing angle parking in Downtown to increase the supply of public parking.

Circulation Element, Rail and Bus Ridership

Policy 4-6.1 Support the establishment of an east-west Bus Rapid Transit line through the Valley along on Foothill Boulevard.

Policy 4-6.2 Establish new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' master plan of stops.

Policy 4-6.3 Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate.

Policy 4-6.4 Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire.

Policy 4-6.5 Encourage clean, lighted, and convenient bus shelters and transit stops that are within walking distance of major activity areas and residential neighborhoods and along arterial roadways.

Policy 4-6.6 Provide reliable and convenient paratransit services and other transportation service for individuals with disabilities and seniors who are unable to use fixed-route transportation systems.

Policy 4-7.1 Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services.

Policy 4-7.2 Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station.

Policy 4-7.3 Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.

Policy 4-7.4 Support the High Speed Train project sponsored by the California High Speed Railroad Authority.

Circulation Element, Bicyclists and Pedestrians

Policy 4-8.1 Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2 Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3 Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4 Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

Policy 4-8.5 Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Policy 4-8.6 Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

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 4-9.3 Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

Policy 4-9.4 Accommodate pedestrians and bicyclists—in addition to automobiles—when considering new development projects.

Policy 4-9.5 Seek to maintain pedestrian access in the event of any temporary or permanent street closures.

Policy 4-9.6 Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Circulation Element, Goods Movement

Policy 4-10.2 Coordinate truck routes with adjacent jurisdictions.

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.

Policy 4-10.5 Work with appropriate law enforcement agencies to regulate speed on Riverside Avenue to minimize conflicts between high-speed private vehicles and lower-speed truck traffic.

Policy 4-10.6 Review all at-grade rail crossings for compliance with California Public Utilities Commission and Federal Highway Administration guidelines.

City of Rialto Intersection Analysis Criteria

LOS is a qualitative approach to describing roadway performance based on volume-to capacity (V/C) ratios. The V/C ratio is a comparison of the estimated daily traffic volume of a segment of roadway and its maximum theoretical capacity (in terms of number of vehicles). The lower the ratio, the better the segment of roadway performs, meaning freer flowing traffic. Traffic congestion occurs as the number rises and approaches 1.0. Descriptions and standards of roadway segment and intersection LOS standards are provided in Table 4.16.16-1 (Intersection Level of Service Standards), based on the County of San Bernardino CMP standards. Free-flow speeds describe average speeds on arterial segments. Stopped delay describes the average time a vehicle waits at a signalized intersection.

Existing Traffic Conditions on the Roadway Network

Annual Average Daily Traffic (AADT) volumes measure long-term planning, such as that done in a General Plan. AADT is calculated as the total volume of vehicle traffic in both directions on a roadway for 1 year divided by 365 days, representing the total daily volume on a typical day. AADT volumes provide an indication of the general size necessary for a roadway (e.g., two lanes or four lanes), and thus are helpful in determining the appropriate classification for a roadway. Table 4.15-2 (Existing Traffic Volumes) of the Rialto General Plan Update Draft EIR presents AADT volumes and level of service (LOS) on selected roadway segments in the City. Most intersections operate at LOS C.

Table 4.16.16-1 Intersection Level of Service (LOS) Standards

LOS	*V/C*	*Free Flow*	*Stopped Delay (seconds)*	*Interpretation*
A	0.0–0.6	> 35	< 5	Free flowing traffic conditions.
B	0.6–0.7	28–35	5–15	Represents stable flow, minimal traffic delays
C	0.7–0.8	22–28	5–25	Stable traffic flows, potentially moderate delays, semi-restricted maneuverability
D	0.8–0.9	17–22	25–40	Moderate to substantial traffic delays, restricted maneuverability
E	0.9–1.0	13–17	40–60	Significant traffic delays, minimal vehicle spacing and speeds
F	> 1.0	< 13	> 60	Traffic stream breakdown, stop-and-go movement, extremely slow speeds

SOURCE: City of Rialto, *City of Rialto General Plan Update Draft Environmental Impact Report* (March 2010).

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the SCAG's RTP with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

Effects Not Found to Be Significant

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan does this by building upon and supporting the Rialto General Plan policies related to mobility. The General Plan Circulation chapter contains a number of goals and supporting policies that would provide an integrated and balanced multi-modal transportation network to meet the needs of all users. They provide a transportation system that includes connected transit, bicycle, and pedestrian networks. Additionally, the General Plan requires coordination with local authorities and other jurisdictions on regional transportation issues.

The General Plan policies such as Policy 4-6.4 (Encourage public transit use), Policy 4-7.1 (Support Metrolink services), and Policy 4-6.1 (Support establishment of east-west BRT) ensure VMT reduction through greater transit opportunities and ridership. The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) furthers these policies of transit and transit-oriented development within the city. In addition, Transportation-1 promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with a number of the General Plan policies including Policies 4-8.1, 4-8.2, 4-8.3, 4-8.4, 4-8.5, 4-9.1, 4-9.2, 4-9.3, 4-9.4, 4-9.5, and 4-9.6. These policies call for an integrated and connected transportation network that facilitates safe and convenient bicycling and walking citywide. The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, the SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow. Additionally, the Rialto Municipal Code Section 11.04.70 requires an encroachment permit for all future improvements within public right of way in the City. All contractors, subcontractors or other workers operating in the public right of way upon streets and highways in the City are required to operate within the street work

zone safety rules and regulations as adopted under Resolution No. 4938. Furthermore, Municipal Code Section 3.36.090 requires any development in the City's to pay applicable Traffic Impact Mitigation Development Fee to support expansions to the City's transportation facilities and to capital improvements.

Implementation of the Rialto reductions measures include energy efficiency standards for new development, energy efficiency retrofits for existing buildings, water conservation measures, and waste diversion programs that would not generate new vehicle trips in the City. Construction of any new renewable energy infrastructure would require review by City Planning staff for approval to ensure that the improvements do not interfere with planned transportation facilities. Energy-producing facilities needed for implementation of the Regional Reduction Plan would be required to incorporate appropriate setbacks as specified in the Municipal Code to ensure there would be no impact to transportation routes as a result of implementation of the proposed project.

Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel. Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City of Rialto, the CMP, and Caltrans. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in 2012. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CMP roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CMP designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials.

The City of Rialto has a level of service standard of LOS D or better at all intersections within the City, while the San Bernardino County CMP uses an LOS standard of LOS E or better for CMP-designated roadways. General Plan Circulation Policies 4-1.20 and 4-1.21 require that street designs comply with the City's LOS D standard. Therefore, the LOS levels are not expected to lead to LOS E or worse. Additionally, compliance with the City's Development Impact Fee Program furthers CMP's goal to develop and implement a development mitigation program that includes payment of fair share fees for the needed transportation system improvements. These fees will be used to implement roadway

transportation improvements and mitigate any potential impact from development projects. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur at Rialto Airport. There would be ***no impact***.

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

The proposed project does not include facilities that would substantially increase hazards, nor would it construct incompatible uses. Energy-producing facilities needed for implementation of the Regional Reduction Plan would consist of solar arrays or wind turbines on rooftops of new or renovated buildings, adjacent to structures, or in open spaces. Appropriate setbacks would be required as specified in the Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and VMT to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures would alter emergency access or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve as emergency access and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As described above, the Regional Reduction Plan reduces transportation related GHG emissions by furthering the policies, plans, and programs for public transit, bicycle, and pedestrian facilities. In particular the Regional Reduction Plan furthers the General Plan policies listed in the Circulation chapter, meant to improve and integrate the bicycle and pedestrian circulation system; and furthers to goals of the San Bernardino County Non-Motorized Transportation Plan. In addition, the Regional Reduction Plan implements the SCS in the SCAG RTP and the Rialto General Plan policies that address improving the public transit system in the City. Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff review and approval to ensure

that performance standards and safety are not impacted negatively. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

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4.16.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities/service systems (water supply, storage, and distribution; wastewater collection, transmission, and treatment; solid waste; and energy) in the City of Rialto from implementation of the Regional Reduction Plan. Data for this section were taken from the Rialto General Plan (2010a) and associated environmental document (2010b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities/service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Potable Water Supplies and Service Systems

Majority of the City's water is from groundwater wells located in the Upper Santa Ana River Basin. Remaining Water is supplied through treated surface water, and some through the State Water Project (SWP) and purchased water. Water supply services are provided to the planning area by four districts: the City of Rialto Department of Public Works Water Division, the West Valley Water District (WVWD), Marygold Mutual Water Company (MMWC), and the Fontana Water Company (FWC) as indicated on Figure 4.16.17-1 (Water Districts).

The City draws approximately 73 percent of its water from groundwater wells located in the Upper Santa Ana River Basin. Remaining water is supplied through purchase from San Bernardino Valley Municipal Water District and treated surface water from Lytle Creek. WVMD extracts groundwater from the Lytle Basin, North Riverside Basin, Rialto Basin, Bunker Hill Basin, and Chino Basin. Additional water is supplied through the SWP and Lytle Creek surface waters. Fontana Water Company extracts groundwater from Lytle Basin, Chino Basin, and Rialto Basin supplemented by surface waters from Lytle Creek.

City of Rialto Utilities Division

Rialto's Utilities Division of the Public Works Department services approximately 8.5 square miles and 11,100 customers in the central portion of the City from Baseline Avenue to Rialto Avenue, with a narrow extension in the south to the San Bernardino Freeway (Rialto 2010a).

Marygold Mutual Water Company

In addition to providing water to customers in its service area the City of Rialto's Department of Public Works Utilities Division has an agreement with Marygold Mutual Water Company to deliver a maximum of 12 million gallons per day (mgd). This water is used to service the unincorporated community of Bloomington (Rialto 2010a).

West Valley Water District

West Valley Water District serves a large area of the city to the north of Highland Avenue as well as an area to the south which starts as a narrow extension south of Rialto Avenue and widens out south of the

San Bernardino Freeway. West Valley Water District is a public agency which operates as a semi-autonomous special district with some aspects of its operations monitored by the San Bernardino Valley Municipal Water District (SBVMWD). The District encompasses approximately 29 square miles (Rialto 2010a).

Fontana Water Company

The Fontana Water Company serves the smallest territory in the City of Rialto. The agency serves a narrow strip on the western boundary of the city, located west of Linden Avenue, south of Highland Avenue and north of Randall Avenue. Unlike the other Agencies operating in the city, the Fontana Water Company is a private investor owned company regulated by the California Public Utility Commission (Rialto 2010a).

Local Water Supply and Reliability

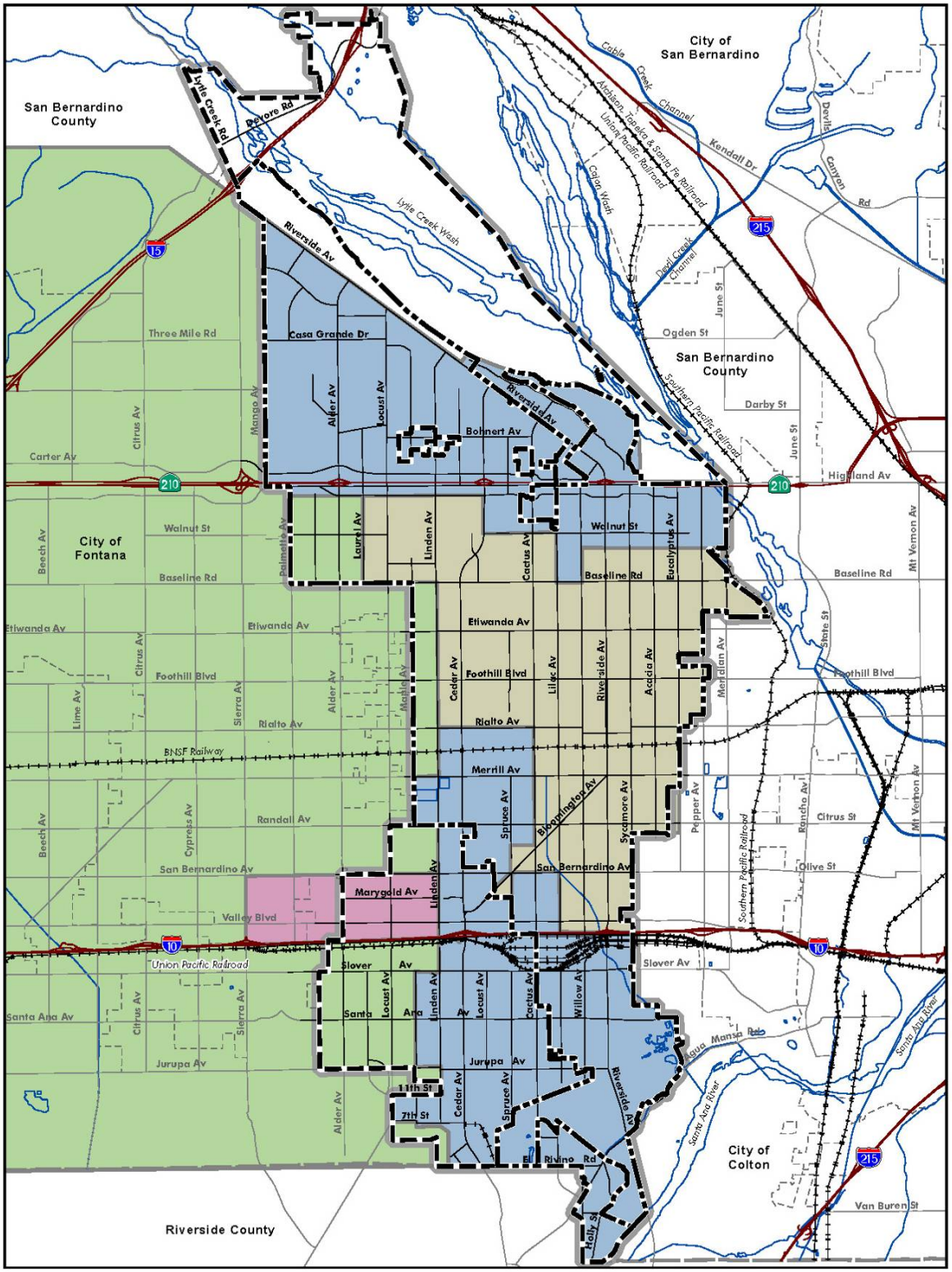
Surface waterbodies are not prominent within the vicinity of the planning area. Lytle Creek and Lytle Creek Wash defined the northern portion of the planning area, in the City's Sphere of Influence. Lytle Creek runs northwest to southeast from the San Gabriel Mountains where it forms a large alluvial plain characterized by washes and streams with intermittent flows. WVWD has diversion rights for the Creek whereby it utilizes it for water and groundwater recharge purposes. The Creek is adjudicated by court decree and managed by the Lytle Creek Water Conservation Association. WVWD has rights to divert 1,350 gallons per minute (gpm) when available. Generally, the District utilizes 5,500 acre-feet per year (afy) during normal flow years and approximately 3,000 afy during times of drought. In 2004, the District diverted 4,060 acre-feet. The City of Rialto has rights to divert approximately 1,041 gpm. The Fontana Water Company received a five year average of 5,019 acre-feet in 2005 (Rialto 2010a).

Bunker Hill Basin

The Bunker Hill groundwater basin underlies a small portion of the City's planning area in the northeast. The surface of the Basin is 89,600 acres, with a maximum storage capacity of 5,976,000 acre-feet. Lytle Creek, Mill Creek, and the Santa Ana River provide approximately 60 percent of the Basin's total recharge. The Basin is managed by the San Bernardino Valley Water Conservation District (SBVWCD). Public water agencies who utilize resources from the Basin also include the City of Colton, East Valley Water District, City of Loma Linda, City of Redlands, City of Riverside, City of San Bernardino, and West San Bernardino County Water District.

Well yields in the Bunker Hill Basin range to a maximum of 5,000 gpm, with an average yield of 1,245 gpm. Under court decision, the annual safe yield for the subbasin is 232,100 afy. When considering the water agencies that served the City in 2004, the WVWD pumped 4,402 acre-feet from the Bunker Hill Subbasin. In 2002, the City of Rialto pumped 773 acre-feet from the subbasin (Rialto 2010a).

The portion of the basin underlying the City is within Groundwater Management Zone (GMZ) Bunker Hill-A. This subbasin is artificially recharged by various agencies in the project vicinity utilizing surface waters from Lytle Creek, Mill Creek, and the Santa Ana River. The San Bernardino Flood Control District (SBCFCD) maintains Devil Creek, Twin Creek, Waterman Creek, and Sand Creek that may be used for recharge. Additionally, SWP-imported water has been utilized to replenish the subbasin.



Water Districts

- Rialto Water Service Area
- West Valley Water Service Area
- Marygold Water Service Area
- Fontana Water Service Area
- Rialto Incorporated Area
- Rialto Sphere of Influence
- Planning Area Boundary
- County Boundary

0 0.5 1 1.5 2

NORTH
SCALE IN MILES

Source: City of Rialto 2010.

Figure 4.16.17-1
Water Districts

ATKINS

Chino Subbasin

The Chino Subbasin underlies the southwest portion of the City's planning area. It is approximately 154,000 acres in size with a maximum capacity of 18,300,000 acre-feet, and was estimated to store approximately 5,300,000 acre-feet in the year 2000. The average annual safe yield for the subbasin is approximately 145,000 afy. The subbasin was adjudicated in 1978 and is now under the auspices of the Chino Basin Watermaster. The subbasin is recharged by direct infiltration and underground flows from other subbasins. There are five recharge facilities within the subbasin: Deer Creek, Day Creek, East Etiwanda, San Sevaine, and Victoria facilities (Rialto 2010a).

Well yields are estimated at a maximum of 1,500 gpm with an average yield of 1,000 gpm. In 2004, WVWD pumped approximately 35 acre-feet from the subbasin. In 2002, the City of Rialto pumped water from Chino Subbasin. According to the City's 2010 General Plan EIR, 886 acre-feet were pumped by the City in 2002 from both the Chino Subbasin and the Riverside-Arlington Subbasin. Although the City has one well that pumps from the Chino Subbasin, this well is not within the boundaries of the adjudicated area and therefore is not subject to appropriation. Under the court decided adjudication, water rights have been established for users of the subbasin. "Safe yield" indicates the maximum dependable draft that can be made continuously upon a source of water supply over a given period of time during which the probable driest period, and therefore period of greatest deficiency in water supply, is likely to occur. Safe yield amounts are established by the Watermaster (Rialto 2010a).

Rialto-Colton Subbasin

The Rialto-Colton Subbasin underlies a surface area of 30,100 acres. Primary recharge areas include Lytle Creek in the northwest, Reche Canyon in the southeast, and the Santa Ana River in the south. Total subbasin storage was estimated at 1,521,000 acre-feet in 1984, with a maximum capacity of 2,517,000 acre-feet. Estimated safe yield for the Lytle Creek portion of the subbasin is 35,000 to 45,000 afy (Rialto 2010a). The subbasin was adjudicated in 1961; however, the court decree is only in effect during times of drought. Management of the subbasin in the south has been adjudicated between the Cities of San Bernardino, Rialto, and Riverside by the Western San Bernardino Watermaster.

Groundwater well production is estimated at a maximum of 5,000 gpm, with an average yield of 545 gpm. Average extraction from the basin by all resource users was 17,300 afy between 1996 and 2005. In 2004, WVWD pumped 7,178 acre-feet from the Lytle Creek area and 4,402 acre-feet from the Rialto area of the subbasin. In 2002, the City of Rialto pumped 2,529 acre-feet from the Lytle Creek area and 4,583 acre-feet from the Rialto area of the subbasin. The Fontana Water Company reports extraction of a five-year average of 8,264 acre-feet from the Lytle Creek area and 7,321 acre-feet from the Rialto area (Rialto 2010a).

Riverside-Arlington Subbasin

The Riverside-Arlington Subbasin underlies the southwest portion of the planning area and has a total surface area of 58,600 acres, with a maximum storage capacity of 243,000 acre-feet. The average annual safe yield is 33,729 afy. Historical extraction from the subbasin was 30,100 afy between 1996 and 2005. Primary recharge is from the Santa Ana River, underflow past the Rialto-Colton fault, and underflow from the Chino Subbasin. A portion of the subbasin is managed by the City of Riverside.

In 2004, WVWD extracted 3,335 acre-feet of water from the subbasin, from five wells that pump between 3,000 to 5,000 afy. The City of Rialto pumped a total of 886 acre-feet from both the Chino Subbasin and the Riverside-Arlington Subbasin in 2002 (Rialto 2010a).

Wastewater Collection and Treatment

The City of Rialto owns, operates, and maintains the local public sanitary sewer system, which includes a wastewater collection system and treatment plant that serve most properties within the City limits. Unsewered areas lie south of Santa Ana Avenue, and include a small number of older residential structures on the eastern and western edges of the City.

The wastewater collection system consists of more than 150 miles of vitrified clay pipes and was designed and laid out as a gravity flow system to take advantage of the general northwest to southeast slope of the City. The system ends in the southeast section of the City, close to the Santa Ana River, where the sewer treatment plant is located. The City has plans to expand its sewer services to all lands within the City and Sphere of Influence. The capacity of the sewer system is adequate to handle the demand of existing development within the City, but expansion of the plant is necessary due to capacity strains caused by new development under the General Plan (Rialto 2010a).

Constructed originally in 1956, the Rialto Wastewater Treatment Plant treats domestic and commercial/industrial wastewater generated within the City of Rialto and portions of the city of Fontana. The facility consists of the original plant and four independent treatment plants built successively in 1965, 1981, 1994, and 1998 to accommodate Rialto's growth. The combined total treatment design capacity of the plants is over 12 mgd (Rialto 2010b).

The transmission-conveyance infrastructure system is adequate for the existing developed areas. The capacity of the conveyance system will need to be upgraded to convey sewer flows from new development to the treatment plant. New development may pursue other alternatives such as alternative treatment methods or recycle alternatives. Treatment capacity can be expanded to provide for new development. Various components of the treatment plant are in need of repair. The Capital Improvement Program has identified deficiencies in the system caused by continuous use. Inefficiency and poor quality in the filtrate systems and underground tanks are in need of upgrade and component repairs. The Wastewater Treatment Plant Master Plan has been prepared to outline a phased approach to improving the reliability of the operating systems (Rialto 2010b).

Solid Waste

The City of Rialto Waste Management Office oversees the City's environmental programs related to solid waste disposal and recycling. Edco Disposal provides contracted collection and disposal services. The City is a member of the Zero Waste Communities program that is a coalition of Inland Empire communities that seek to expand recycling and reduce waste disposal needs and impacts throughout the area. In addition to solid waste collection, the City has implemented various programs to help divert recyclable and hazardous wastes from landfills (Rialto 2010a).

The City of Rialto disposed of 43,020 tons of household solid waste in 2007 or approximately 2 pounds of solid waste per person per day. Commercial disposal accounts for an additional 61,906 of waste

disposal at approximately 23.6 pounds of trash per employee per day. These total 104,926 tons of solid waste landfilled in 2007. Comparatively, the statewide average residential disposal rate in 2007 was 5.8 pounds per person and the statewide average commercial disposal rate in 2007 was 27.4 pounds per employee. Diversion means alternatives to solid waste disposal at landfills, through programs like recycling, composting, source reduction and others means. Diversion rates for the City since 1995 vary between 43 percent and 55 percent (Rialto 2010a).

Solid waste collected in the planning area is disposed of at several landfills throughout California. The California Integrated Waste Management Board maintains records of maximum capacity and usage of landfills. Some wastes are also transported to the Commerce and Covanta Stanislaus 'refuse-to-energy' facilities. In 2007, most (approximately 75 percent) of Rialto's solid waste was disposed of at the Mid-Valley Sanitary Landfill, 10 percent was disposed of at the Colton Landfill, and about 7 percent at Olinda Alpha Landfill. Approximately 63 percent capacity remains within the landfills that serve the City (Rialto 2010a).

Electricity

Electricity is provided to the City by Southern California Edison (SCE). SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations.

SCE has forecast energy demands for its service area to reach 118,497 gigawatt-hours by 2016 (CEC 2007). Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt-hours. This is forecast to remain constant through 2016 (CEC 2007).

Natural Gas

The Southern California Gas Company (TGC) provides natural gas service to the City of Rialto. TGC has gas mains throughout urbanized areas of the City.

Telephone and Communications

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Rialto, including Verizon Communications, AT&T, and Time Warner Telecommunications. Cable service is provided to the City by local cable franchises, including Time Warner Cable, Comcast Cable, Cox Cable, and Charter Cable. Installation of cable services is provided by these private companies and supported by service fees.

For Internet service, transmission can be obtained through the phone lines for dial-up coverage or by broadband providers. Most Internet service providers are regulated by the California Public Utilities Commission. Broadband providers supply Internet services through cable lines or through Ethernet, a bundling of local area networks that are transmitted by fiber optics (DSL). Like cell phones, the Internet can also be provided through wireless connections. Infrastructure to support these services is therefore run over the associated local telephone and cable service provider lines.

Regulatory Framework

Utilities within the City of Rialto tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)

Federal Energy Regulatory Commission (FERC)

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and nonfederal hydropower projects.

Federal Communications Commission (FCC)

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

State

California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination does not enter surface water or groundwater supplies within the state

California Health and Safety Code Article 1 (Pure and Safe Drinking Water)

California Health and Safety Code Article 1, Section 116270, was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water

purveyors and distribution systems within the state. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

Senate Bills 610 and 210 Water Supply Assessment and Planning

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912(a)) subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

California Water Code Sections 10610–10656

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent (CDWR 2003). The City of Rialto UWMP is a foundational document for compliance with both SB 610 and SB 221.

Assembly Bill 939—Integrated Waste Management Act

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

California Energy Commission (CEC)

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. They are:

- Forecasting Energy needs within the state
- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the state of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

Regional

Southern California Association of Governments (SCAG)

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

County of San Bernardino Solid Waste Management Division (SWMD)

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. SWMD administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers.

Local

City of Rialto Municipal Code

The City of Rialto collects development impact fees pursuant to California Government Code Sections 66001 through 6609 for the expansion of utilities and service systems facilities through the following Municipal Code chapters:

- Chapter 3.48 (Sewage Collection Facilities Development Fee)
- Chapter 3.52 (Sewage Treatment Facilities Development Fee)
- Chapter 3.64 (Water Holding and Distribution Development Fee)
- Chapter 3.68 (Storm Drain Facilities Development Fee)
- Chapter 3.72 (Water Treatment and Purification Development Fee)

City of Rialto Source Reduction and Recycling Element

The Source Reduction and Recycling Element (SRRE) is the City's primary planning mechanism for solids waste diversion. This document was prepared in accordance with AB 939 to identify strategies for meeting the mandated 50 percent diversion rate. This plan identifies the solid waste generation for that City in 1991 and indicates that at that time the City's diversion rate was 7.2 percent. The source reduction component of the plan indentifies methods such as use of reusable items as opposed to disposable items to remove products from the waste stream. The four categories of source reduction activities are education/technical assistance, rate structure modifications, economic incentives, and regulatory measures. The recycling component of the plan identifies existing and proposed programs to increase recycling efforts. Additional items addressed in the plan include composting and special wastes.

City of Rialto Urban Water Management Plan

An urban water management plan (UWMP) prepared by a water purveyor documents the availability of an appropriate level of reliability of water service sufficient to meet the needs of various categories of customers during normal, single dry and multiple dry years. Having such a long-term reliable supply of water is essential to protect the productivity of California's businesses and economic climate. The California Water Management Planning Act of 1983 as amended, requires urban water suppliers to develop an UWMP every 5 years in the years ending in zero and five. The City's 2010 Urban Water Management Plan was adopted in August 2011. The City of Rialto is charged with providing safe, good quality, uninterrupted water at a reasonable pressure, to meet health and fire protection needs of that portion of the Town served by the public water system.

Rialto General Plan

The Rialto General Plan provides a framework for the City's physical development of infrastructure addressing all geographic areas in the City. Policies pertinent to utilities and service systems[18] include:

Policy 3-6.1 Coordinate all development proposals with other affected public entities to ensure the provision of adequate public facilities and infrastructure services.

Policy 3-6.2 Work with the school districts to ensure that local school facilities can support the pace of residential development and growth.

Policy 3-6.3 Require an increasing level of public safety infrastructure and service capability tied to population increase and increasing service demand.

Policy 3-6.4 Complete infrastructure master plans for sewer, water, and drainage.

Policy 3-7.1 Link redevelopment tools with the processes of community facilities district formation and other similar funds to improve roadway and utility systems in areas with the greatest need for upgrades.

Policy 3-8.1 Require that all new development or expansion of existing facilities bear the cost of expanding the water system to handle the increased demands which they are expected to generate.

Policy 3-8.2 Pursue all appropriate methods, including litigation, so that all responsible parties compensate for the cleanup of perchlorate contamination. Aggressively pursue all funding sources available to employ the latest technology in water cleanup.

Policy 3-8.3 Shut down any drinking water wells that have perchlorate contamination, and install wellhead treatments to reduce perchlorate to non-detection levels.

Policy 3-8.4 Advocate regular evaluation of the entire water supply and distribution system to ensure its continued adequacy, reliability, and safety.

Policy 3-8.5 Upgrade outdated and undersized water service facilities to prevent unnecessary system failures in the City's water system.

Policy 3-8.6 Work with water agencies to aggressively recharge groundwater basins and prevent excessive water pumping when there are inadequate supplies.

Policy 3-8.7 Develop new sources of water supply, including drilling additional water wells that are free from perchlorate, and expanding recycling water opportunities.

Policy 3-8.8 Work with municipal water districts to explore new water conservation opportunities within Rialto.

Policy 3-8.9 Conserve potable water and utilize reclaimed water for meeting landscaping and irrigation demands as much as possible.

Policy 3-8.10 Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

[18] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 3-9.1 Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.

Policy 3-9.2 Evaluate the wastewater disposal system routinely to ensure its adequacy to meet changes in demand and changes in types of waste.

Policy 3-10.1 Encourage additional recycling in all sectors of the community.

Policy 3-10.2 Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.

Policy 3-10.3 Continue to provide and improve flexible fees and schedules for solid waste collection and recycling programs.

Policy 3-10.4 Continue to educate the community regarding the benefits of solid waste diversion and recycling, and maintain programs that make it easy for all residents and businesses to work toward City waste reduction objectives.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities/service systems if it would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to the wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Santa Ana Regional Water Quality Control Board (RWQCB) and the California Department of Public Health (CDPH). The Santa Ana RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns. California Code of Regulations Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. Therefore, there would be ***no impact***.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage facilities. However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially change the drainage patterns on any site within the City. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies and impacts to water supply would be ***less than significant***. No mitigation is required.

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

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Implementation of the Regional Reduction Plan would not increase solid waste generation. Energy and water usage efficiency improvements would not result in solid waste generation. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?

Implementation of the Regional Reduction Plan would not increase solid waste generation. Energy and water usage efficiency improvements would not result in solid waste generation. Recycling of solid waste as part of the solid waste diversion would comply with all federal, state, and local statutes and regulations related to the recycling of solid waste. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Energy Commission (CEC). 2007. *The Role of Land Use in Meeting California's Energy and Climate Change Goals*. Report CEC-600-2007-008-SD.

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4.16.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory
- Have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 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."

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.16-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Rialto), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.16.1 through 4.16.17 of this EIR.

Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.16.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.16.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significant affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.16.3, 4.16.6, 4.16.8, 4.16.9, 4.16.12, 4.16.13, 4.16.14, 4.16.16, and 4.16.17 of this EIR, respectively.

References

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