CITY OF COLTON
INITIAL STUDY FOR

Agua Mansa Grading Project – CalPortland

DATE:
November 2017

PREPARED FOR

City of Colton

PREPARED BY

City of Colton

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not exempt from CEQA, qualifies for a Negative Declaration or whether or not an Environmental Impact Report (EIR) must be prepared.

1. Project Title: Agua Mansa Grading Project

2. Lead Agency Name: City of Colton
Address: 659 N. La Cadena Dr.
Colton, CA 92324
Tel: 909-370-5527

3. Contact Person: Steve Gonzales, Associate Planner
Phone Number: (909) 370-5527; sgonzales@coltonca.gov

4. Property Location: 1500 W. Agua Mansa Road; Assessor's Parcel Number(s) – 0260-072-08, 0260-072-12 to14, 0275-041-27 to 31, 0275-041-07, 08

5. Project Sponsor: CalPortland (Contact Person: Ron Summers (626) 852-6254)
Address: 2025 E. Financial Way
Glendora, CA 91741

6. General Plan Designation: Heavy Industrial

7. Description of Project: Architectural & Site Plan Review for the placement of engineered fill material and mass grading of an approximately 66-acre undeveloped site in preparation for potential future development as industrial/commercial uses. The project proses to transport crushed and screened fill material from its adjacent plant to the site to raise and level existing grades. Approximately 884,742 cubic yards of engineered fill material will be imported. The proposed import of material and grading of pads is anticipated to occur over a period of 260 days at 5 days a week for 8 hours a day.

8. Surrounding Land Uses and Setting: The project site consists of 12 parcels and is located adjacent to and north of Santa Ana River and South of Agua Mansa Road and the CalPortland Cement Plant and quarry site in the southwestern portion of the City of Colton. The property is undeveloped, relatively flat, and consists primarily of non-native, ruderal vegetation and non-native grasses. The zoning and general plan designations for the subject property is M-2 (Heavy Industrial).

The surrounding zoning /General Plan designation and land uses:

- To the North: M-2 (Heavy Industrial), Heavy Industrial – Industrial use
- To the South: Santa Ana River
- To the East: P-I (Public/Institutional), Public/Institutional – Industrial use
- To the West: P-I (Public/Institutional), Public/Institutional – Industrial use

9. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- City of Colton Planning Commission.

Figure 1: Vicinity Map of Proposed Project
1500 W. Agua Mansa Road

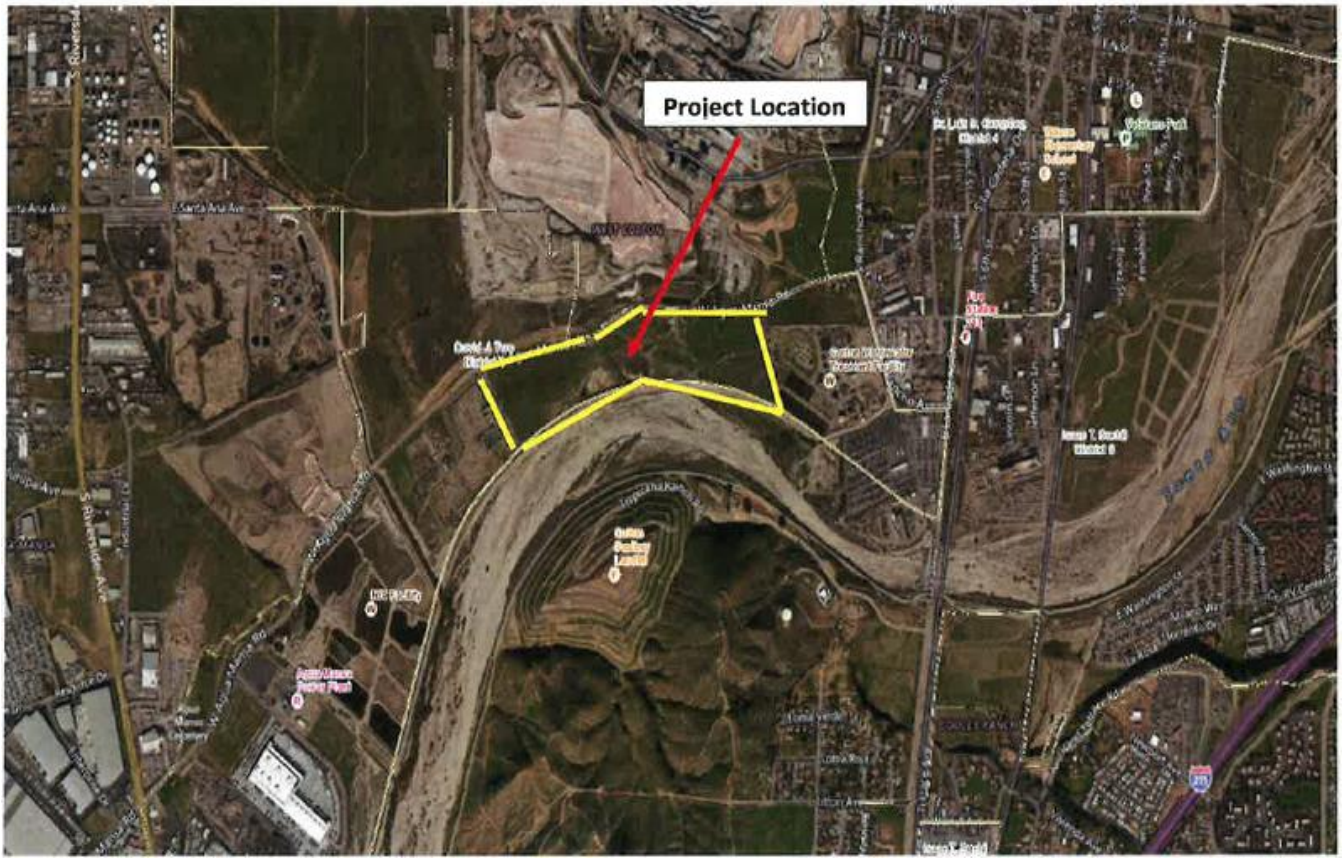

Figure 3: Proposed Site Plan

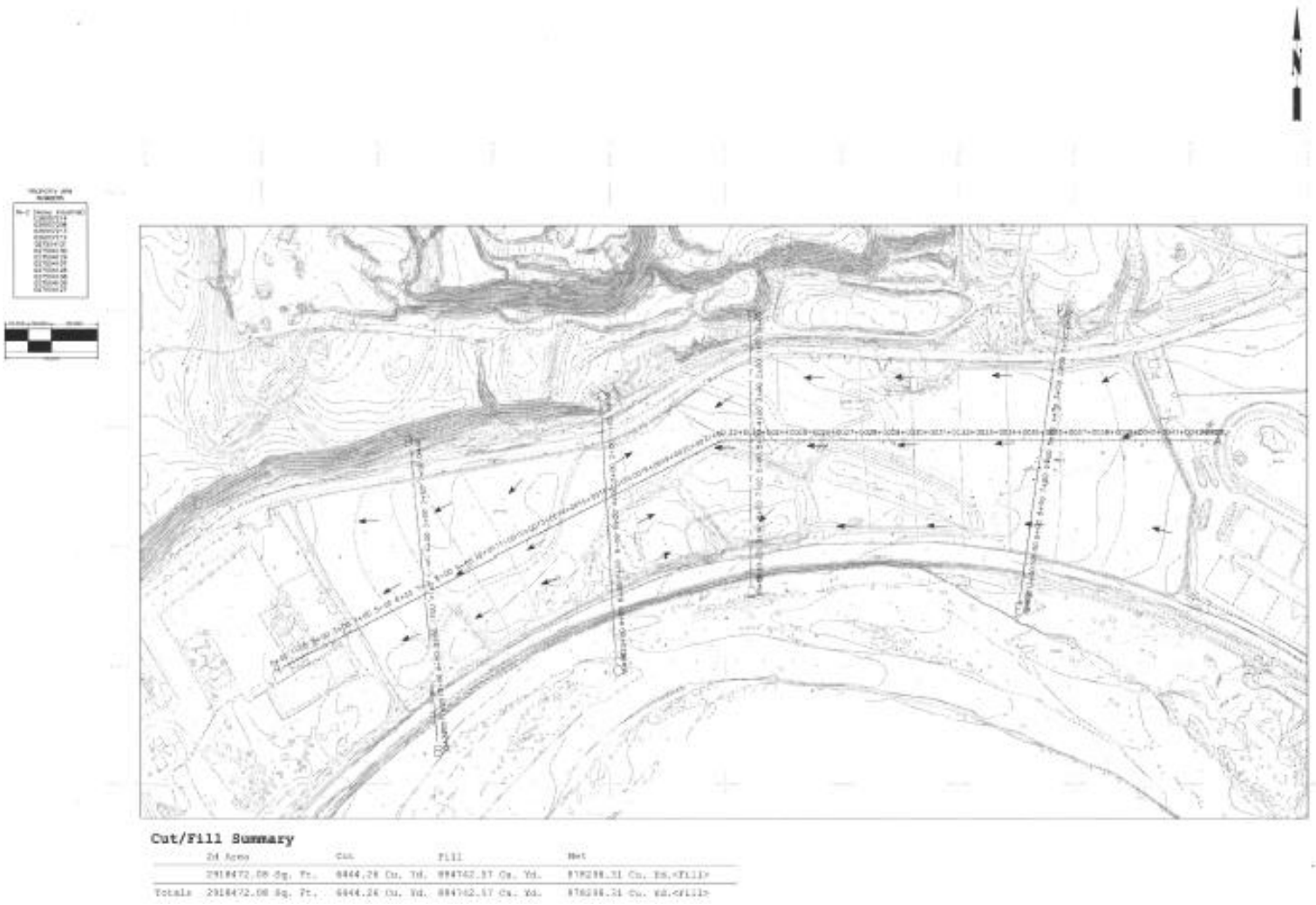

Figure 4: Truck Haul Routes

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated and no mitigation measures are required.

2. **Less than Significant**: No significant adverse impacts are identified or anticipated and no mitigation measures are required.

3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)

4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

On the basis of this Initial Study, the City of Colton Design Review Committee/Planning Commission finds:

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

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

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

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

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

Approved by:

Mark Tomich, Director of Development Services

Date: November 2017

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista as identified in the City's General Plan?	☐	☐	☐	☒
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character of quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area?	☐	☐	☒	☐

Discussion:

I.a No scenic resources or vistas are located in or adjacent to the project areas. Therefore, no publicly recognized scenic resources have been identified within, adjacent to, or visible from the project areas. Views of the San Bernardino and San Gabriel Mountains form a scenic backdrop for the northern portion of the City. These mountains are well outside the project areas and the jurisdiction of the City of Colton. Thus, implementation of the proposed project would have no impact on a scenic vista.

I.b No officially designated or eligible State scenic routes or highways occur in the City of Colton, and thus none are within or near the project areas. Thus, implementation of the proposed project would have no impact on scenic resources within a state scenic highway.

I.c During grading, there would be several temporary visual impacts, such as exposed earth and job-site equipment. These visual impacts are temporary in nature and are considered to have a less than significant impact on surrounding uses.

The proposed project is the fill and mass grading of the site and an end user has not been defined. Any future development would be required would be reviewed for consistency with City standards and subject to review. Thus, implementation of the proposed project would have less than significant impacts.

I.d The proposed project areas are currently urbanized and contain various forms of lighting. Adoption of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views because any future development within the project areas are required to meet Municipal Code requirements addressing the provision for compatible lighting and glare reduction from any new development. Thus, implementation of the proposed project would have less than significant impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production(as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

II.a The California Resources Agency defines Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for San Bernardino County as farmlands which include dryland grains of wheat, barley, oats, and dryland pasture. The project site itself is not mapped by the FMMP.[1] The project site does not meet these characteristics; therefore, no impact would occur and no mitigation is required.

[1] California Department of Conservation, Farmland Mapping and Monitoring Program, 2004.

II.b-e Williamson Act[2] contracts restrict land development of contract lands. The contracts typically limit land use in contract lands to agriculture, recreation, and open space, unless otherwise stated in the contract. The project site is not located within an area covered by a Williamson Act contract; therefore, no cancellation or non-renewal action would occur. The project site is zoned M-2 (Heavy Industrial) by the City. Neither the site nor surrounding properties are currently utilized or planned on being utilized for agricultural uses. Development of the proposed on-site uses would not result in the conversion of Williamson Act contract land or conversion of agriculturally zoned land to a non-agricultural use. No impact related to these issues would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD's "CEQA Air Quality Handbook?"	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people based on the information contained in Project Description Form?	☐	☐	☐	☒

Discussion:

III.a An Air Quality/GHG evaluation was prepared by Lilburn Corp., an environmental consulting firm. The project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bounded by the Pacific Ocean to the west and

[2] The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.

the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County, the non-Antelope Valley portions of Los Angeles County, and the non-desert portions of Riverside and San Bernardino Counties.

The current regional air quality plan is the 2012 Air Quality Management Plan (AQMP) adopted by the SCAQMD on December 7, 2012. The 2007 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of sulfur oxides (SOx), directly emitted $PM_{2.5}$, and nitrogen oxides (NOx) supplemented with volatile organic compounds (VOC) by 2015. The 8-hour ozone control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NOx and VOC reductions, to meet the standard by 2024 assuming a bump-up is obtained.[3] Bump up means a change in classification. The South Coast Air Management District has requested that California Air Resources Board (CARB) formally submit a request to EPA for voluntary re-designation (bump-up) of the South Coast Air Basin from a designation of "severe-17" to "extreme" for 8-hour average ozone and modify the attainment date to June 15, 2024. The Basin is currently a federal and state non-attainment area for PM_{10} and ozone.

The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by the Southern California Association of Governments (SCAG) to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the added emissions generated by the new project has been evaluated and contained in AQMP and would not conflict with or obstruct implementation of the regional AQMP. The proposed project would not conflict with or obstruct implementation of any of the control measures in the AQMP. No impact related to this issue would occur; therefore, no mitigation is required.

III.b. The SCAQMD has developed specific quantitative thresholds that apply to projects within the South Coast Air Basin. The following significance thresholds apply to short-term construction activities:

- *75 pounds per day of ROG*
- *100 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

The following significance thresholds apply to long-term operational emissions:

- *55 pounds per day of ROG*
- *55 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of SO_X*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles. Construction would generally consist of site preparation and grading.

The site preparation phase would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. The project would be required to comply with SCAQMD Rule 403,

[3] Final 2012 Air Quality Management Plan, South Coast Air Quality Management District. Adopted December 7, 2012.

which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403 are required to be complied with.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times daily, preferably in the late morning and after work is done for the day.

   Note - watering three times daily for dust control was assumed in the emissions analysis.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Table 1 summarizes the estimated maximum daily emissions of pollutants occurring during construction.

Table 1
Import Emissions Summary

Source	Maximum Emissions (lbs/day)					
	ROG	**NO_x**	**SOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Dozers	3.9	31.2	14.9	0.0	1.3	1.3
Grader	0.7	4.8	3.5	0.0	0.2	0.2
Misc. Material Handling Eq.	1.3	10.7	5.5	0.0	0.4	0.4
Hauling Trucks[1]	0.5	5.7	2.2	0.0	0.5	0.5
Onsite dust*	0.0	0.0	0.0	0.0	36	36
Total (lbs/day)	**6.4**	**52.5**	**26.0**	**0.0**	**38.4**	**38.4**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD Emission Factors for On-Road heavy Duty Diesel Trucks 2017
[1]SCAQMD Off Road Mobile Source Emissions Factors 2017
* Refer to Grading Construction Fugitive Dust Emission Estimates

As shown in Table 1, construction emissions would not exceed the SCAQMD regional thresholds. With implementation of SCAQMD regulatory requirements referenced above, no mitigation would be required to reduce construction emissions to less than significant.

III.c As stated in the response to Checklist Question III.a, the project is in a non-attainment basin for PM_{10} and ozone. The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. The proposed project is consistent with the City's General Plan; therefore, the cumulative effects associated with development of the proposed uses has already been addressed in the AQMP and impacts are considered to be less than significant with compliance with rule 403, no mitigation is required.

III.d Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, schools, playgrounds, child care centers, and athletic facilities. Although implementation of the project site would temporarily emit construction emissions, such emissions are short-term and would not exceed SCAQMD thresholds, nor are any sensitive receptors located in proximity to the project site. Therefore, impacts related to sensitive receptors issue are considered to be less than significant. No mitigation is required.

III.e During construction, exhaust from diesel-powered vehicles and equipment in use on the site would create odors. These odors are temporary and not likely to be noticeable beyond the project boundaries. The

Proposed Project is the development of future pads. No end use has been identified. No impact is anticipated.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
	☐	☐	☐	☒

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Discussion:

IV.a Biological resources were evaluated by Jericho Systems, a biological resources assessment firm. The Biological Resources Assessment is dated February 17, 2017. A biological resources assessment of the 66-acre site was conducted on February 9 and 10, 2017. Sensitive biological resources are those defined as (1) habitat area or vegetation communities that are unique, are of relatively limited distribution, or are of particular value to wildlife; and (2) species that have been given special recognition by federal, state, or local government agencies and organizations because of limited, declining, or threatened populations. The subject property is unimproved vacant land that does not contain any unique vegetation.

The project site is within and adjacent to critical habitat for the Southwestern willow flycatcher. The site is also located directly north of two other critical habitats, Santa Ana Sucker and Coastal California gnatcatcher. The Southwestern willow flycatcher was not observed on site during the survey and the project site does not contain suitable habitat for this species because the vegetation is primarily non-native, ruderal vegetation. Though the site is within designated critical habitat for this species, the quality of the site is extremely degraded and therefore not suitable for the species. The site also has the potential to be home to the following sensitive wildlife species: San Bernardino Kangaroo rat, burrowing owl, and the Delhi Sands flower-loving fly. No observations or suitable habitat were noted for any of these listed sensitive wildlife species on the project site. The conditions present onsite have been determined to be marginally suitable for the burrowing owl because the height of the surrounding vegetation is taller than the burrowing owl prefer and because of the presence of predator species on site. Due the uses of the site by various nesting birds, a mitigation measure is recommended for a nesting bird survey to be conducted prior to any grading activity. With the implementation of mitigation measures, BIO-1 and BIO-2 requiring a nesting survey and regulation of the time frame for grading activities, implementation of the proposed project are reduced to a less than significant impact.

IV.b Habitats considered sensitive by federal or state resource agencies and other groups are those that have been depleted, are naturally uncommon, or support sensitive species. No riparian habitat is located within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.

IV.c There are no federally protected wetlands located within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.

IV.d The project site is within and adjacent to critical habitat for the Southwestern willow flycatcher. The site is also located directly north of two other critical habitats, Santa Ana Sucker and Coastal California gnatcatcher. The Southwestern willow flycatcher was not observed on site during the survey and the project site does not contain suitable habitat for this species because the vegetation is primarily non-native, ruderal vegetation. Though the site is within designated critical habitat for this species, the quality of the site is extremely degraded and therefore not suitable for the species. The site also has the potential to be home to the following sensitive wildlife species: San Bernardino Kangaroo rat, burrowing owl, and the Delhi Sands flower-loving fly. No observations or suitable habitat were noted for any of these listed sensitive wildlife species on the project site. The conditions present onsite have been determined to be marginally suitable for the burrowing owl because the height of the surrounding vegetation is taller than the burrowing owl prefer and because of the presence of predator species on site.

In light of the existing conditions as described above, the project site is not conducive for foraging ground and localized movement for wildlife and impacts to regional wildlife movement associated with this project is not a factor. No impact related to this issue would occur; therefore, no mitigation is required.

IV.e The City of Colton does not have an adopted ordinance protecting biological resources. Implementation of the proposed project would have no impact.

IV.f The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. Implementation of the proposed project would have no impact.

MITIGATION MEASURES:

With regard to Biological Resources, the following mitigation measures are recommended to reduce the impacts to less than significant.

BIO–1
A nesting bird survey shall be conducted prior to any grading activities taking place during the nesting season (February 1st – August 31st).

BIO–2
Construction should take place outside the nesting season (February 1st – August 31st). If grading cannot be conducted during this time, a project-specific Nesting Bird Management Plan shall be prepared to determine suitable buffers.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e) Other?	☐	☐	☐	☒

Discussion:

V.a-b A cultural resource investigation was prepared by McKenna et al and dated May 28, 2017. The field investigations took place over the course of two field phases from March 9, 10, and 13th and again on May 11, 2017. Although significant areas have been investigated for cultural resources, only a fraction of the project area has been investigated. A minimum of thirty-seven resources were identified in previous studies, two near the project area. A historic irrigation canal running along the northern side of Agua Mansa Road and a sewage treatment plant. The proposed project would avoid both resources. The field study confirmed the presence of numerous examples of historic artifacts scattered throughout the property along with the remanences of structural foundation remains. Approximately twenty identifiable artifacts were found on the project site. The extent of the artifact scatter is considered sparse. The evidence of the site suggests there may be buried archaeological elements within the property. The proposed project does not include excavation of the site. If a future need for excavation and /or grading does occur, mitigation listed below are recommended. Impacts will remain less than significant with mitigation incorporated (CR-1 & C-2).

V.c The project area is not considered sensitive for paleontological resources, as there are sediments resulting from 1862 flooding that exceed thirty feet in depth. The existing soils post-date 1862 and are unlikely to yield evidence of paleontological specimens. Therefore, a less than significant impact is anticipated to occur with implementation of the project.

V.d No evidence is in place to suggest the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, a less than significant impact is anticipated to occur with the development of the project site.

MITIGATION MEASURES:

With regard to cultural resources, the following mitigation measures are recommended for the proposed project.

CR–1
Any earth moving activities associated with excavation shall include the presence of an archaeological monitor. The monitoring should be conducted on a full-time basis until it is determined such monitoring is no longer warranted. The archaeological monitoring program should be undertaken by a monitor trained in historic archaeology and, if evidence of Native American resources is uncovered, a local Native American representative should be added to the monitoring program.

CR–2
If, at any time, evidence of human remains is uncovered, the County Coroner must be notified immediately and permitted to examine the find in situ. If the remains are determined to be of Native American origin, the Native American Heritage Commission will be notified and the Most Likely Descendent (MLD) will be identified. In consultation with MLD, the disposition of the remains will be the responsibility of the property owner.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii Strong seismic ground shaking?	☐	☐	☐	☒
ii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located in a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
	☐	☐	☐	☒

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Discussion:

VI.a. A geotechnical investigation was prepared by CHJ Incorporated, a Geotechnical firm. Grading for the project shall be in conformance with the recommendations specified in a new soils construction and observation report to be submitted with the technical building plans and prior to issuance of a grading permit; therefore, a less than significant impact is anticipated to occur; therefore, no mitigation for this issue is required.

The project site is located outside of an Alquist-Priolo Special Studies Zone. Although the site is outside the Alquist-Priolo Special Study Zone, nearby faults, which could produce significant ground shaking during an earthquake event, could potentially affect it. The fault nearest to the project site is the San Jacinto Fault.

The San Jacinto Fault is a right-lateral strike-slip, minor right-reverse fault located approximately 0.3 miles south of the site. The San Jacinto Fault is 130 miles long affecting communities including San Bernardino, Loma Linda, Hemet (in Riverside County), and Ocotillo Wells (in Imperial County). The last major earthquake on the San Jacinto was on April 9, 1968 when a 6.5 M_w occurred on the Coyote Creek segment. A possible earthquake occurring on the San Jacinto Fault could be 7.5 M_w.

Earthquakes, due to their ground acceleration and shifting, can cause major damage to buildings and create dangerous hazards to people through injury or death. Development in the seismically active southern California region must mitigate these potential hazards through strict adherence to the California Building Code (CBC) and recommendations by geotechnical engineers. The proposed project is located outside the Alquist-Priolo Special Studies Zone, and the developer will be required to implement established building construction requirements. The impact from earthquake hazards is therefore found to be less than significant.

The site is located outside the areas subject to landslides, mudslides, subsidence or other similar hazards as identified in the City's General Plan. No impact related to this issue would occur; therefore, no mitigation is required.

VI.b During the construction phase (grading), project dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. To avoid the erosion of soils due to storm water, the construction contractor would be required to install and maintain the Best Management Practices (BMPs) required in the project Storm Water Pollution Prevention Program (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) permit. Refer to the Hydrology section of this Initial Study for a comprehensive discussion. To avoid soil erosion due to construction traffic, standard conditions would be implemented that would control soil loss and also contribute to the reduction

in air contaminants associated with minute soil particles ten microns in diameter or less, referred to as PM_{10}.

VI.c Liquefaction is a process in which strong ground shaking causes saturated soils to lose their strength and behave as a fluid. Ground failure associated with liquefaction can result in severe damage to structures. The geologic conditions for increased susceptibility to liquefaction are: 1) shallow depth to groundwater (i.e. less than 50 feet); 2) presence of unconsolidated sandy alluvium, typically Holocene in age; and 3) strong ground shaking. All three of these conditions must be present for liquefaction to occur.

Site calculations indicate that liquefaction could occur within thin localized layers of the Project Site and indicates settlement could range from approximately 0.0 to 4.0 inches. It is assumed the site will be filled to an elevation approximately equal to the top of the existing levee. Based on this assumption, the seismic settlement is estimated to be between .5 inch and 3-1/4 inches. This will result in some surface manifestation of liquefaction without further liquefaction mitigation. The impact from liquefaction is therefore found to be less than significant.

VI.d All soils materials encountered during site investigation were sufficiently granular to be noncritically expansive. The need for specialized construction procedures to specifically resist expansive soil forces is not anticipated at this time. The impact from expansive soils is therefore found to be less than significant.

VI.e The disposal of waste water generated by the proposed project will be through the City maintained sanitary sewerage system.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion:

VII.a An Air Quality/GHG evaluation was prepared by Lilburn Corp., an environmental consulting firm. All new development is required to address a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is used to identify and mitigate project emissions. The proposed project is expected to generate less than the threshold. As shown

on the table below, the project would generate 1,007.0 metric tons of CO2e per year. Impacts related to these issues would be less than significant; therefore, not mitigation is required.

VII.b the project will not conflict with the City of Colton Climate Action Plan (CAP), adopted on November 1015 identifying measures to reduce greenhouse gas (GHG) emissions to meet State and Federal Targets. No impacts to this issue would occur; therefore, no mitigation is required

Table 4
Construction Emissions Summary Greenhouse Gas Emissions (lbs/day)

Source/Phase	CO_2	CH_4	N_20^2
Dozer	3,824	0.4	0.0
Grader	798	0.1	0.0
Misc. Material Handling EQ.	1,692	0.1	0.0
Hauling Trucks	1,430.7	0.0	0.0
Total (lbs/day)	7,744.7	0.0	0.0
Total $MTCO_2e$	**1007.0**		
SCAQMD Threshold	3,000		
Significant	**N/A**		

Source: SCAQMD 2017 Offroad Mobile Source Emission Factors
1-SCAQMD, Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks 2017
2-California Climate Action Registry General Reporting Protocol, 20091, Table C-4;
Note: 260 day construction schedule

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity if a private airstrip, would the project result in a safety hazard for people residing or working in the project area.	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

VIII.a Implementation of the proposed project would result in mass grading only of the project site. No building construction is proposed at this time. No manufacturing, or other uses that would utilize hazardous materials as part of daily operations are included in the proposed project. Therefore, implementation of the project would result in no impacts. No mitigation is required.

VIII.b No building construction is proposed at this time. Past soil disturbances and the passage of time would have diluted any agricultural chemicals that may have been previously applied to the project site. Therefore, impacts related to this issue are less than significant. No mitigation is required.

VIII.c The proposed project is the fill and mass grading of the site and an end user has not been defined. Construction activities would not create a significant hazard and would follow Best Management Practices (BMPs). Therefore, a less than significant impact is anticipated to occur. No mitigation is required.

VIII.d Pursuant to the California Government Code (Section 65962.5[E]), the project site is not listed in the State of California Hazardous Waste and Substances Site List (Cortese list).[4] No impact related to this issue would occur; therefore, no mitigation is required.

VIII.e The project site is not located within an Airport Influence Area[5] or within 2.0 miles of an airport. No impact related to this issue would occur; therefore, no mitigation is required.

VIII.f The proposed project is not located within the vicinity of a private airstrip.

VIII.g Construction activities, which may temporarily restrict vehicular traffic, will be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. No significant impact related to this issue would occur; therefore, no mitigation is required.

VIII.h The project site is not located in an urban-wildland interface area. The proposed grading activities would be required to adhere to all applicable standards established in the City's Municipal Codes. Furthermore, the project would be reviewed and approved by the Colton Fire Department (CFD). No significant impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or	☐	☐	☒	☐

[4] *Hazardous Waste Substance and Sites List (Cortese List)*, California Department of Toxic Substance Control, http://www.envirostor.dtsc.ca.gov/public/search.asp, site accessed October 30, 2017.

[5] City of Colton General Plan Update, Environmental Impact Report, May 2013 – Hazards and Hazardous Materials, p. 4.8-2

river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d) 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 which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, such as from areas of material storage, vehicle or equipment maintenance (including washing or detailing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor areas?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) 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? (Panel No. 06071C7930H)	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion:

IX.a A hydraulic analysis was prepared by Chang Consultants, a Civil Engineering firm. The project will not violate any water quality standards or waste discharge requirements. The proposed project will be required to prepare a Water Quality Management Plan and Storm Water Pollution and Prevention

Plan (SWPPP), which include best management practices for water quality management. The City is also a co-permittee with the County of San Bernardino in the implementation of the National Pollution Discharge Elimination (NPDES) program, which implements standards for water quality associated with surface water. These standards will assure that the construction of the project will not degrade storm water, and will not release storm water into the City's storm drainage system in an improper or unsafe manner.

Construction-Related Impacts. Construction of the proposed development will require grading activities, which may allow eroded soils and other pollutants to enter the storm drain system. Pollutants such as sediment, nutrients, heavy metals, toxic organics, trash and debris, and contaminants may be conveyed by storm runoff of impermeable surfaces (e.g., parking lots). The City implements National Pollutant Discharge Elimination System (NPDES) requirements for surface water discharge for all qualifying projects, including the project site.

Any construction project resulting in the disturbance of 1.0 acre or more requires an NPDES permit. Additionally, the City has prepared a Storm Water Pollution Prevention Plan (SWPPP) that details the Best Management Practices (BMPs) that will be implemented during construction to mitigate construction-related water quality impacts. Development of the project site is in excess of one acre; therefore, the project is required to obtain coverage under an NPDES permit. During the construction period, the project would use a series of BMPs to reduce erosion and sedimentation. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor would be required to actively maintain the SWPPP and an inspection log. Both the SWPPP and inspection log are required to be on site at all times in the event a site inspection is conducted by City or representatives of the RWQCB. With implementation of the erosion/sedimentation/pollution control measures required in the NPDES construction permit, short-term construction-related water quality impacts would be reduced to below a level of significance.

IX.b The proposed project will utilize domestic water for landscaping and for domestic uses. The 2011 San Bernardino Valley Regional Urban Water Management Plan documents water supply reliability and outlines water use efficiency measures adopted to ensure adequate water supply in the service area. Included in the UWMP is an estimate of future needs based on population growth in the City. The proposed project is consistent with existing land use designations utilized to determine future water demand; therefore, the proposed project would be included in the City of Colton's determination of future water demand.

IX.c/d The project site is primarily undeveloped and does not contain any surface water features. Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level. The receiving water for runoff from this area is the Santa Ana River. There have not been any pre-existing water quality problems identified in conjunction with this site.

IX.e The City of Colton requires that residential, commercial and industrial projects retain all storm water onsite and that the new drainage system be designed to meet a 50-year storm event. The drainage system design will be reviewed by the City Public Works Department to ensure adequate capacity and compliance with City standards. This impact is less than significant. Polluted runoff

from the project site during grading could include sediment from soil disturbances; oil and grease from construction equipment, roadways and parking lots; and gross pollutants such as trash and debris. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level. Impacts related to this issue are anticipated to be less than significant.

IX.f Because the project proponent would be required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the City of Colton, a less than significant impact related to this issue is anticipated to occur with the implementation of the proposed project.

IX g/h The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. No impact related to this issue would occur; therefore, no mitigation is required.

IX.i/j The site does not have the potential to produce mudflows due to the relatively flat and moderately sloped topography of the site, and it is not in proximity to the ocean or other water bodies to be affected by a tsunami or seiche. Flood control in the City provides an integrated approach to manage regional and local drainage flows. This system includes debris basins, storm channels, and levees. The project site is not located within the potential inundation area of dams or major water courses. No impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

X.a The project will not physically divide an established community. The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. The subject site is located within an established industrial area of the City. Therefore, the project will not physically divide existing communities or the current pattern of development. No impact related to this issue would occur; therefore, no mitigation is required.

X.b The proposed project is located in the M-2 (Heavy Industrial) Zone. The Heavy Industrial Zone is intended to include heavy manufacturing, distribution, assembly, resource mining, storage, and similar activities not normally compatible near residential development. The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. Because any future development would be developed consistent with the standards established by the City in its Zoning Code and additional requirements (conditions) imposed through Architectural and Site Plan Review, no impacts related to this issue would occur. No mitigation is required.

X.c. The project site does not lie within a habitat conservation plan or a natural community conservation plan area; therefore, no conflict with such plans would result from the development of the proposed on-site use. No impact related to this issue would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐
c) Be located in a Mineral Resource Zone as adopted by the State Mining and Geology Board and identified in the City's General Plan?	☐	☐	☒	☐

Discussion:

XI.a–c According to the California Department of Conservation Division of Mines and Geology, the Project site is located in a Mineral Resource Zone (MRZ) that is classified as MRZ-2. It is defined

as an area where adequate information indicate that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. Resources found in the area consist of Holocene alluvium deposits, clay, sand and gravel. The resources found Project Site are commercially available in the southern California region without any constraint and no potential for adverse impacts to natural resources base supporting these materials is forecast to occur over the foreseeable future. A less than significant impact related to this issue is anticipated to occur with the implementation of the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or Development Code, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive ground borne vibration or groundbourne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion:

XII.a The project site is located in an industrial area of the City. The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. Noise impacts to the project itself would not be significant since the existing ambient noise level is impacted by several sources including the adjacent roadways. The closest sensitive receptors (residential areas) are located approximately 1 mile southeast of the project area. As such, stationary noise sources associated with implementation of the proposed project would result in a less-than-significant impact and no mitigation would be required.

XII.b It is assumed for this project that the roadway surface would be smooth enough that groundborne vibration from street traffic would not exceed the impact criteria. In addition, any ground borne noise or vibration would occur only intermittently during grading for the project. Any potential impact associated with ground borne noise or vibration would be short-term and less than significant; therefore, no mitigation is required.

XII.c The project site is not located in an area where the existing or future noise levels exceed the 65 dB exterior standard established by the City. Noise increases are anticipated to result from vehicle activity. No significant long-term noise impacts would occur. No mitigation is required.

XII.d The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. This project is consistent with the General Plan and the zoning ordinance. No impact related to this issue would occur; therefore, no mitigation is required.

XII.e-f The project site is not located within the San Bernardino International Airport's Planning Boundaries, or within the noise contours identified for this air facility. No impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

XIII.a The proposed project will not induce substantial population growth in the area, either directly or indirectly. The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. No impact would result from development of the proposed project; therefore, no mitigation is required.

XIII.b/c The project site is vacant and unimproved. Implementation of the proposed project would not cause a loss of existing housing, or the displacement of existing residents. No impact would result from development of the proposed project; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order nseto maintain acceptable service ratios, respo times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection, including medical aid?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks or other recreational facilities?	☐	☐	☐	☒
Other governmental services?	☐	☐	☐	☒

Discussion:

XIV.a Fire prevention, fire protection, and emergency medical assistance (initial paramedical response) in the City of Colton are provided by the Colton Fire Department (CFD). Currently, the CFD responds to calls within the project area from the Colton Fire Station (Station 213), located at 1100 South la Cadena Drive in Colton. Support for Station 213 would be supplied as required by other City stations. Adequate fire service response to the project site can be provided.

Police Protection. Police protection services are provided by the City of Colton Police Department (CPD) located at 650 North La Cadena Drive. The proposed project will not result in an increase in demand for police protection services sufficient to require the construction of new police facilities.

School Facilities. Implementation of the proposed project use will not increase student attendance at any of the existing school facilities. The proposed project will not result in an increase in demand for school services sufficient to require the construction of new school facilities.

The project would be required to adhere to standards and provisions set forth by the City in the event that the proposed project would affect other governmental services. Because adherence to these standards and provisions is required of all development projects, less than significant impacts related to this issue are anticipated to occur with the development of the project site.

The proposed project's effect on recreational services is discussed in the Response to Questions XV.a–b.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Other:	☐	☐	☐	☒

Discussion:

XV.a The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. As such, no impacts related to this would occur.

XV.b The proposed project does not include recreational facilities or require the construction of recreational facilities that would have an adverse effect on the environment. No mitigation is required.

XV.c There are no other impacts related to recreation associated with the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Discussion:

XVI .a Because the proposed project only involves mass grading of the subject property and no building construction for a specific use, implementation of the project will not result in vehicle trips associated with a use. However, the project will generate approximately 170 daily trips or approximately 22 trips per hour on average 5 days per week, 8 hours per day from approximately 7am to 3pm, Monday through Friday over a period of approximately 260 days of construction trucks making trips from the CalPortland Cement Plant located across the street to the project area for the transportation of fill material. The proposed project is not expected to generate any new permanent trips for a new or existing use, rather the project would only generate short-term construction trips that would only involve crossing the street (Agua Mansa Road, see Figure 4-Truck Haul Routes) to access the project area. The existing roadway (Agua Mansa Road) capacity is designed to accommodate industrial truck traffic. The transportation of fill material to the project area

will be required to follow standard protocol for the City of Colton construction/development traffic flow on Agua Mansa Road. Therefore, the project will have a less than significant impact. No mitigation measures are required.

XVI .b The proposed project will not exceed, either individually or cumulatively, a level of service standard established by the county congestion management plan (CMP) for designated roads and highways. Therefore, the project will have a less than significant impact. No mitigation measures are required.

XVI.c The nearest airport to the project site is San Bernardino International Airport, located approximately 8 miles northeast of the project site. Implementation of the project would not impact the frequency or pattern of air traffic at San Bernardino International Airport. Therefore, no impact would occur with the development of the project site.

XVI.d The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. Implementation of the project does not include the design of any new roadways. Implementation of the proposed project would include construction trucks utilizing Agua Mansa Road. Because the truck haul routes will result with a minimal distance on a public road (See Figure 4), on a short term construction basis only, roadway/pavement impacts would less than significant. To ensure implementation of the proposed project does not create any roadway hazard-related impacts, Mitigation Measure TC-1 is included to require a "flagman" during construction hours to control truck street crossing from the CalPortland cement site to the project site on Agua Mansa Road. Implementation of proposed Mitigation Measure TC-1 would reduce potential road hazard related impacts to less than significant.

XVI.e. The design, construction, and maintenance of structure, roadways, and facilities must comply with applicable City standards related to emergency access and evacuation plans. Any construction activity that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to applicable City access control measures would reduce potential impacts related to this issue to a less than significant level.

XVI.f The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. Therefore, no impact would occur with the implementation of the project site with regard to on-site parking.

XVI.g The proposed project does not include any building construction with a proposed use; therefore, no impact related to this issue would occur.

MITIGATION MEASURES:

With regard to Transportation/Traffic, the following mitigation measure is recommended for the proposed project.

TC–1
To ensure implementation of the proposed project does not create any roadway hazard-related impacts, a "flagman" during construction hours shall be required to control truck street crossing from the CalPortland cement site to the project site on Agua Mansa Road.

		Mitigation Incorporation		
XVII.	**TRIBAL CULTURAL RESOURCES** – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in public resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1 In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion:

XVII. a-b For the proposed project a current list was obtained from NAHC and listed tribes were notified. One tribe, San Manuel Band of Mission Indians requested consultation to provide resources, history and to ensure mitigation measures are provided for the proposed project. Appropriate mitigation measures, CR-1 thru CR-2, have been included.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII.	**UTILITIES AND SERVICE SYSTEMS** – Would the project:				
a)	Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the	☐	☐	☒	☐

construction of which would cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion:

XVIII.a Project implementation will not violate any water quality standards or waste discharge requirements. The applicant is required to comply with requirements of the City Public Works Department and ensure that Best Management Practices (BMPs) are followed during construction. Under Section 402 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharges to waters of the U.S. Waters of the U.S. including rivers, lakes, and their tributary waters. Waste discharges include discharges of storm water and construction project discharges. The City has a permit from the RWQCB for all wastewater generated within its boundaries. Because the project proponent would be required to adhere to wastewater discharge requirements found within the NPDES permit process as well as provisions required by the City of Colton, a less than significant impact related to this issue would result from implementation of the proposed project.

XVIII.b Water and wastewater facilities and services are presently provided to the overall vicinity. The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. The project will be accommodated by existing services and facilities; therefore, impacts related to the installation and operation of wet utility infrastructure would be less than significant.

XVIII.c implementation of the project will not increase the need for expansion of existing or additional facilities. The existing drainage system will accommodate the proposed project. Please refer to the response to the response to Checklist Questions IX.c–e.

XVIII.d Water facilities and services are presently provided to the project vicinity. The water supply for the proposed water trucks for the project area will be provided by West Valley Water District (WVWD) of which the 2010 San Bernardino Valley Regional Urban Water Management Plan has projected a surplus for supply and demand through 2035. The project will not significantly burden water supplies. Sufficient water supplies are available to service the project. The proposed project would not create additional demand on the local or regional water supply and distribution system sufficient to require the construction of new facilities, therefore, no impact related to this issue would occur.

XVIII.e Implementation of the project will not increase wastewater demands. Sufficient wastewater service can be provided to the site. No impacts related to the provision of sewer or wastewater treatment services would occur; therefore, no mitigation is required.

XVIII.f The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time, therefore, no impacts associated with this issue would occur. No mitigation is required.

XVIII.g The proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, state, and federal solid waste disposal standards. Because the proposed project is required to these regulations, no impacts related to this issue are anticipated to occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project 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 major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past	☐	☐	☒	☐

projects, the effects of other current projects, and the effects of probable future projects.)

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

Discussion:

XIX.a With implementation of mitigation measures, the proposed project consisting only of mass grading would not have the potential to degrade the quality of the environment. The proposed project would have a potential for Biological Resources, Cultural Resources, and Traffic/Transportation impacts during site grading. However, with the incorporation of BIO-1-2, CR-1-2, and TC-1 these potential impacts would be reduced to less than significant levels. The project site is located within the proximity of the San Jacinto Fault and the San Andreas Fault. Potential hazards generated by seismic activity in the southern California region are mitigated through strict adherence to the California Building Code and recommendations of the geotechnical engineers.

XIX.b The project does not have impacts that are individually limited but are cumulatively considerable. The City's General Plan EIR, adopted in 2013, identified the cumulative impacts from development consisted with the Plan. Furthermore, due to the proposed project that does not involve building construction, the service needs and impacts relative to traffic, parking, water, schools and other services are not cumulatively considerable. Based on this, the project does not have impacts that are individually limited, but cumulatively considerable.

XIX.c The proposed project is the fill and mass grading of the site and an end user has not been defined. No building construction is proposed at this time. The project would not consist of any use or any activity that would negatively affect any persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts, less-than-significant impacts, or less than significant impacts with mitigation. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

MITIGATION MEASURES:
The following mitigation measures would be required to reduce potential impacts to a less than significant level.

With regard to Biological Resources, the following mitigation measures are recommended to reduce the impacts to less than significant.

BIO–1
A nesting bird survey shall be conducted prior to any grading activities taking place during the nesting season (February 1st – August 31st).

BIO–2
Construction should take place outside the nesting season (February 1st – August 31st). If grading cannot be conducted during this time, a project-specific Nesting Bird Management Plan shall be prepared to determine suitable buffers.

With regard to Cultural Resources, the following mitigation measures are recommended for the proposed project.

CR–1
Any earth moving activities associated with excavation shall include the presence of an archaeological monitor. The monitoring should be conducted on a full-time basis until it is determined such monitoring is no longer warranted. The archaeological monitoring program should be undertaken by a monitor trained in historic archaeology and, if evidence of Native American resources is uncovered, a local Native American representative should be added to the monitoring program.

CR–2
If, at any time, evidence of human remains is uncovered, the County Coroner must be notified immediately and permitted to examine the find in situ. If the remains are determined to be of Native American origin, the Native American Heritage Commission will be notified and the Most Likely Descendent (MLD) will be identified. In consultation with MLD, the disposition of the remains will be the responsibility of the property owner.

With regard to Transportation/Traffic, the following mitigation measure is recommended for the proposed project.

TC–1
To ensure implementation of the proposed project does not create any roadway hazard-related impacts, a "flagman" during construction hours shall be required to control truck street crossing from the CalPortland cement site to the project site on Agua Mansa Road.

REFERENCES. The following references cited in the Initial Study are on file and/or information pertaining to this subject can be inquired in the Development Services Department.

1. City of Colton General Plan
2. City of Colton General Plan Land Use Plan/Zoning Districts Map
3. City of Colton Development Code (Title 18 of the Colton Municipal Code)
4. Biological Resource Assessment, Jericho Systems Incorporated, November 30, 2016
5. Geology and Soils Assessment, CHJ Consultants, April 8, 2016
6. Hydraulic Analysis, Chang Consultants, October 2, 2016
7. California Department of Fish and Wildlife: https;/www.wildlife.ca.gov
8. California Department of Conservation Division of Mines and Geology, Mineral Land Classification Map, 1987
9. Air Quality & GHG Evaluation, Lilburn Corp., March 2017
10. Cultural Investigation, Jeanette McKenna et al, April 2017
11. West Valley Habitat Conservation Plan
12. Alquist-Priolo Earthquake Fault Zones Map
13. South Coast Air Quality Management District, CEQA Air Quality Handbook
14. Federal Emergency Management Agency, Flood Insurance Rate Maps
15. Santa Ana Regional Water Quality Control Board
16. California Department of Conservation, Farmland Mapping and Monitoring Program, 2004.
17. State of California Public Resource Code
18. California Integrated Waste Management Board, Solid Waste Information System, www.ciwmb.ca.gov.swis
19. Southern California Association of Governments (SCAG) http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls
20. Hazardous Waste Substance and Sites List.