HILLWOOD CENTER STREET INDUSTRIAL PROJECT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lead Agency:

City of Colton
659 N. La Cadena Drive
Colton, California 92324

Prepared by:

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Riverside, California 92507
LSA No. CLT1702

November 27, 2017

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APPENDICES (on CD)

FIGURES

TABLES

1.0 INTRODUCTION

NOTE: The following is a sample form and may be tailored to satisfy project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in the State and Local CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. **Project Title:** Center Street Industrial Development (Development Permit No. DAP-001-446)

2. **Lead Agency Name and Address:** City of Colton
650 N. La Cadena Drive
Colton, California 92324

3. **Contact Person and Phone Number:** Steve Gonzales, Associate Planner

4. **Project Location:** The project site is located north of Center Street and south of Pellisier Road/Highgrove Channel, between Main Street and Orange Street in the City of Colton in southwestern San Bernardino County (see Figures 1 and 2). The project site consists of Assessor's Parcel Numbers (APN) 027-70-2267 and 027-70-2268 and is within the United States Geological Survey (USGS) *San Bernardino South, California* Quadrangle within the Jurupa (Stearns) Land Grant. Photographs of the site and surrounding area are presented in Figure 3.

5. **Project Sponsor's Name and Address:**
Kathy Hoffer, Hillwood. 901 Via Piemonte, Suite 175, Ontario, CA 91764

6. **General Plan Designation:** Light Industrial 7. **Zoning:** Light Industrial (M-1)

Description of Proposed Project: The proposed project site plan consists of one light-industrial building with a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, on approximately 12.4 acres (Figure 5A). The office space would be located in the southwest and southeast corners of the building along Center Street, with warehouse uses taking up the remainder. The proposed project includes 52 loading doors organized in "cross dock" fashion, with 104 automobile parking stalls and 98 trailer parking stalls. Project access is proposed northbound via two separate driveways off of Center Street along the south side of the project site. The eastern driveway will enter the project site directly off of Center Street, and the western driveway will enter the project site via a proposed cul-de-sac proceeding 350 feet northbound off of Center Street. The maximum building height will be 40 feet, and the project will have a floor to area ratio (FAR) of 0.46. A City-sponsored sewer pump or lift station will be constructed in the southwest corner of the project site, adjacent to and west of the proposed cul-de-sac.

Although the building is intended to be used as a warehouse distribution facility, the end user has not been identified at this time; therefore, specific details about the future operation of the warehouse facility is not currently available. It is assumed up to 25 percent of the warehouse space may be refrigerated. Additionally, because the end user is not known at this time, the applicant has requested approval for future tenants to operate 24 hours per day/7 days per week depending on business/operational needs, and accordingly, the environmental evaluation will assume this level of activity is part of the proposed project. The project also includes construction of a sewer pump station in the southwest corner of the site that would be operated and maintained by the City.

Access Option Site Plan. The Initial Study will also examine impacts of a site plan that has an access option different than the proposed project. This option would allow for construction of a street along the western boundary of the site, providing through access for the Pellisier Ranch property to the north (Figure 5B). The access option site plan would have one light-industrial building the same square footage (236,512) as the proposed project, but on approximately 10.75 acres (Figure 5B) to make provisions for a street along the western boundary of the project site to be constructed by the City in the future to provide through access for the Pellisier Ranch property to the north to serve the *Northside Neighborhood & Pellissier Ranch Inter-Jurisdictional Specific Plan.*[1] Additionally, the office space would be located in the southwest and northwest corners of the building along the future through street frontage, with warehouse uses taking up the remainder.

[1] Northside Specific Plan Baseline Opportunities & Constraints Analysis (June 2017). Figure 1 - Study Area Boundary. http://northsideplan.com/wp-content/uploads/2017/06/Northside_Specific_Plan_Baseline_Report_June2017.pdf (Accessed July 3, 2017).

This site plan includes 24 dock doors but only on the east side of the building, with 178 automobile parking stalls and 43 trailer parking stalls. Project access under the access option site plan is proposed via four driveways: One driveway enters the project site northbound off of Center Street along the south side of the project site, while three driveways enter the project site eastbound off of a proposed north-south roadway connecting Center Street to Pellisier Road along the west side of the project site. The maximum building height will be 40 feet and the project FAR will be 0.505. As under the proposed site plan, a City-sponsored sewer pump station will be constructed in the southwest corner of the project site, adjacent to the west of the proposed north-south roadway connecting Center Street to Pellisier Road. Similar to the proposed project, the access option site plan would have an unidentified end user and would assume up to 25 percent of the warehouse space to be refrigerated and 24 hours per day/7 days per week operations.

Construction Activities. Construction of the project site (under both the proposed project and access option site plan) will involve site clearing, rough grading and compaction, pouring of concrete and asphalt, and construction of a single warehouse structure.

8. **Surrounding Land Uses and Setting:** The project site is currently undeveloped with sparse weedy vegetation (see Figure 3). The vast majority of the project site is fallow, former agricultural land. One above-ground water storage tank that supported former agricultural use of the site is located in the south-center portion of the project site. The project site is surrounded by light-industrial and commercial storage yards to the north and east with vacant land farther to the north and south across Center Street. An automobile tow yard and materials recycling yard are located adjacent to the west, a public park is located approximately 660 feet (0.12 mile) south of the project site, and the nearest definitive residential uses are single-family homes located 2,600 feet (0.5 mile) to the east along Center Street. Two structures located 900 feet southeast and southwest of the project site, respectively, may be currently utilized as residences; however, field reconnaissance of these structures from the public right-of-way could not conclude if they are being used as residences or business offices serving the material scarp yard industry since both lots stage multiple trailers, boats, and automobiles (Figure 2). For the purposes of a CEQA "worst-case scenario" analysis, the two structures located 900 feet southeast and southwest of the project site, respectively, will be assumed utilized as residences. Finally, the project site is located approximately 1,800 feet (0.34 mile) east of the Santa Ana River.

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

    a. South Coast Air Quality Management District (SCAQMD) - Dust Control Plan
    b. Regional Water Quality Control Board (RWQCB), Santa Ana Region - National Pollutant Discharge Elimination System (NPDES) Construction General Permit
    c. RWQCB, Santa Ana Region – Waste Discharge Requirement (WDR)
    d. Santa Ana Regional Water Quality Control Board – Water Quality Management Plan (WQMP); and
    e. Santa Ana Regional Water Quality Control Board – Storm Water Pollution Prevention Plan (SWPPP).

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, has consultation begun?

    City sent AB 52 consultation notification letters to Native American tribal groups/representatives in mid-September 2017 and the 30-day consultation notification period ended in mid-October 2017. Three (3) tribes responded via written letter: The Twenty-nine Palms Band of Mission Indians and Agua Caliente Band of Cahuilla Indians defer to the comments of other tribes, and the San Manuel Band of Mission Indians requests to be a consulting party under CEQA for the proposed project.

    Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential significant impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (See Public Resource Code Section 21083.3.2.). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resource Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resource Code section 21082.3(c) contains provisions specific to confidentiality.

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FIGURE 1

N

0 1000 2000
FEET

Center Street Industrial Project

Regional and Project Location

SOURCE:Bing Aerial, 2016; ESRI Streetmap, 2013/Riverside County, 2015.

I:\CLT1702\Reports\Environ\IS_MND\fig1_RegLoc.mxd (9/25/2017)

LSA

LEGEND

Project Site

FIGURE 2

N

0 350 700

FEET

Center Street Industrial Project

Project Area

SOURCE:Bing Aerial, 2016; ESRI Streetmap, 2013/Riverside County, 2015.

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LSA

LEGEND

Project Site

Photo Location

N

0 100 200

FEET

SOURCE: GoogleEarth, 2016

FIGURE 3

Center Street Industrial Project

Photo Locations

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Photograph 1: *Overview of Project Site facing southwest.*

Photograph 2: *View looking east towards adjacent industrial uses with Box Springs Mountain in background.*

Photograph 3: *View looking north towards Pellissier Ranch with the La Loma Hills in the background.*

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FIGURE 4A

Center Street Industrial Project

Site Photographs

Photograph 4: *View looking west towards adjacent industrial uses with Jurupa Hills in background.*

Photograph 5: *View looking east towards remnant facilities on site.*

Photograph 6: *View looking south across Center Street with AB Sports Complex in the background.*

Photograph 7: *View looking east from the south side of the project site along Center Street with Box Springs Mountains in the background. San Gorgonio peak can be seen in the far background.*

LSA

FIGURE 4B

Center Street Industrial Project

Site Photographs

Photograph 8: *View looking west from the south side of the project site along Center Street with the Jurupa Hills in the background.*

Photograph 9: *View looking north from the parking lot entrance of AB Sports Complex. The truck is on Center Street. The La Loma Hills are in the background.*

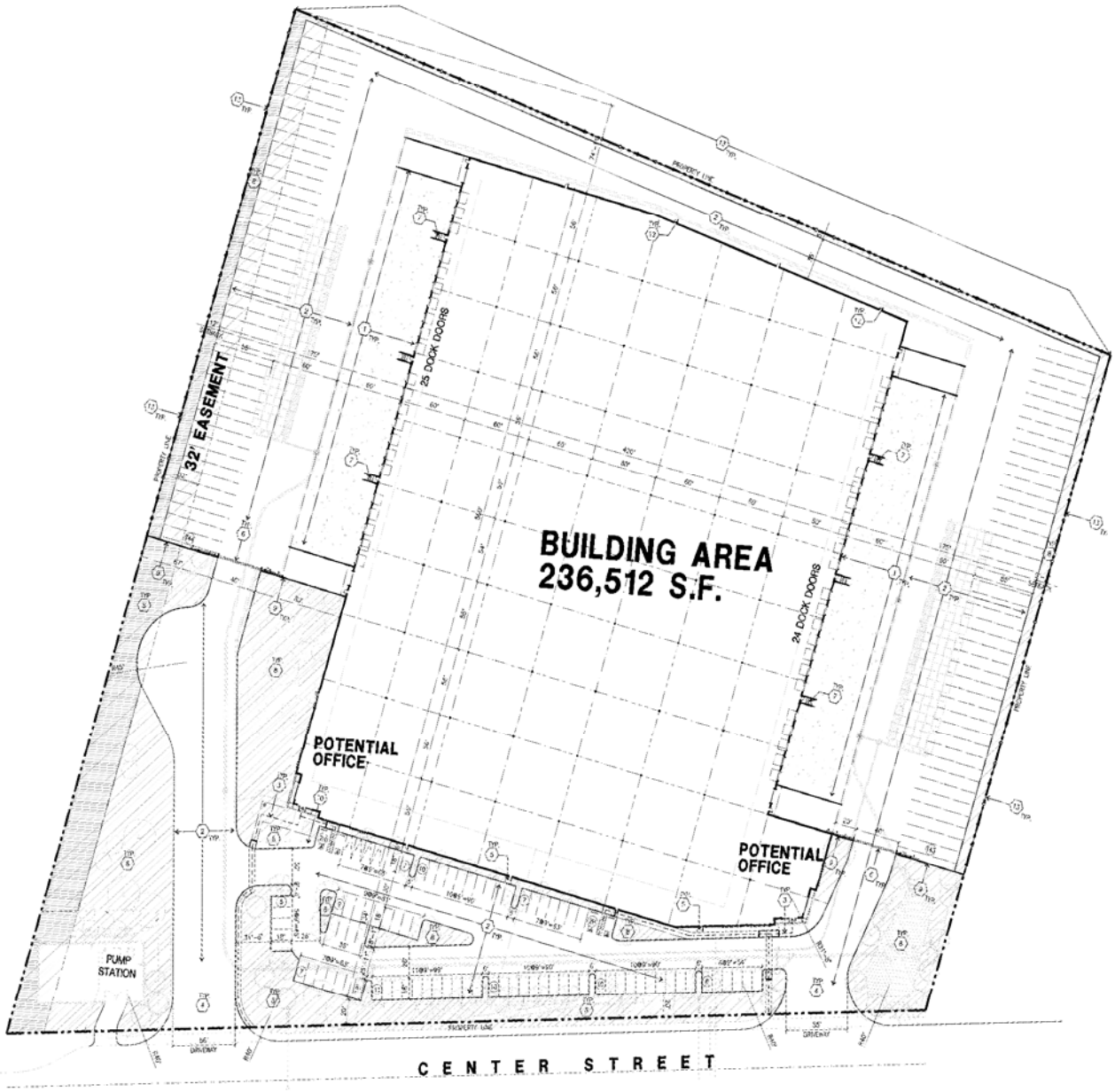
Photograph 10: *View looking northeast from Center Street towards the La Loma Hills.*

LSA

FIGURE 4C

Center Street Industrial Project

Site Photographs



LSA

FIGURE 5A

N

0 75 150
FEET

Center Street Industrial Project

Proposed Site Plan

SOURCE: HPA Architecture, August 9, 2017.

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FIGURE 5B

Legend

POTENTIAL OFFICE

WAREHOUSE

DRIVE THRU DOOR

N

0 75 150

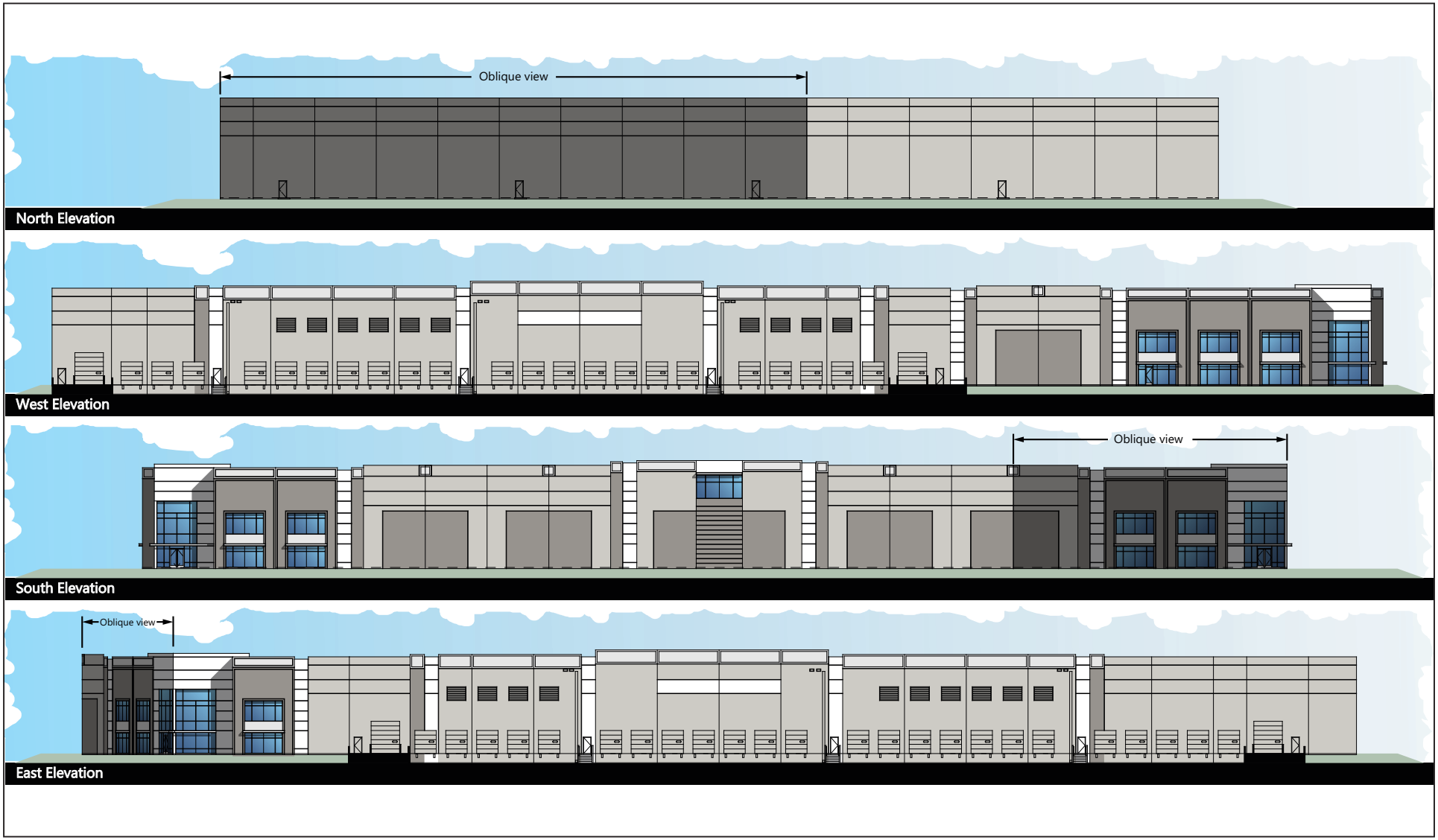
FEET

SOURCE: HPA Architecture, August 23, 2017; Bing Aerial, 2015.

I:\CLT1702\Reports\Environ\IS_MND\fig5b_AccessOptionSitePlan.mxd (8/23/2017)

Center Street Industrial Project

Access Option Site Plan



LSA

FIGURE 6

Center Street Industrial Project

Elevations

SOURCE: HPA Architecture, 08/10/2017

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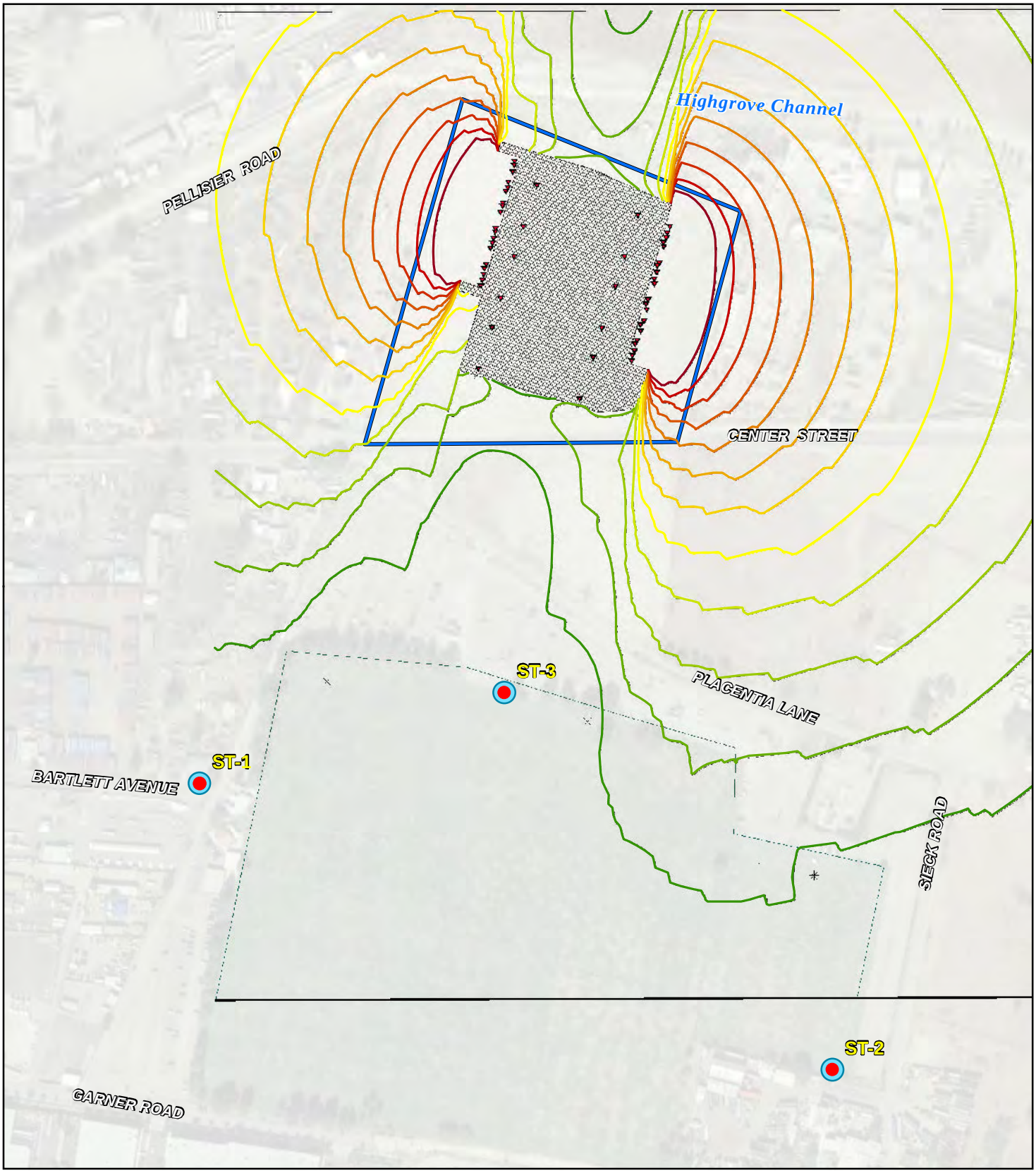

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LEGEND

Project Site

Noise Monitoring Location

Signs and symbols

Surface

Point source

Main building

Auxiliary building

Point receiver

Park

Levels LrD in dB(A)

< 45
45 - 47
47 - 49
49 - 51
51 - 53
53 - 55
55 - 57
57 - 59
59 - 61
61 - 63
63 - 65
65 - 67
>= 67

N

0 175 350

FEET

SOURCE: Google Earth, 2016; ESRI Streetmap, 2013.

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FIGURE 7

Center Street Industrial Project

Noise Monitoring Locations and Contours

2.0 INITIAL STUDY

2.1 Environmental Checklist Form

The following pages contain the Environmental Checklist Form (Checklist) for the proposed project. The Checklist is marked with findings as to the environmental effects of the project. A checked box ☒ in column 1 (Potentially Significant Impact) requires preparation of additional environmental analysis in the form of an Environmental Impact Report (EIR). A checked box in columns 4, 3, or 2 (right to left) indicates the project would have no impact, a less than significant impact, or a less than significant impact with mitigation, respectively.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City with the factual basis for determining, based on the information available, the level of environmental documentation required to address appropriately the potential environmental impacts associated with the proposed project. The basis for each of the findings listed in the attached Checklist is explained in the Explanation of Checklist Responses (Section 2.2), which follows the Checklist.

2.1.1 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 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	☐ Tribal Cultural Resources	☐ Utilities/Service System
☐ Mandatory Findings of Significance		

2.1.2 Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Mark Tomich — 11-27-17

Signature — Date

Mark Tomich, AICP, Director of Development Services — City of Colton

Printed Name — For

2.1.3 Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2.1.4 Environmental Checklist Questions

Issues:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AESTHETICS. Would the project:				
	a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
	b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
	c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
	d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. Would the project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
	c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
	d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
	e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III.	AIR QUALITY. 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. Would the project:					
	a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
	b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
	c)	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 which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
	d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
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 U.S. Fish and Wildlife Service?	☐	☒	☐	☐
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. 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?	☐	☐	☐	☒

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☒	☐	☐
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
	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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
		iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
		iv) Landslides?	☐	☐	☒	☐
	b)	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
	d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial 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?	☐	☐	☐	☒
VII.	GREENHOUSE GAS EMISSIONS. Would the project:					
	a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
	b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☒	☐	☐
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?	☐	☒	☐	☐

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	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 of 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?	☐	☐	☒	☐
IX.	HYDROLOGY AND WATER QUALITY. Would the project:					
	a)	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

Issues:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII.	NOISE. Would the project result in:					
	a)	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?	☐	☒	☐	☐
	b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	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, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
	f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
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 road 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?	☐	☐	☐	☒

Issues:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	PUBLIC SERVICES. Would the project:				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other public facilities?	☐	☐	☒	☐
XV.	RECREATION. Would the project:				
a)	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 have an adverse physical effect on the environment?	☐	☐	☐	☒

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	TRANSPORTATION / TRAFFIC. Would the project:					
	a)	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 n including mass transit and non-motorized 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?	☐	☐	☒	☐
	b)	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?	☐	☐	☒	☐
	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)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Issues:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	TRIBAL CULTURAL RESOURCES. Would the project Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
	a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
	b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XVIII.	UTILITIES AND SERVICE SYSTEMS. Would the project:				
	a) Exceed wastewater treatment requirements of the applicable 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 could 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?	☐	☒	☐	☐

Issues:			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Lead Agency shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☒	☐	☐
	e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☒	☐	☐
	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?	☐	☐	☒	☐
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
	b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒	☐	☐

Issues:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	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 project, and the effects of probable future projects.)	☐	☒	☐	☐
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

2.2 Explanations to the Checklist Form

2.2.1 Aesthetics

a) ***Have a substantial adverse effect on a scenic vista?***

Less than Significant Impact. Scenic vistas are publicly accessible viewpoints that provide views of areas from the project site that exemplify a community's environment. The City of Colton General Plan's Open Space and Conservation Element (1987) identifies mountains surrounding the City of Colton as scenic vistas, including the San Bernardino Mountains to the east and the San Gabriel Mountains to the north and northwest. The peak of Mt. San Gorgonio can be seen to the east on clear days from the project site, and the La Loma Hills adjacent to the Colton Sanitary Landfill can be seen approximately 1,900 feet (0.35 mile) northeast of the project site. Additionally, Box Springs Mountain is visible from the south end of the project site along Center Street approximately 2.5 miles to the east-southeast, while the Jurupa Hills can be seen from the south end of the project site along Center Street approximately 2.5 miles to the west. The project site is located approximately 1,800 feet (0.34 mile) east of the Santa Ana River, but existing industrial land uses obstruct views of the river from the project site. Photographs of the project site and surrounding area are provided in Figure 4A-C.

The project site is located adjacent to the north of Center Street and to the south of Pellisier Road/Highgrove Channel. Public views of the project site and surrounding landscapes would occur for drivers along Center Street and Pellisier Road and for patrons of the nearby AB Brown Sports Complex under both the proposed site plan and access option site plan. Views of the San Bernardino and San Gabriel Mountains and La Loma Hills to the north are already partially obstructed as a result of existing trees and industrial facilities in the immediate vicinity, but they would be unobstructed as a result of the proposed project since the project site would not be situated between the viewpoint and the scenic resources. However, while driving east or west on Center Street, views of the San Gabriel and San Bernardino Mountains and La Loma Hills would be temporarily obstructed for up to 23 seconds[2] by the proposed project building and existing trees and other industrial facilities in the immediate vicinity. However, this not considered a substantial adverse effect on a scenic vista, as the roadways along Center Street and Pellisier Road approaching the project site contain existing visual obstructions such as ornamental landscaping, street trees and signs, and existing buildings and staging materials that already limit views of these scenic vistas. Meanwhile, views of the Box Springs Mountains and San Gorgonio Peak to the east and Jurupa Hills to the west would not be further obstructed by the proposed warehouse along Center Street due to the proposed structural setbacks along Center Street and drivers' line of sight to these scenic resources. The project site is located 660 feet north of the AB Brown Sports Complex, so this distance combined with proposed building setbacks from Center Street will minimize obstructed views of scenic resources for patrons of the AB Brown Sports Complex. Since the proposed project is infill within an industrial area surrounded on three sides by existing industrial development, significant visual obstruction of scenic vistas will not occur under either the

[2] Based on a distance of 850 feet or 0.16 mile traveling at the posted speed limit of 25 miles per hour

proposed site plan or access option site plan.

The proposed project will be required to undergo planning division staff review and approval to ensure design elements are proposed and implemented in accordance with Title 18 - Zoning of the City's Municipal Code prior to permit issuance. Under both the proposed site plan and the access option site plan, the proposed warehouse building would be a maximum height of 40 feet. Front lot setback along Center Street would be approximately 75 feet, exceeding the minimum setback requirement of 20 feet by an additional 55 feet under both the proposed site plan and the access option site plan, thus minimizing obstructed views of the San Gabriel and San Bernardino Mountains and La Loma Hills for drivers along Center Street and for patrons of the AB Brown Sports Complex. Therefore, the project will have a **less than significant impact** to scenic vistas under both the proposed site plan and the access option site plan. No mitigation is required.

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

Less than Significant Impact. There are no eligible or officially designated state scenic highways in the City of Colton.[3] Additionally, the project site is infill within an industrial area surrounded on three sides by existing industrial development. No healthy trees or large rock outcroppings would be affected by project development. Therefore construction of the project site under both the proposed site plan and the access option site plan would have a **less than significant impact** on scenic resources. No mitigation is required.

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

Less Than Significant Impact. The proposed project consists of one warehouse building with 236,512 square feet of warehouse space including 5,000 feet of office space, under both the proposed site plan and the access option site plan. The construction phase of the project would introduce the use of machinery such as excavators and bull dozers. The presence of the construction equipment, as well as the construction activities, would temporarily alter the visual character of the project site. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a disturbed site, which could be perceived by some viewers as a potential visual impact. However, the project site is infill within an industrial area surrounded on three sides by existing industrial development comprised of towing and recyclable materials yards to the west and construction and industrial materials yards to the east and north. Since construction activities would be temporary, they would not create a significant permanent impact.

The project site is a fallow, vacant lot, and adjacent properties are currently in blighted condition being used as staging areas for recyclable, construction, and industrial materials. The proposed project will be developed in a consistent and aesthetically pleasing manner subject to Chapter 18.26 *M-1 Light Industrial* of the City's Code of Ordinances and be required to undergo planning division staff review and approval to ensure design elements are proposed and implemented in accordance with Title 18 - Zoning of the City's Municipal Code prior to permit issuance. Under both the proposed site plan and the access option site plan, the proposed warehouse building would be a maximum height of 40 feet. Front lot setback along Center Street would be approximately 75 feet, exceeding the minimum setback requirement of 20 feet by an additional 55 feet under both the proposed site plan and the access option site plan. The warehouse structure shall incorporate 360-degree architecture where all elevations of the building receive equal articulation and design consideration. Perimeter walls and light fixtures shall be architecturally compatible with the overall building design, and the project site shall incorporate a minimum fifteen percent landscape coverage. Additionally, the warehouse structure shall deemphasize the "box" appearance through the use of multi-form roof combinations, step-backs, varied massing, projecting elements, recessed windows, trim, eaves, material and color massing, and other features.

Under both the proposed site plan and the access option site plan, the proposed project would be constructed to heights commensurate with nearby light industrial development and include architectural elements such as height variations and entrance features to add subtle variation to the overall structure and reduce the massive scale appearance of a large building. Additionally, landscaping with a minimum coverage of fifteen percent of the overall project site would result in an increase in overall vegetation to the area. Through implementation of the aforementioned site design and architectural elements, the proposed project would be developed in an architecturally pleasing fashion to reflect the overall appearance of a high-quality industrial development. These

[3] California Department of Transportation (Caltrans), Scenic Highway System List, March 28, 2017 (accessed April 5, 2017) http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html.

design elements will result in a net benefit to the visual character of the project site and its surroundings, and the proposed project under both the proposed site plan and the access option site plan would have a **less than significant impact** on the existing visual character or quality of the project site and its surroundings. No mitigation is required.

d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less than Significant Impact. Sources of light in the surrounding area include street lighting along W. Center Drive and Placentia Lane adjacent to south of the project site, as well as facility and lot lighting adjacent to the east and west of the project site. Additionally, the AB Brown Sports Complex (sports fields) located approximately 660 feet south of the project site contributes a substantial amount of night lighting to the area. Glare occurs during the day from light reflecting off metal or glass surfaces and affecting drivers on nearby roads, or at night from visual "hot spots" when lighting fixtures are not properly shielded. Since the project site itself presently does not contain any sources of light, the development of the warehouse building would create new sources of light and glare under both the proposed site plan and the access option site plan. At night, the project's interior and exterior building lights and landscape lighting would be visible to motorists along Center Street, and to a lesser extent, from the community park 660 feet south of the project site in addition to the two structures located 900 feet southeast and southwest of the project site, respectively, assumed utilized as residences under a worst-case scenario.

Activities at the warehouse could occur 24/7 which would increase the amount of lighting needed beyond just security lighting (i.e., parking and truck movements); however, shielding is required to direct lighting down and not toward offsite properties, and the project site will also have a perimeter wall and landscaping that will help shield direct views of any lighting fixtures or window reflections (i.e. glare) and overall lighting increases. Also, although the project will operate 24/7, and thus at night, trucking operations (i.e., loading and unloading) at the project site will occur in the interior of the project site (approximately 175 feet or 185 feet from the project boundary under the proposed site plan or access option site plan, respectively, a minimum of 190 feet from the nearest adjacent receptors, which are industrial in nature, approximately 660 feet from patrons of the AB Brown Sports Complex, and approximately 900 feet from the worst-case residential receptors under either the proposed site plan or access option site plan), and will be buffered from adjacent uses by a perimeter wall and landscaping. Additionally, the primary access route to and from the project site, Center Street, is well-traveled by vehicles, as it connects Interstate 215 approximately 0.85 mile to the east with [arterial] Main Street 0.2 mile to the west, and any street lighting associated with the proposed project will be consistent with City standards. Together, these factors will limit impacts from nighttime operations of the proposed project.

These light sources would not have a significant impact on the night sky, as they would not exceed existing background light levels already present within the generally urbanized area, especially when compared to night lighting of a 50-acre sports field complex in the vicinity. Furthermore, the two worst-case residential receptors located 900 feet southeast and southwest of the project site, respectively, are located adjacent to the 50-acre sports field complex and therefore would not be substantially affected by light and/or glare generated by the proposed project due to the existing background light levels already present.

Sources of glare as a result of project implementation would include reflective building materials and vehicles parked within the property under both the proposed site plan and the access option site plan. The amount of glare would depend on the location of the reflective surfaces and the direction of the sun. Any glare produced by the reflective surfaces would be temporary, as the location of the sun would be changing throughout the day.

Under both the proposed site plan and the access option site plan, the proposed project would include exterior and parking lot lighting at entrances, exists, pathways, and loading areas that would incrementally increase ambient nighttime illumination in the area. The proposed warehouse structure on site would be constructed primarily of tilt-up concrete panels with a color scheme similar to surrounding facilities. To reduce impacts from light or glare to less than significant levels, the proposed project shall comply with Chapter 18.26 *M-1 Light Industrial* of the City's Code of Ordinances and be required to undergo planning division staff review and approval to ensure lighting elements are proposed and implemented to be substantially screened from sensitive receptors, oriented to avoid spillage, and constructed in accordance with Title 18 - Zoning of the City's Municipal Code prior to permit issuance. Therefore, the proposed project under both the proposed site plan and the access option site plan would have a **less than significant impact** on day or nighttime views due to lighting or glare. No mitigation is required.

2.2.2 Agricultural and Forest Resources

a) ***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 Resource Agency, to non-agricultural use?***

No Impact. The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) compiles important farmland maps pursuant to the provisions of Section 65570 of the California Government Code. The maps are updated every two years using computer mapping system, aerial imagery, public review and field reconnaissance. According to the FMMP, the project site lies within land designated as "other" land. Additionally, the project site is surrounded by grazing land, urban and built-up, and other land. The closest Farmland of Local Importance relative to the project site is located approximately 0.7 mile to the southwest, and the closest Farmland of Statewide Importance and Prime Farmland are located 1.4 miles to the east; no Unique Farmland is located within 3 miles of the project site.[4] Therefore, no Prime, Unique, or Statewide Importance Farmland is located within the project limits. **No impact** to farmland would result from the development of the proposed project under both the proposed site plan and the access option site plan. No mitigation is required.

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

No Impact. The California Land Conservation Act of 1965, or commonly known as the Williamson Act, enables local governments to enter into contract with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses. In return, landowners are given a lower property tax assessment. The project site is located in "Non-Enrolled Land" and is not part of a Williamson Act contract.[5] Additionally, according to the City of Colton's Zoning Map, the project site is currently zoned for "Light Industrial (M-1)." Since the project site is not part of a Williamson Act contract and is not zoned for agricultural uses, **no impact** associated with this issue will occur under both the proposed site plan and the access option site plan. No mitigation is required.

c) ***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))?***

No Impact. The project site is currently vacant. The site does not contain any forest or timberland production land, nor is it zoned for such uses. Therefore, the project will have **no impact** on forest land, timberland, or timberland zoned Timberland Production under both the proposed site plan and the access option site plan. No mitigation is required.

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

No Impact. Please refer to Checklist Response 2.2.2c.

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

No Impact. As noted above, the project site is currently vacant and not utilized for agricultural production or timberland. Neither the project site nor adjacent properties are being used for, or zoned for farmland or forest land. Please refer to Checklist Responses 2.2.2a and 2.2.2c. Therefore, development of the proposed project will not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses under both the proposed site plan and the access option site plan. **No impact** from conversion of agricultural lands or forest lands will occur. No mitigation is required.

[4] California Department of Conservation, Farmland Mapping and Monitoring Program, https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=6586b7d276d84581adf921de7452f765 (Accessed June 29, 2017).

[5] "Non-Enrolled Land" is land not enrolled in a Williamson Act contract and not mapped by FMMP as Urban and Built-Up Land or Water. California Department of Conservation, Division of Land Resource Protection, San Bernardino County Williamson Act FY 2015/2016, ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanBernardino_so_15_16_WA.pdf (June 29, 2017).

2.2.3 Air Quality

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

Less Than Significant Impact. LSA prepared a detailed assessment of air quality impacts (Appendix B) and the project traffic impact analysis (Appendix I) for the proposed project based on the project development characteristics (Appendix A). The proposed warehouse building, including office space, shall total 236,512 square feet under either the proposed site plan (Figure 5A) or the access option site plan (Figure 5B). The Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) sets forth a comprehensive program that will lead the Basin into compliance with federal and state air quality standards. Air quality in the Basin is regulated by the South Coast Air Quality Management District (SCAQMD). The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

As outlined in Section 2.2.10, *Land Use and Planning*, the proposed project is consistent with the land use and zoning designations of the site. The underlying land use designation and zoning is Industrial. Since the project will not require a General Plan amendment of zone change, the proposed land use would not represent an increase in traffic and air pollutant generation compared to the land uses under which the AQMP was prepared. According to the CEQA Air Quality Handbook, significant projects include large development such as airports, electrical generating facilities, petroleum and gas refineries, water ports, and solid waste disposal sites. Under this definition, the project is not considered a significant project due to its limited size. In addition, as shown in Tables A and B, the project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD. Therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation for either the proposed site plan or the access option site plan. For these reasons, the project would not conflict with or obstruct implementation of air quality plans; impacts would be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

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

Less Than Significant Impact. The following analysis analyzes both short-term impacts caused by construction activities and long-term impacts caused by occupancy and operation of the project, which consists of a warehouse building, including office space, totaling 236,512 square feet under either the proposed site plan (Figure 5A) or the access option site plan (Figure 5B).

Short-Term Impacts

Grading and other construction activities would result in combustion emissions from heavy-duty construction vehicles, haul trucks, and vehicles transporting construction crews. Exhaust emissions during these construction activities will vary daily as construction activity levels change. The grading and demolition phases of construction represent the most intense construction period during which daily emissions would be at their greatest level, based on the potential amount of equipment and duration of use. The other construction phases would not result in any greater construction emissions due to less equipment being used and shorter construction duration. Construction-related impacts also include demolition of the existing building and existing improvements on the site. Table A below provides a "worst-case" estimate of the short-term construction emissions from the proposed project.

Table A: Short-Term Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	ROG	**NO_X**	**CO**	**SO_x**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
Site Preparation	4.7	48.3	23.5	0.0	8.3	2.6	4.5	2.4
Grading	5.2	59.6	36.2	0.1	4.1	2.6	1.7	2.4
Building Construction	4.7	36.3	18.6	0.1	3.4	1.6	0.9	1.5
Architectural Coating	40.3	2.2	3.0	0.0	0.5	0.2	0.1	0.2
Paving	2.2	17.6	15.6	0.0	0.2	1.0	0.0	0.9
Max. Peak Daily	**45.0**	**59.6**	**36.2**	**0.1**	**10.9**		**6.9**	
SCAQMD Thresholds	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**		**55.0**	
Significant Emissions?	No	No	No	No	No		No	

Source: Table H, (Appendix B). Values rounded to nearest one decimal place.
Note: Peak daily emissions based on a worst-case assumption that the Building Construction and Architectural Coating phases overlap.
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
ROG = reactive organic gases (volatile organic compounds)

Currently, the Basin is designated as a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. Project construction will be required to comply with regional fugitive dust reduction practices (SCAQMD Rule 403) that assist in reducing short-term air pollutant emissions. The purpose of SCAQMD Rule 403 is to reduce the amount of particulate matter in the atmosphere resulting from man-made fugitive dust sources. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This is achieved by requiring actions to prevent, reduce, or mitigate dust emissions. Adherence to Rule 403 is a standard requirement for any construction activity occurring within the Basin. As depicted in Table A, construction emissions would not exceed daily SCAQMD thresholds, so impacts are **less than significant**, and no mitigation is required.

Long-Term Impacts

Long-term air pollutant emission impacts result from stationary sources and mobile sources involving any project-related changes. The project would change onsite uses from mainly commercial to mainly residential with a small commercial component. Thus the project would result in net increases in both stationary and mobile source emissions. The stationary source emissions would come from the use of domestic and commercial cleaning products, landscape and other maintenance equipment, general energy, and solid waste, while trip generation factors were taken from the ITE *Trip Generation Manual, Ninth Edition* and the traffic impact analysis prepared by for the proposed project (Appendix I). The SCAG-recommended truck trip length of 24 miles was also used in this analysis. The long-term operational emissions associated with the proposed project, calculated using the CalEEMod 2016.3.1 model are shown in Table B. The air quality study shows that the increase of all criteria pollutants as a result of the proposed project would be less than the applicable SCAQMD daily emission thresholds. Therefore, project-related long-term air quality impacts would be **less than significant** under both the proposed site plan and the access option site plan, and no mitigation is required.

Table B: Long-Term Regional Operational Emissions (worst case)

Emission Source	Pollutant Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	5.7	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.2	1.8	1.5	0.0	0.1	0.1
Mobile Sources	1.3	27.6	16.7	0.1	5.4	1.5
Total Project Emissions	**7.6**	**32.5**	**20.6**	**0.1**	**5.7**	**1.9**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: Table J, (Appendix B). Worst case winter or summer values - rounded to nearest one decimal place.
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
ROG = reactive organic gases (volatile organic compounds)

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

Less Than Significant Impact. The majority of the project-related operational emissions would mainly be due to trucks bringing materials to and from the site, but also from employees traveling to and from work. Tables A and B indicate that all emissions of criteria pollutants from the proposed project would be less than the applicable SCAQMD thresholds over both the short and long term under both the proposed site plan and the access option site plan. Therefore, cumulative air quality impacts would be **less than significant** under both the proposed site plan and access option site plan, and no mitigation is required.

d) ***Would the project expose sensitive receptors to substantial pollutant concentrations?***

Less Than Significant Impact. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that would not result in an exceedance of the national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA is the Central San Bernardino Valley area (SRA 34) according to the project air quality analysis included in Appendix B of this report.

Short-Term LST Impacts

As previously described, it is expected that construction would occur in one phase, and the project site under the proposed site plan is approximately 12.4 acres (Figure 5A), while the project site under the access option site plan is approximately 10.75 acres (Figure 5B), so it is likely 5 acres or less would be actively worked on during any given day under either site plan. The closest sensitive receptors to the site are a community park 660 feet south of the site and a residential tract approximately 2,600 feet to the east. Two structures located 900 feet southeast and southwest of the project site, respectively, may be currently utilized as residences; however, field reconnaissance of these structures from the public right-of-way could not conclude if they are being used as residences or business offices serving the material scarp yard industry since both lots stage multiple trailers, boats, and automobiles (Figure 2). For the purposes of a CEQA "worst-case scenario" analysis, the two structures located 900 feet southeast and southwest of the project site, respectively, will be assumed utilized as residences. Table C shows that emissions are below LST thresholds and thus would be less than significant and not require mitigation. Note that the SCAQMD has not established an LST for reactive organic gases/volatile organic compounds (ROG/VOC) or sulfur oxides (SOx) because ROG/VOC are ozone precursors with only a regional concern, and SOx is not included because after gasoline reformulation there are essentially no SOx emissions from vehicular sources.

Table C: Construction LST Impacts

Emissions Sources	NO_X	CO	PM_{10}	$PM_{2.5}$
Total Onsite Emissions (lbs/day)	60	35	11	7
LST Thresholds	**747**	**26,221**	**221**	**115**
Significant Emissions?	No	No	No	No

Source: Table I, (Appendix B). Values rounded to the nearest one decimal place.
lbs/day = pounds per day
CO = carbon monoxide
LST = local significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Long-Term LST Analysis

The proposed warehouse building, including office space, shall total 236,512 square feet under either the proposed site plan (Figure 5A) or the access option site plan (Figure 5B). The potential long-term daily air pollutant emissions from the proposed warehouse operational activities were calculated and compared with the appropriate LSTs from the SCAQMD based on CalEEMod 2016.3.1 model data from the project air quality assessment (Appendix B). As shown in Table D, the calculations determined that the operational emission rates would not exceed the LST thresholds for the closest sensitive receptors under either the proposed site plan or the access option site plan. Therefore, the proposed operational activity would not result in a localized significant air quality impact, and no mitigation is required. Note that the SCAQMD has not established an LST for reactive organic gases/volatile organic compounds (ROG/VOC) or sulfur oxides (SOx) because ROG/VOC are ozone precursors with only a regional concern, and SOx is not included because after gasoline reformulation there are essentially no SOx emissions from vehicular sources.

Table D: Long-Term Operational LST Impacts

Daily Emissions Sources	NO_X	CO	PM_{10}	$PM_{2.5}$
Total Onsite emissions (lbs/day)	5	3	1	0
LST Thresholds	**652**	**21,708**	**47**	**24**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Table K, (Appendix B). Values rounded to the nearest one decimal place.
lbs/day = pounds per day
CO = carbon monoxide
NO_X = nitrogen oxides
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Hot Spots Analysis

Project-generated traffic congestion may result in the formation of locally high concentrations of CO, known as CO "hot spots" however, the project traffic report (Appendix I) and Section 2.2.16 of this document indicate the project would not have any significant impacts on traffic in the project area (i.e., no intersections would degrade to unacceptable levels) with implementation of mitigation designed to address level of service impacts. The intersections in the project area would therefore operate at an acceptable LOS and would not experience CO "hot spots" because significant traffic congestion would not occur under either the proposed site plan or the access option site plan.

Health Risk Assessment

Construction of the proposed project would include the use of diesel-powered equipment that release diesel particulate matter (DPM), a toxic air contaminant with known carcinogenic and chronic health effects. For construction analyses, the emissions of DPM are included in the exhaust PM_{10} emissions. Previously referenced Table A details the exhaust PM_{10} emissions from construction would vary from 0.20 lbs./day to 2.60 lbs./day during the different phases of project construction under either the proposed site plan or the access option site plan. This DPM emissions rate is very low, and to determine the carcinogenic and chronic health risk levels, this emissions rate will be spread over a 2-year construction period. This low-average DPM emissions rate, combined with the fact that the nearest sensitive receptors are approximately 660 feet from the project site, means the construction health risk levels are very low and well below thresholds of significance.

A project-specific Health Risk Assessment (HRA) (Appendix B), examines the potential mobile source health risk impacts to nearby sensitive receptors associated with the development of the proposed project; more specifically, health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks accessing the project site. The mobile source HRA has been prepared in accordance with the document *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* and comprises all relevant and appropriate procedures presented by the U.S. Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and the SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact.

The sensitive land uses with the greatest potential exposure to operational DPM source emissions are the community park located 660 feet south of the project site, the worst-case residential receptors located 900 feet southeast and southwest of the project site, respectively, and the residential tract located 2,600 feet east of the project site. As detailed in Table E, at the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to project DPM source emissions under either the proposed site plan or the access option site plan is estimated at 2.3 in one million for 9-year child exposure, and 3.2 in one million for 30-year residential exposure, each of which are less than the threshold of 10 in one million. Additionally, under either the proposed site plan or the access option site plan, the maximum and 8-hour chronic risk is estimated at 0.00086, and the estimated maximum acute risk is estimated at 0.0000095, neither of which exceeds the SCAQMD threshold of 1.0 for 9-year child exposure or 30-year residential exposure, respectively.

Table E: Maximum Long-Term Health Risk Impact from Project Operation

Risk	Maximum Cancer Risk (Risk per Million)	Maximum and 8-Hour Chronic Risk (Hazard Index[1])	Maximum Acute Risk (Hazard Index[1])
SCAQMD Threshold	**10.0**	**1.0**	**1.0**
9-Year Child Exposure	2.3	8.6×10^{-4}	9.5×10^{-6}
30-Year Residential Exposure	3.2		
Significant?	**No**	**No**	**No**

Source: Table B (Appendix B)

[1] The Hazard Index is the unitless ratio of the estimated long-term level of exposure to a toxic air contaminant for a potential maximum exposed individual to its reference exposure level.

SCAQMD: South Coast Air Quality Management District

Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations from operational emissions associated with the proposed project under either the proposed site plan or the access option site plan. Impacts related to exposure of sensitive receptors to substantial pollutant concentrations will be **less than significant**, and no mitigation is required.

e) ***Would the project create objectionable odors affecting a substantial number of people?***

Less Than Significant Impact. Project construction will generate limited odors over the short term, mainly fumes from gasoline- and diesel-powered construction equipment. These odors would be temporary and not likely to be noticeable beyond the project limits. The painting of buildings or the installation of concrete paving may also create temporary odors. SCAQMD Rule 1113 outlines standards for paint applications, while Rule 1108 identifies standards regarding the application of asphalt. Adherence to the standards identified in these SCAQMD Rules would reduce temporary odor impacts to a **less than significant** level under both the proposed site plan and the access option site plan, and no mitigation is required.

Land uses generally associated with long-term objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project is industrial, so no food and/or waste odors are expected to result in significant odor impacts. The project will be required to adhere to City waste storage requirements (i.e., covered outdoor storage containers that are regularly emptied). Through the adherence of these permits and requirements, the proposed project is not expected to generate long-term objectionable odors under either the proposed site plan or the access option site plan. Because the project would not involve any substantial short-term or long-term sources of strong negative odors, impacts are considered **less than significant**, and no mitigation is required.

2.2.4 Biological Resources

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

Less than Significant Impact with Mitigation. The project site consists of a vacant, undeveloped parcel in the City of Colton along the border of Riverside and San Bernardino County, approximately 1,800 feet (0.34 mile) east of the Santa Ana River. Surrounding land uses include vacant/undeveloped parcels, a recreational park, and a mix of commercial and industrial land uses.

Based on a project-specific habitat assessment (Appendix C), the project site is routinely disked for weed abatement resulting in heavily disturbed surface soils and a lack of undisturbed, natural plant communities. Twenty-five (25) special-status plant species have been recorded in the California Natural Diversity Database (CNDDB) and/or California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California in the San Bernardino South USGS 7.5-minute quadrangle. However, no special-status plant species were observed onsite during a field survey conducted on July 11, 2017 as part of the habitat assessment. The only plant species observed within the project site are short-podded mustard (*Hirschfeldia incana*), annual burweed (*Ambrosia acanthicarpa*), golden crownbeard (*Verbesina enceliodes*), elderberry

(*Sambucus nigra*), and a variety of non-native grasses (*Bromus ssp.*). The project site is routinely maintained (i.e., disked) for weed abatement resulting in heavily disturbed soils and a lack of natural plant communities. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, the project site does not provide suitable habitat for any special-status plant species identified in the CNDDB or CNPS Electronic Inventory of Rare and Endangered Vascular Plants of California. Therefore, no impacts to special-status plant species are expected to occur, and no mitigation is required.

Fifty (50) special-status wildlife species have been reported through the CNDDB in the San Bernardino South USGS 7.5-minute quadrangle. Although no mammalian or reptilian species were observed during the habitat assessment, the project site and surrounding habitat have the potential to support a variety of mammalian and reptilian species adapted to a high level of human disturbances. Mammalian species with the potential to occur on the project site include raccoon (*Procyon lotor*), Botta's pocket gopher (*Thomomys bottae*), opossum (*Didelphis virginiana*), Audubon's cottontail (*Sylvilagus audubonii*), and striped skunk (*Mephitis mephitis*). However, no bat species are expected to occur due to a lack of suitable roosting habitat (i.e., trees, structures, crevices) within and surrounding the project site. Reptilian species with the potential to occur on the project site include western side-blotched lizard (*Uta stansburiana elegans*), western fence lizard (*Sceloporus occidentalis*), alligator lizard (*Elgaria multicarinata*), and Great Basin gopher snake (*Pituophis catenifer deserticola*).

The Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*) is a federally listed endangered species endemic to the [Delhi] sand dunes along Lytle Creek and the Santa Ana River and generally within the Cities of Colton, Rialto, Jurupa Valley, Fontana, Rancho Cucamonga, and Ontario. The United States Fish and Wildlife Service (USFWS) divided areas known to contain Delhi Sand soils into three recovery units: Colton, Jurupa, and Ontario. The project site is located in the southern portion of the Colton Recovery Unit, but it is outside of known Delhi Sands flower-loving fly populations and areas protected under conservation easements. In addition, no Delhi series soils occur on or within the immediate vicinity of the project site; the nearest undeveloped Delhi series soils are located approximately 1.5 miles north of the project site. Therefore, the Delhi Sands flower-loving fly is presumed absent from the project site, and focused surveys are not recommended (Appendix C).

Bird species detected as part of the habitat assessment include northern mockingbird (*Mimus polyglottos*), western meadowlark (*Sturnella neglecta*), house finch (*Haemorhouse mexicanus*), mourning dove (*Zenaida macroura*), Cooper's hawk (*Accipiter cooperii*), and red-shouldered hawk (*Buteo lineatus*). Cooper's hawk, a California Department of Fish and Wildlife (CDFW) Watch List species, was the only special-status wildlife species observed during the field survey. All remaining special-status wildlife species identified in the CNDDB are presumed to be absent from the project site.

No active nests or birds displaying nesting behavior were observed as part of the habitat assessment. However, the project site provides foraging and nesting habitat for a variety of year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area. The project site also has the potential to support birds that nest on the open ground, such as killdeer (*Charadrius vociferus*). Effects on raptor foraging would be slight since the project site is comprised of 12.4 acres under the proposed site plan (10.75 acres under the access option site plan), and nearby open space (e.g., Santa Ana River to the west, La Loma Hills to the northeast, Pellissier Ranch to the north, and AB Sports Complex and Reid Park to the south) consists of at least 1,000 acres of potential foraging habitat within a one-mile radius of the project site. The relative size of the foraging area on the vacant project site compared to the nearby open space is approximately one percent of the potential foraging habitat within a one-mile radius. Additionally, although the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code could mandate conservation of or mitigation for impacts to occupied foraging habitat located in a wildlife sanctuary, park or other natural area land use designation, or within listed species critical habitat, the project site is not located within or adjacent to such land use designations. Therefore, impacts to foraging habitat would be less than significant.

Both the MBTA and the California Fish and Game Code regulate the protection to nests of migratory and other native birds. Although no nests were observed on the project site during the project-specific habitat assessment, there is potential for nesting to occur. In order to protect migratory bird species in accordance with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3515), **Mitigation Measure BIO-1** is required prior to any ground disturbance or vegetation removal activities during the nesting season:

BIO-1 Pre-construction Nesting Bird Survey. Vegetation-clearing and rough grading should be completed outside of bird nesting season (typically February 1 through August 31). If vegetation-clearing and/or

rough grading cannot be conducted outside the bird nesting season, a pre-construction nesting bird survey shall be required within three (3) days prior to commencement of construction.

The pre-construction nesting bird survey shall consist of full coverage of the on-site trees and project site. If no active nests are observed, construction may commence while the biologist conducting the nesting bird survey submits a brief letter report to the City indicating that no impacts to nesting birds will occur. If an active avian nest is discovered during the nesting bird survey, construction activities must occur outside of a 300-foot buffer around the active nest. For listed and raptor species, this buffer could be expanded to 500 feet. If an active avian nest occurs, a biological monitor shall be present to delineate the boundaries of the buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by construction activities. The biological monitor shall have the authority to temporarily halt construction if it occurs within an established avian buffer or if new nesting activity occurs and a new buffer is required. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur or resume. Upon completion of construction monitoring, the biological monitor shall prepare a report of findings documenting if any impacts to active avian nests occurred. This measure shall be implemented to the satisfaction of the City of Colton.

Implementation of **Mitigation Measure BIO-1** will result in a **less than significant impact** to migratory birds in accordance with the MBTA and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3515) under both the proposed site plan and the access option site plan.

Burrowing owls (*Athene cunicularia*) are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals. They can also inhabit grass, forb, and shrub stages of pinyon, and ponderosa pine habitats. They nest in abandoned burrows of ground squirrels or other animals, in pipes, under piles of rock or debris, and in other similar features. Based on habitat requirements for specific special-status wildlife species and the availability and quality of habitats needed by each species, burrowing owl has a low potential to occur within the project site. However, a pre-construction burrowing owl clearance survey must be conducted regardless of the time of year to ensure that burrowing owls remain absent, and impacts to any occupied burrows that may be located on or within 500 feet of the development footprint do not occur. **Mitigation Measure BIO-2** requires that pre-construction burrowing owl clearance surveys are conducted prior to any vegetation removal or ground-disturbing activities:

BIO-2 Pre-construction Burrowing Owl Clearance Survey. Prior to the start of any vegetation removal or ground disturbing activities, a pre-construction clearance survey for burrowing owls shall be conducted to ensure that burrowing owls remain absent, and impacts to any occupied burrows do not occur. In accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), two preconstruction clearance surveys shall be conducted 14-30 days and 24 hours, respectively, prior to any vegetation removal or ground disturbing activities. If no occupied burrows are observed, construction may commence while the biologist conducting the clearance survey submits a brief letter report to the City indicating that no impacts to burrowing owls will occur. If occupied burrows are found within the development footprint during the pre-construction clearance surveys, site-specific buffer zones shall be established by a qualified biologist in accordance with the CDFW (*Ibid.*:9). The buffer zones may vary depending on burrow location and burrowing owl sensitivity to human activity, and no construction activity shall occur within a buffer zone until a burrowing owl exclusion plan is submitted to CDFW for approval and implemented pursuant to CDFW consultation. Any relocation efforts must be coordinated with the CDFW and USFWS. This measure shall be implemented to the satisfaction of the City of Colton and the CDFW.

Implementation of **Mitigation Measure BIO-2** will result in a **less than significant impact** to burrowing owls under both the proposed site plan and the access option site plan.

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

No Impact. The site does not contain any riparian resources or land under the jurisdiction of State or federal resource agencies (i.e., USFWS, U.S. Army Corps of Engineers (USACE), or the CDFW). The concrete-lined, trapezoidal Highgrove Channel proceeds east to west adjacent to the north of the project site and outside of the limits of disturbance. The Highgrove Channel is tributary to the Santa Ana River and ultimately the Pacific

Ocean (Traditional Navigable Water); therefore, the channel possesses a surface hydrologic connection to downstream "waters of the United States" and falls under the regulatory authority of the USACE, Regional Water Quality Control Board (RWQCB), and CDFW. However, based on a review of both the proposed site plan and access option site plan, development will be limited to previously disturbed areas within the project site and will not encroach into or alter the off-site Highgrove Channel. Additionally, since the channel is concrete-lined in the vicinity of the project site, it does not function as wildlife habitat. Therefore, regulatory approvals administered by the CDFW or USFWS are not required.

Under the federal Endangered Species Act (FESA), "Critical Habitat" refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. However, the project site is not located with federally designated Critical Habitat. Therefore, the loss or adverse modification of Critical Habitat will not occur, and consultation with the USFWS under the FESA is not required.

No special-status plant communities occur within the boundaries of the project site. Further, the project site is not located within federally designated Critical Habitat. Therefore, **no impact** to riparian habitat or other special-status plant communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS will occur under either the proposed site plan or access option site plan. No mitigation is required.

c) ***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 pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. All wetland areas, wetland buffer areas, and non-wetland waters of the U.S. are considered sensitive. Jurisdictional waters of the U.S. and State of California, including wetlands, are regulated by the USACE and RWQCB pursuant to Sections 404 and Section 401 of the federal Clean Water Act, respectively. Jurisdictional waters that also qualify as streams, lakes, or riparian habitat are regulated by the CDFW pursuant to Section 1602 of the California Fish and Game Code (CFGC). Isolated waters, including wetlands that do not have a significant nexus to a traditional navigable water, are typically not subject to USACE jurisdiction; however, they are still regulated by the RWQCB (under the Porter- Cologne Water Quality Control Act) and also regulated by the CDFW for those features that qualify as streams, lakes, or riparian habitat.

The project site is located within an urbanized area where no federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, and coastal), exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACE jurisdictional drainages or wetlands. The concrete-lined, trapezoidal Highgrove Channel proceeds east to west adjacent to the north of the project site and outside of the limits of disturbance. The Highgrove Channel is tributary to the Santa Ana River and ultimately the Pacific Ocean (Traditional Navigable Water); therefore, the channel possesses a surface hydrologic connection to downstream "waters of the United States" and falls under the regulatory authority of the USACE, RWQCB, and CDFW. However, based on a review of both the proposed site plan and access option site plan, development will be limited to previously disturbed areas within the project site and will not encroach into or alter the off-site Highgrove Channel. Therefore, regulatory approvals administered by the USACE, RWQCB, or CDFW are not required under either the proposed site plan or access option site plan. **No impact** will occur, and no mitigation is required.

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

Less than Significant Impact with Mitigation. The project site is not a wildlife corridor or linkage. The Santa Ana River is located approximately 1,800 feet (0.34 mile) to the west and has been identified as a wildlife corridor by the San Bernardino County General Plan;[6] however, the project site's connection to the Santa Ana River has been eliminated by surrounding industrial development.

The concrete-lined, trapezoidal Highgrove Channel is tributary to the Santa Ana River and proceeds east to west adjacent to the north of the project site and outside of the limits of disturbance. However, since the channel is concrete-lined in the vicinity of the project site, it does not function as wildlife habitat. Additionally, the propose

[6] *Open Space Element, Open Space Overlay Map.* San Bernardino County General Plan, March 2007.

project will not encroach into or alter the off-site Highgrove Channel. As such, development of the project site is not expected to impact wildlife movement opportunities or prevent the Santa Ana River from continuing to function as a wildlife corridor. Therefore, impacts to wildlife corridors or linkages will not occur.

As stated previously, the project site provides foraging and nesting habitat for a variety of year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area. The project site also has the potential to support birds that nest on the open ground, such as killdeer (*Charadrius vociferus*). Effects on raptor foraging would be slight since the project site is comprised of 12.4 acres under the proposed site plan (10.75 acres under the access option site plan), and nearby open space (e.g., Santa Ana River to the west, La Loma Hills to the northeast, Pellissier Ranch to the north, and AB Sports Complex and Reid Park to the south) consists of at least 1,000 acres of potential foraging habitat within a one-mile radius of the project site. The relative size of the foraging area on the vacant project site compared to the nearby open space is approximately one percent of the potential foraging habitat within a one-mile radius. Additionally, although the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code could mandate conservation of or mitigation for impacts to occupied foraging habitat located in a wildlife sanctuary, park or other natural area land use designation, or within listed species critical habitat, the project site is not located within or adjacent to such land use designations. Therefore, impacts to foraging habitat would be less than significant.

Both the MBTA and the California Fish and Game Code regulate the protection to nests of migratory and other native birds. Although no nests were observed on the project site during the project-specific habitat assessment, there is potential for nesting to occur. In order to protect migratory bird species in accordance with the MBTA and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3515), **Mitigation Measure BIO-1** shall be implemented prior to any ground disturbance or vegetation removal activities during the nesting season (February 1 to August 31). Through implementation of **Mitigation Measure BIO-1**, potential impacts to migratory birds will be reduced to **less than significant** levels under both the proposed site plan and access option site plan.

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

No Impact. The City of Colton does not have any adopted policies or ordinances protecting trees or other biological resources. **No impact** will occur under either the proposed site plan or the access option site plan. No mitigation is required.

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

No Impact. The City of Colton does not have Natural Communities Conservation Plan, but it has adopted the *Draft West Valley Habitat Conservation Plan* for the Delhi Sands flower-loving fly. However, the project site is located 1.8 miles southeast of the Habitat Conservation Plan Area and approximately 3.3 miles southeast of the 13.3 acre Delhi Sands flower-loving fly established conservation area north of E. Valley Boulevard between Eucalyptus Avenue and Meridian Avenue. Therefore, the proposed project will have **no impact** on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan under either the proposed site plan or the access option site plan. No mitigation is required.

2.2.5 Cultural Resources

a) ***Would the project cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5?***

Less than Significant Impact with Mitigation. The City of Colton contains significant cultural resources which reflect the pre-European settlement and early European settlement periods. A comprehensive records search has not been prepared for the City of Colton, however, independent project surveys have identified significant sites at numerous locations near the Santa Ana River and throughout other sections of the community.[7] On July 12, 2017, a qualified LSA archaeologist conducted a cultural resources records search of a 1-mile radius of the project site. The search was conducted at the Eastern Information Center (EIC) located at the University of California Riverside, and the South Central Coastal Information Center (SCCIC) located at the California State

[7] Open Space and Conservation Element (1987). City of Colton General Plan, Page 6-5.

University, Fullerton. It included a review of all recorded historic sites within a 1-mile radius of the project area, as well as a review of known cultural resource survey and excavation reports. In addition, LSA reviewed the California State Historic Property Data File (HPD), which includes the National Register of Historic Places (National Register), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and various local historic registers. Appendix D contains cultural resource materials related to the proposed project.

The records search involved two local repositories of historical information, the Eastern Information Center (EIC) and the Southern California Cultural Information Center (SCCIC). Data from both sources indicate no historical resources within the boundaries of the project site. Data from the EIC indicates that there are 18 historic resources, including 10 residential properties, 1 commercial/public use property, 3 water conveyance resources, remnants of 1 orchard house, 2 refuse deposits, and 1 historic adobe residence) within the one-mile radius of the project site. Data from the SCCIC noted 14 historic-period resources including 2 residential properties, 1 commercial/public use property, 5 water conveyance resources, 3 refuse deposits, 1 trail, and the remnants of 2 residential/farm properties within the one-mile radius of the project. One multi-component site (historic and prehistoric 33-009006) is located 2,000 feet southeast of the site. The closest historic resources are two wells situated approximately 800 feet to the northeast of the site.

Based on these records, there is at least some potential for finding buried historic cultural deposits within the proposed project site for either the proposed site plan or access option site plan. Although the potential for finding historic-period resources is not high, implementation of the following measure will help assure that impacts to any historic (or pre-historic)[8] resources from project grading will be **less than significant with mitigation**:

CUL-1 Unanticipated Archaeological Resources. Prior to issuance of a grading permit, the developer shall retain a Secretary of Interior (SOI) Standards-qualified archaeologist to monitor all clearing, grubbing, and grading activities at the project site and shall be equipped to record and salvage archaeological resources that may be unearthed during such activities. This measure shall not apply to importation of non-native soil onto the project site prior to actual grading of native onsite soil. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of unearthed resources. The project archaeologist shall assess the significance of any archaeological finds in consultation with interested Native American tribal representatives (i.e., those who have expressed an interest in monitoring the project through the AB 52 process) and select appropriate disposition for the resource based on the significance of the find and tribal input.

If any suspected historical or pre-historic (archaeological) resources are discovered during ground-disturbing activities, and an archaeological monitor or Native American Tribal Representative is not present, the construction supervisor shall halt work within a 100-foot radius around the find and call the City planner immediately who will contact the project archaeologist and the Tribal representatives to the site to assess the significance of the find. The landowner shall relinquish ownership of all archaeological artifacts that are of Native American origin found on the project site to the culturally affiliated Native American Tribe(s) for proper treatment and disposition. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City and the appropriate Native American Tribe(s).

All ground-disturbing activities shall take place only with interested tribal participants, as well as a Secretary of Interior (SOI) Standards-qualified archaeological monitor, present. If previously undocumented cultural resources are identified during earthmoving activities, the project archaeological monitor, in tandem with tribal participants, shall assess the nature and significance of the find, diverting construction excavation if necessary. The archaeologist shall have the authority to redirect ground-disturbing activities in the vicinity of the find until the nature and extent of the find can be evaluated. Any such resource uncovered during the course of project-related grading shall be recorded and/or removed per applicable guidelines, in consultation and cooperation with San Bernardino County Museum staff and appropriate Native American tribal representatives.

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

[8] See also Section 2.2.5(b) regarding archaeological or pre-historic resources

2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 100-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards, in tandem with a tribal participant, shall assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Appropriate tribal representatives shall be contacted if any such find occurs, and be provided information and permitted/invited to perform a site visit when the archaeologist makes their assessment, along with the interested tribal representative(s) to provide tribal input.

3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall develop a Cultural Resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to interested tribal representatives for review and comment.

4. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by interested tribal representative(s).

5. The Lead Agency and/or applicant shall, in good faith, consult with interested tribal representatives (i.e., those who have expressed an interest during the AB 52 Native American Consultation process) to monitor site grading and the disposition and treatment of any artifacts or other cultural materials encountered during project grading.

6. The City may consult with multiple tribal representatives who express interest in monitoring this project.

7. All cultural material, excluding sacred, ceremonial, grave goods and human remains, collected during the grading monitoring program shall be curated, as determined by the treatment plan, according to the current professional repository standards and may include one or more representatives of affected Native American tribal groups under the requirements of AB 52.

b) ***Would the project cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5?***

Less than Significant with Mitigation. On July 12, 2017, a qualified LSA archaeologist conducted a cultural resources records search of a 1-mile radius of the project site. The search was conducted at the at the Eastern Information Center (EIC) located at the University of California Riverside, and the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton. It included a review of all recorded historic and prehistoric archaeological sites within a 1-mile radius of the project area, as well as a review of known cultural resource survey and excavation reports. In addition, LSA reviewed the California State Historic Property Data File (HPD), which includes the National Register of Historic Places (National Register), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and various local historic registers. Appendix D contains cultural resource materials related to the proposed project.

The records search involved two local repositories of historical information, the Eastern Information Center (EIC) and the Southern California Cultural Information Center (SCCIC). Data from both sources indicate no historical resources within the boundaries of the project site. Data from the EIC indicates there are 20 cultural resources within the one-mile radius of the project; however, 18 of them are potentially historic in nature [see Section 2.2.5(a) above]. Only 2 prehistoric resources (isolated ground stone artifacts) have been found within one mile of the project site.

In addition, data from the SCCIC noted 37 cultural resources within the one-mile radius of the project of which 14 are considered potentially historic in nature [see Section 2.2.5(a) above]. The 23 prehistoric resources documented within the one-mile radius include 13 bedrock milling sites, 8 rock features, and 2 isolated ground stone artifacts. The closest resources to the project site are two historic wells situated approximately 800 feet to the northeast. One multi-component site (historic and prehistoric 33-009006) is located 2,000 feet to the southeast. The majority of the prehistoric resources are located along the west-facing slope of the La Loma Hills, over half a mile from the project site.

Based on these records, the project site is considered to have a high sensitivity for buried archaeological resources. With implementation of **Measure CUL-1** outlined in Section 2.2.5a above, potential impacts to archaeological resources would be reduced to **less than significant with mitigation** under both the proposed site plan and access option site plan.

c) ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less than Significant with Mitigation. Sediments on the project site are comprised of Holocene (11,700 years ago to present) alluvium deposited by episodic flooding of the Santa Ana River. Holocene sediments generally are considered too young to yield paleontological resources; however, the Holocene sediments on the project site are underlain by old alluvial deposits of late to middle Pleistocene age (11,700 to 781,000 years ago), which are known to yield paleontological resources.

The City is required to protect paleontological resources pursuant to applicable local, State, and federal laws. As with significant cultural resources, scientifically significant paleontological resources are generally considered to be historical resources, as defined in *CEQA Guidelines* Section 15064.5(a)(3)(D). Paleontological resources are scientifically significant if they represent new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa. The recovery of remains representing age-diagnostic taxa would be critical in confirming, refining, and/or correcting previous age assignments for the fossil-bearing rock unit and its fauna, and the recovery of remains representing environmentally sensitive taxa will be critical in paleo-environmental reconstruction. Moreover, the remains would contribute to a more comprehensive documentation of the diversity of extinct animal life that existed in the Colton area during the Quaternary Epoch and to a more accurate reconstruction of the geologic history of the area.

Due to the age of the sediments underlying the project site, paleontological resources may be present in these potentially fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in these potentially fossil-bearing soils and rock formations have the potential to damage or destroy scientifically significant paleontological resources. Therefore, implementation of **Mitigation Measure CUL-2** is required in the event that unanticipated paleontological resources are unearthed during project construction for either the proposed site plan or access option site plan.

CUL-2 Unanticipated Paleontological Resources. Prior to issuance of grading permits, the City shall verify that the following note is included on the grading plans:

> **"**If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor is obligated to halt work within a 100-foot radius around the find until a qualified paleontologist can assess the significance of the find. The project paleontologist shall monitor remaining ground-disturbing activities in native soils at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during construction. The paleontologist shall temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources. Any fossils found shall be offered for curation at a curation facility approved by the City. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, shall be prepared upon completion of the steps outlined above. The report and inventory, when submitted to the appropriate lead agency, will signify completion of the program to mitigate impacts on paleontological resources. This measure shall be implemented to the satisfaction of the City Development Services Department."

Implementation of **Mitigation Measure CUL-2** will reduce impacts to paleontological resources to **less than significant** levels by ensuring paleontological resources will be subject to scientific recovery and evaluation under both the proposed site plan and access option site plan.

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

Less than Significant with Mitigation. California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD) responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and

associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. Section 7052 of the Health & Safety Code also states that disturbance of Native American cemeteries is a felony. With adherence to these existing regulations and the following measure, potential impacts to human remains would be **less than significant with mitigation** for both the proposed site plan and access option site plan**.**

CUL-3 Human Remains. If any human remains are discovered, State of California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the county coroner has made the determination of origin and disposition pursuant to PRC Section 5097.98 with the San Bernardino County Coroner and the lead agency notified immediately. If the human remains are determined prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant. The most likely descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

2.2.6 Geology and Soils

a) ***Would the project 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 Geological Special Publication 42.)

Less than Significant Impact. The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (California Geological Survey 2005). There are no known active or potentially active faults that traverse the project site, so the risk of ground rupture due to fault displacement beneath the site is low. The closest known fault, the San Jacinto (San Bernardino) Fault, proceeds along the eastern edge of the City, passing directly under the Interstate 10 (I-10)/Interstate 215 (I-215) interchange approximately 4.5 miles northeast of the project site.[9] Due to the substantial distance between the project site and the nearest Alquist-Priolo fault, impacts related to fault rupture would be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

(ii) Strong seismic ground shaking?

Less than Significant with Mitigation. Like all of southern California, the project site will continue to be subject to ground shaking generated from activity on local and regional faults. The San Jacinto Fault, located 4.5 miles to the northeast, has the potential to cause moderate to large earthquakes that will result in intense ground shaking.

The proposed warehouse structure is not intended for permanent, full-time human occupancy under either the proposed site plan and the access option site plan, and compliance with applicable 2016 California Building Standards Code (CBSC) (California Code of Regulations, Title 24) regulations, which establish engineering standards appropriate for the potential seismic hazards of the project site, will result in a warehouse structure designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life as a result of strong seismic ground shaking. The project-specific geotechnical investigation (Appendix E) presented site-specific seismic design parameters in accordance with the 2016 CBSC and based, in part, on site-specific soil conditions, occupancy, the configuration of the proposed structure including the structural system and height, and proximity of known faults to the project site, as shown in Table F.

[9] Safety Element (1987), City of Colton General Plan; United States Geological Survey, Special Studies Zones, San Bernardino South, CA 7.5' Quadrangle (1977). http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SANBERN_S.PDF (Accessed July 29, 2017).

Table F: 2016 California Building Code Seismic Design Parameters

Parameter		Value
Mapped Spectral Acceleration at 0.2 sec Period	S_S	1.521
Mapped Spectral Acceleration at 1.0 sec Period	S_1	0.656
Site Class	—	D
Site Modified Spectral Acceleration at 0.2 sec Period	S_{MS}	1.521
Site Modified Spectral Acceleration at 1.0 sec Period	S_{M1}	0.986
Design Spectral Acceleration at 0.2 sec Period	S_{DS}	1.014
Design Spectral Acceleration at 1.0 sec Period	S_{D1}	0.657

Source: page 11, Southern California Geotechnical, July 19, 2017 (Appendix E).

Incorporation of these site-specific seismic design parameters into the project design will minimize the potential damage that will occur as a result of strong seismic ground shaking under both the proposed site plan and the access option site plan. Therefore, the following measure is recommended to reduce potential impacts related to strong seismic shaking to **less than significant with mitigation** for both the proposed site plan and access option site plan:

GEO-1 Geotechnical Studies. Prior to issuance of any building permits, the developer shall provide plans to the City Engineer for review and approval that demonstrate the location and design of all proposed buildings and improvements are consistent with the project-specific geotechnical study (Southern California Geotechnical dated July 19, 2017), project soil infiltration report (Southern California Geotechnical dated July 20, 2017), and project sulfate testing report (Southern California Geotechnical dated July 24, 2017). This measure applies to all geotechnical, liquefaction, soil constraints, etc. outlined in any of the Southern California Geotechnical studies. This measure shall be implemented to the satisfaction of the City Engineer.

(iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is a phenomenon that occurs when strong earthquake shaking causes soils to collapse from a sudden loss of cohesion and undergo a transformation from a solid to a liquefied state. There are three basic factors that must exist concurrently in order for liquefaction to occur. These factors include:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions;
- A relatively loose silty and/or sandy soil; and
- A relatively shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

Within the City of Colton, two areas have liquefaction potential: southeast of the I-10/I-215 interchange and within the southwestern portion of the [City] planning area.[10] According to the project-specific geotechnical investigation, County hazard mapping and subsurface conditions encountered at the boring locations indicate that liquefaction is not considered to be a substantial risk (i.e., a design concern) for this project (page 11, SCG 2017)(Appendix E). Furthermore, the proposed project would be required to adhere to applicable regulations regarding building safety. Through compliance with the 2016 CBSC, the potential for liquefaction to occur beneath the project site is considered to be very low, and impacts related to ground failure and liquefaction would be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

(iv) Landslides?

Less than Significant Impact. The geologic and topographic characteristics of an area often determine its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes

[10] *Ibid.*

typically need to be disturbed; the common triggering mechanisms of slope failure include undercutting of slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, and shaking of marginally stable slopes during earthquakes.

The project site and its immediate surroundings have generally flat topography and are not located in an area prone to landslides according to the San Bernardino County Geologic Hazard Overlay.[11] The proposed project would be required to adhere to applicable regulations regarding the City's Building Ordinance (i.e., 2016 CBSC) as well as soil and slope limitations outlined in the project-specific geotechnical report (Appendix E). Through adherence to the 2016 CBSC and recommendations outlined in the project-specific geotechnical report, the potential for landslides to occur within the project site is considered low and impacts would be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

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

Less than Significant with Mitigation. The project site is underlain by alluvial-fan deposits. Prior to the issuance of grading permits, the project proponent would be required to prepare and submit detailed grading plans for the project site under either the proposed site plan or the access option site plan, which ever site plan is developed. The grading plans must be submitted to the City for review and approval as part of a Landscape Documentation Package in conformance with Chapter 13.30.120 *Grading Design Plan* of the City's Code of Ordinances. Accordingly, the proposed project shall be designed to minimize soil erosion, runoff, and water waste under both the proposed site plan and the access option site plan.

Development of the project site would involve more than one acre of ground disturbance, therefore, the proposed project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed onsite grading by implementing appropriate best management practices (BMPs). In addition to preparation of an SWPPP, new development projects submitted to the City would be required to submit a project-specific Water Quality Management Plan (WQMP) which would identify BMPs to effectively treat and/or limit the entry of contaminants into the storm drain system. The WQMP is required to be incorporated by reference or attached to the project's SWPPP as the Post-Construction Management Plan. Implementation of **Mitigation Measures WQ-1** through **WQ-3** (detailed in CEQA Checklist 2.2.9a), plus compliance with the City's Code of Ordinances and adherence to the BMPs contained in the SWPPP and WQMP, would ensure that the potential for impacts related to soil erosion would be reduced to a level of **less than significant with mitigation** under both the proposed site plan and the access option site plan.

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

Less than Significant with Mitigation. Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Ground subsidence and associated fissuring have occurred in different places in San Bernardino County, due to falling and rising groundwater tables. The project site is located in an area with a generalized low susceptibility to liquefaction for both the proposed site plan and the access option site plan.[12]

As described previously in this section, the project site and immediate surroundings are relatively flat and not considered susceptible to landslides. Free groundwater levels in this area are relatively deep, although the project geotechnical investigation found isolated perched groundwater at one location (southwest portion, depth 18.5 feet). The project geotechnical investigation indicated the presence of some unconsolidated fill, and near-surface alluvium could be subject to some consolidation when exposed to load increases expected to be exerted by the foundations of the proposed project, as well as minor amounts of collapse when exposed to moisture infiltration. Therefore, remedial grading of the project site will be necessary to provide a subgrade suitable for support of the foundations and floor slab of the proposed warehouse. However, implementation of **Mitigation Measure GEO-**

[11] San Bernardino County Land Use Plan, General Plan, Geologic Hazard Overlays, Victorville/San Bernardino. March 9, 2010. http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/EHFHC_20100309new.pdf (Accessed June 30, 2017).

[12] *Ibid.*

1 will ensure the grading recommendations outlined in the project-specific geotechnical investigation (Appendix E) are implemented during construction of the proposed project in accordance with the 2013 CBC and the City Grading Code (Title 17) for both the proposed site plan and the access option site plan.

Remedial grading recommended in the project geotechnical report will remove any undocumented fill soils and upper portion of the underlying alluvial soils and replace these materials with compacted structural fill. The native soils that will remain in place below the recommended depth of overexcavation will not be subject to significant load increases from the foundations of the proposed warehouse. With implementation of **Mitigation Measure GEO-1**, post-construction static settlement of the proposed warehouse is expected to be within tolerable limits under both the proposed site plan and the access option site plan.

Project-specific results of soluble sulfate testing (SCG 2017) indicate the selected sample of the onsite soils contains negligible concentrations of soluble sulfates, in accordance with American Concrete Institute (ACI) guidelines. Therefore, specialized concrete mix designs are not considered to be necessary for sulfate protection purposes. However, it is recommended that additional soluble sulfate testing be conducted at the completion of rough grading to verify the soluble sulfate concentrations of the soils which are present at pad grade within the building area.

Implementation of **Mitigation Measures GEO-1**, as well as adherence to the City Grading Code (Title 17) and erosion control standards of the City Municipal Code, will ensure the project site is adequately prepared to prevent the collapse of the graded pad and/or slopes. Therefore, impacts related to geologic conditions are reduced to a level of **less than significant with mitigation** under both the proposed site plan and the access option site plan.

d) ***Would the project 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?***

No Impact. Expansive soils generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

According to the project-specific geotechnical investigation (Appendix E), representative samples of, the upper portion of the soils within the project site are considered to be very low in expansion potential (page 12, SCG 2017). Therefore, **no impact** related to the project being located on expansive soil will occur under both the proposed site plan and the access option site plan. No mitigation is required.

e) ***Would the project 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?***

No Impact. The proposed project will be connected to existing wastewater collection and conveyance facilities owned and operated by the City of Riverside under a will-serve agreement between the City of Colton and City of Riverside, as administered by the Riverside Public Works Department (Refer to CEQA Checklist 2.2.18b) under both the proposed site plan and the access option site plan. Local wastewater will be collected and conveyed to the regional sewer system; therefore, septic tanks will not be necessary. Because the proposed project will not include the installation of septic tanks or alternative wastewater disposal systems, **no impact** will occur. No mitigation is required.

2.2.7 Greenhouse Gas Emissions

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

Less Than Significant with Mitigation. On January 20, 2017, the California Air Resources Board (ARB) released The *2017 Climate Change Scoping Plan Update (Second Update)* for public review and comment. This update proposes ARB's strategy for achieving the State's 2030 GHG target as established in SB 32, including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20 percent. The *Second Update* incorporates approaches to cutting short-lived climate pollutants (SLCPs) under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by

ARB in March 2017), and acknowledges the need for reducing emissions in agriculture and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon.

Senate Bill (SB) 32 and Assembly Bill (AB) 197 (enacted in 2016) are companion bills that set a new statewide GHG reduction targets; make changes to ARB's membership, and increase legislative oversight of ARB's climate change-based activities; and expand dissemination of GHG and other air quality-related emissions data to enhance transparency and accountability.

More specifically, SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring ARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the State's climate policies. AB 197 also added two members of the Legislature to ARB as nonvoting members; requires ARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and, requires ARB to identify specific information for GHG emissions reduction measures when updating the scoping plan. When discussing project-level GHG emissions reduction actions and thresholds, the *Second Update* states "achieving no net increase in GHG emissions is the correct overall objective, but it may not be appropriate or feasible for every development project. An inability to mitigate a project's GHG emissions to zero does not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA."

LSA prepared a detailed assessment of greenhouse gas emission impacts for the proposed project based on the project development characteristics (Appendix B). During the construction of the project, expected equipment and vehicles will generate greenhouse gases in small amounts. There currently are no identified thresholds for greenhouse gas emissions. This section provides an analysis of greenhouse gas (GHG) emissions associated with the proposed project. This analysis examines the short-term construction and long-term operational impacts of the proposed project as it relates to greenhouse gases. A detailed assessment of project-related GHG emissions is included in Appendix B.

Project-related emissions of GHGs have been modeled by including direct emissions from project vehicular traffic. Indirect emissions from electric power plants generating electricity, energy used to provide water, and the processing of solid waste were accounted for taking into account the nature of the project. The project would utilize quantifiable amounts of electricity, natural gas, water and generate solid waste that will contribute CO_2, CH_4, and N_2O emissions. The emissions of GHG resulting have been estimated using parameters from both the State of California and the federal government.

Calculation of Greenhouse Gas Emissions

The project's GHG emissions during construction and mobile sources during project operation were estimated by using the CalEEMod 2016.3.1 computer model developed and maintained by the South Coast Air Quality Management District (SCAQMD). The project's GHG emissions from onsite equipment were estimated using the emission factors found on the SCAQMD website (Appendix B).

The proposed project would generate a total of 788 metric tons (MT) of CO_2e GHGs during construction (26 MT CO_2e amortized over 30 years), consistent with SCAQMD methodologies. The operational GHG emissions of the project are estimated to be 4,274 metric tons of CO_2e per year; combined with construction emissions amortized over 30 years, the total Project GHG emissions would be 4,300 MT CO_2e per year (Appendix B, Page 34). For comparison, the existing emissions from the entire SCAG region are estimated to be approximately 176.79 million metric tons (MMT) per year (yr) of CO_2e, and the existing emissions for the entire State are estimated at approximately 496.95 MMT/yr of CO_2e. The carbon dioxide, methane, and nitrous oxide emissions that would be associated with the proposed project is less than one thousandth of one percent of California's total emissions for CO_2e.

The City of Colton adopted a Climate Action Plan on November 5, 2015 under Resolution No. R-119-15[13] based on the San Bernardino County Regional Greenhouse Gas Reduction Plan,[14] which is sponsored and facilitated by the San Bernardino Associated Governments (SANBAG). Projects in the City that are consistent with the City of

[13] *City of Colton Climate Action Plan.* Resolution No. R-119-15. Adopted November 5, 2015. http://www.ci.colton.ca.us/index.aspx?nid=765. (Accessed October 1, 2017).

[14] *Final San Bernardino County Regional Greenhouse Gas Reduction Plan.* San Bernardino Associated Governments. March 2014. http://www.gosbcta.com/plans-projects/plans/greenhouse-gas/SBC-RegionalGreenHouseGasReduction-Final.pdf. (Accessed October 1, 2017).

Colton Climate Action Plan (CAP) are considered to have a less than significant impact related to the emission of GHGs. The proposed warehouse building, including office space, shall total 236,512 square feet under either the proposed site plan (Figure 5A) or the access option site plan (Figure 5B). Based on a project-specific analysis against the City's CAP Screening Tables (Appendix B), the proposed project shall incorporate the following design features to ensure the proposed project results in the minimum level of GHG emissions, complies with and would not conflict with or impede the implementation of reduction goals identified in AB 32, and achieves the minimum 100 points to achieve consistency with the City's CAP under whichever site plan (proposed or access option) ultimately gets developed:

- Greatly enhanced window insulation (0.28 or less rate of heat loss (U-factor), 0.22 or less solar heat gain coefficient (SHGC)). 12 points.
- Improved efficiency water heater (0.675 Energy Factor). 14 points.
- All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.). 5 points.
- Installation of very high efficiency lights (100% of in-unit fixtures are high efficacy). 14 points.
- Installation of a solar-ready roof (sturdy roof and electric hookups). 2 points.
- Installation of water-efficient landscaping using only moderate water-using plants. 3 points.
- Weather-based irrigation control systems combined with drip irrigation (demonstrate 20 percent reduced water use). 5 points.
- Recycled water connection (purple pipe) to irrigation system on site. If available.
- Water efficient shower heads (2.0 gallons per minute (gpm)). 3 points.
- Water efficient toilets/urinals (1.5 gpm). 3 points.
- Water efficient faucets (1.28 gpm). 3 points.
- Install four (4) public charging stations for use by electric vehicles. 40 points.

The following **Mitigation Measure GHG-1** is based on the project's compliance with the Screening Tables design features described above (Appendix B), and will reduce potential impacts of the project relative to GHG emissions to a level of **less than significant with mitigation**:

GHG-1 Screening Table. Prior to the issuance of occupancy permit, the Project Applicant shall submit evidence to the City that all applicable design features identified in the City's Climate Action Plan Greenhouse Gas Emissions Screening Tables are incorporated into the design and construction of the proposed project. This measure shall be implemented to the satisfaction of the City Engineer and Development Services Department, as appropriate.

The project-specific analysis of the City's CAP Screening Tables demonstrates the proposed project would garner 104 points with incorporation of the design features listed above. Through implementation of **Mitigation Measure GHG-1**, the proposed project would be consistent with the City's CAP, so the project's GHG emissions would be reduced to **less than significant with mitigation** under both the proposed site plan and access option site plan.

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

Less than Significant with Mitigation. The City of Colton has not yet adopted goals and policies under the City's General Plan to reduce greenhouse gas emissions in compliance with SB 375 and AB 32 relative to the proposed project. The project is required to meet Title 24 energy conservation requirements and all applicable Green Building Code requirements regarding energy and water conservation. With implementation of these regulatory requirements, project-related GHG emissions will be less than significant so the project will not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and no mitigation is required.

The City's adopted CAP contains local guidance on the City's GHG Inventory reduction goals, policies, guidelines, and implementation programs. The CAP shows how to analyze GHG emissions and determine

significance during the CEQA review of proposed development projects. To address the state's requirement to reduce GHG emissions, the City prepared its CAP with the goal of reducing GHG emissions within the City by 15 percent below 2008 levels by the year 2020. The City's target is consistent with the AB 32 target and ensures that the City of Colton will be providing GHG reductions locally that will complement state efforts to reduce GHG emissions. As part of the CAP, the City of Colton published a guidance document titled "Greenhouse Gas Emissions, Screening Tables." As part of this guidance, the City determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emissions analysis method.

The City's analysis determined that the 3,000 MTCO2e per year value be used in defining small projects that are considered less than significant and do not need to use the Screening Tables or alternative calculations. If the project exceeds the 3,000 MTCO2e per year threshold, then project emissions would need to be reduced by 20 percent from year 2008 emissions levels, or, alternatively, the project would need to achieve a minimum of 100 points on the CAP Screening Tables pursuant to the San Bernardino County Regional Greenhouse Gas Reduction Plan.[15] The screening tables also allow developers to tailor their mitigation measures to the project's needs rather than have their projects subject to one-size-fits-all mitigation measures that may be too stringent for a particular project.

As stated previously, the proposed warehouse building, including office space, shall total 236,512 square feet under either the proposed site plan (Figure 5A) or the access option site plan (Figure 5B). Based on a project-specific analysis against the City's CAP Screening Tables, the proposed project shall incorporate the following design features to ensure the proposed project results in the minimum level of GHG emissions, complies with and would not conflict with or impede the implementation of reduction goals identified in AB 32, and achieves the minimum 100 points to achieve consistency with the City's CAP under whichever site plan (proposed or access option) ultimately gets developed:

- Greatly enhanced window insulation (0.28 or less rate of heat loss (U-factor), 0.22 or less solar heat gain coefficient (SHGC)). 12 points.
- Improved efficiency water heater (0.675 Energy Factor). 14 points.
- All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.). 5 points.
- Installation of very high efficiency lights (100% of in-unit fixtures are high efficacy). 14 points.
- Installation of a solar-ready roof (sturdy roof and electric hookups). 2 points.
- Installation of water-efficient landscaping using only moderate water-using plants. 3 points.
- Weather-based irrigation control systems combined with drip irrigation (demonstrate 20 percent reduced water use). 5 points.
- Recycled water connection (purple pipe) to irrigation system on site. If available.
- Water efficient shower heads (2.0 gallons per minute (gpm)). 3 points.
- Water efficient toilets/urinals (1.5 gpm). 3 points.
- Water efficient faucets (1.28 gpm). 3 points.
- Install four (4) public charging stations for use by electric vehicles. 40 points.

Implementation of **Mitigation Measure GHG-1** detailed in CEQA Checklist 2.2.7b above is based on the project's compliance with the Screening Tables design features described above (Appendix B). The project-specific analysis of the City's CAP Screening Tables demonstrates the proposed project would garner 104 points with incorporation of the design features listed above and therefore would be consistent with the City's CAP by exceeding the minimum 100 points required to achieve consistency. With implementation of **Mitigation Measure GHG-1**, project impacts regarding consistency with applicable plans, policies, or regulations adopted for the purpose of reducing emissions of GHGs would be reduced to **less than significant with mitigation** under both the proposed site plan and the access option site plan.

[15] *Final San Bernardino County Regional Greenhouse Gas Reduction Plan.* San Bernardino Associated Governments. March 2014. http://www.gosbcta.com/plans-projects/plans/greenhouse-gas/SBC-RegionalGreenHouseGasReduction-Final.pdf. (Accessed October 1, 2017).

2.2.8 Hazards and Hazardous Materials

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

Less than Significant Impact. The proposed project will result in the construction of light industrial uses under both the proposed site plan and the access option site plan. Potential hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during the construction and/or occupancy of the proposed project. However, due to the limited quantities of these materials to be used by the proposed project, they are not considered hazardous to the public at large. In accordance with the City's Hazardous Waste Management Plan (Chapter 6.44 of the City's Code of Ordinances), the transport, use, and storage of hazardous materials during the construction and operation of the project will be conducted pursuant to all applicable local, State and federal laws, and in cooperation with the County's Division of Environmental Health Services under both the proposed site plan and the access option site plan.

The proposed warehouse use on the project site is not expected to result in the transportation, disposal, or release of large amounts of hazardous materials that would create a significant hazard to the public or the environment under either the proposed site plan and/or the access option site plan. The proposed project shall comply with all applicable local, State, and federal laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials. Compliance with all applicable federal, state, and local laws related to the transportation, use and storage of hazardous materials will reduce the likelihood and severity of accidents during transit, use, and storage under both the proposed site plan and the access option site plan.

As required by California Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

Compliance with all applicable local, State, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, as well as Health and Safety Code Section 25507, will ensure a **less than significant** impact from the routine transport, use, or disposal of hazardous materials under both the proposed site plan and the access option site plan. No mitigation is required.

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

Less than Significant with Mitigation. A Phase I Environmental Site Assessment (ESA) was completed for the project site (i.e., proposed site plan and access option site plan) by Converse Consultants in July 2017 (Appendix G). The ESA evaluated governmental database and mapping information for the project site and surrounding area, as well as conducted an onsite field survey. The project site consists of vacant land with an above-ground storage tank and agricultural water well as the only improvements onsite. The project site consists of disked land, sparsely vegetated, and subject to perennial weed abatement. The ESA identified potential issues related to past agricultural activities (i.e. possible application of chemical such as pesticides), and the possibility of transite (asbestos-containing) pipes buried on the site from past agricultural use. According to the ESA, there are approximately a dozen nearby land uses that handle hazardous materials of various kinds, but none have any activities or materials that would represent a significant risk to public health or safety (e.g. onsite storage, leaking tanks, vapor migration, etc.). Only one of the sites had a leaking underground storage tank (LUST) but it was remediated and the case closed in 1996. Compliance with local, State, and federal laws will reduce impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; however, implementation of the following measures is needed to assure potential hazardous materials impacts are reduced to a level of **less than significant with mitigation** for either the proposed site plan or the access option site plan.

HAZ-1 Hazardous Materials. In the event any subsurface feature, material, former improvement, etc. is found during grading that cannot be clearly identified as non-hazardous, work shall be halted in that area until a qualified environmental professional is retained to identify the material and determine if it is hazardous. In the event the material is determined to be non-hazardous, no further action is required. If the material is found to be hazardous, the qualified environmental professional shall determine the

nature and extent of the material, the potential risk of removal, and other appropriate steps to effectively remediate and dispose of any hazard materials found during grading (e.g., buried transite irrigation pipe). The environmental professional shall direct and coordinate any disposal of hazardous materials according to applicable laws and regulations including disposal at a landfill approved for such material. Written results of any testing, remediation, or removal shall be provided to the City Development Services Department within 30 days of such action.

HAZ-2 Soil Testing. Prior to issuance of a grading permit, the applicant shall provide evidence that onsite soils have had the following tests conducted for contamination by agricultural chemicals:

- EPA Method 8081A (organochlorine pesticides)
- EPA Method 8151B (chlorinated herbicides)
- EPA Test for Arsenic (as former agricultural pesticide)

If present in levels that exceed industrial standards, these or other hazardous materials shall be removed and transported to an appropriate landfill by a licensed contractor. This measure shall be implemented to the satisfaction of the City Development Services Department including written documentation of the disposal of any soil contaminated by agricultural chemicals in conformance with all applicable regulations.

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

No Impact. The project site is not located within one-quarter of a mile of an existing or proposed school under either the proposed site plan or the access option site plan. The closest school is Grand Terrace High School located at 21810 Main Street, Grand Terrace approximately 1.4 miles east of the project site. Therefore, the proposed project will have **no impact** related to emissions or the handling of hazardous materials within one-quarter mile of an existing or proposed school. No mitigation is required.

d) ***Would the project be located on 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?***

No Impact. The project site is not listed on the Cortese List (Government Code Section 65692.5) or listed in the Site Mitigation and Brownfields Reuse Program Database, as maintained by the California Department of Toxic Substances Control (DTSC) Envirostor database[16] under either the proposed site plan or the access option site plan. Therefore, **no impact** related to the Cortese List or other governmental databases will occur, and no mitigation is required.

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?***

No Impact. Flabob Airport is located approximately 4 miles southwest of the site, San Bernardino International Airport is located approximately 7.3 miles northeast of the project site, Ontario International Airport is located approximately 12.8 miles west of the site, and the Riverside Municipal Airport is 7 miles southwest of the site. A review of the respective Airport Land Use Compatibility Plans confirms that the project site is not within any designated airport influence areas or fly zones under either the proposed site plan or the access option site plan. **No impact** related to public airports or private airstrips will occur, and no mitigation is required.

f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Please refer to CEQA Checklist 2.2.8e.

g) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

[16] California Department of Toxic Substances Control, Envirostor Database. https://www.envirostor.dtsc.ca.gov/public/ (Accessed July 30, 2017).

Less than Significant Impact. The project site is adjacent to Center Street, which provides direct access to the site as well as to the I-215 Freeway to the east (at Stephens Avenue) under both the proposed site plan and the access option site plan. The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with the City's *Emergency Plan* (Chapter 2.28.100 of the City Code of Ordinances) which would ensure the provision of adequate vehicular access and would provide for sufficient emergency access and evacuation. Construction activities 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 temporary road closures. These are standard conditions of approval for the City and thus would not require separate mitigation measures. Adherence to these City conditions would result in **less than significant** impacts related to emergency access for the project under both the proposed site plan and the access option site plan. No mitigation is required.

h) ***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 residents are intermixed with wildlands?***

Less than Significant Impact. Two types of fire hazards have a significant impact within the City of Colton, urban fire hazards and brush fires. The nearest Colton Fire Department station relative to the project site is Fire Station 213 at 1100 South La Cadena Drive approximately 3.8 miles north of the project site. However, the City of Colton participates in the *California Master Mutual Aid Agreement of 1950*, which provides assistance from other fire departments, without charge, during major emergencies to Cities temporarily overwhelmed by an incident. The City also has entered into various *Automatic Aid* agreements with neighboring cities to ensure the quickest and most efficient fire response regardless of city boundaries. Therefore, it is possible the Riverside City Fire Station 6 at 1077 Orange Street approximately 1.3 miles south of the project site or Riverside County Fire Department Station 19 at 469 Center Street in the City of Riverside approximately 2.2 miles east of the project site would provide fire protection services in the event of an emergency under both the proposed site plan and the access option site plan.

The project site and the surrounding land uses are not located within a Fire Safety Overlay District.[17] Through existing fire protection services, the proposed project is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires due to its surrounding conditions. Thus, a **less than significant** impact would result from the development of the proposed project under both the proposed site plan and the access option site plan. No mitigation is required.

2.2.9 Hydrology and Water Quality

a) ***Would the project violate any water quality standards or waste discharge requirements?***

Less than Significant with Mitigation. The grading phase of the proposed project will require the disturbance of approximately 12.4 acres of surface soils under the proposed site plan or approximately 10.75 acres of surface soils under the access option site plan. A project-specific Water Quality Management Plan (WQMP) (Appendix F) has been prepared for the 12.4-acre proposed site plan, which encompasses the 10.75-acre access option site plan, as a worst case scenario. Under both the proposed site plan and the access option site plan, grading will require the removal of vegetative cover, which could potentially result in erosion and sedimentation, and therefore affect water quality. Construction projects resulting in the disturbance of 1.0 acre or more require an NPDES permit. A component of the construction permit is the preparation of a SWPPP. The SWPPP identifies BMPs for implementation to reduce impacts to surface water from contaminated stormwater discharges and to reduce impacts from erosion and sedimentation to less than significant levels. BMP measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these BMPs throughout the duration of on-site activities, as indicated in Table G.

[17] San Bernardino County Land Use Plan, General Plan, Hazard Overlays, Victorville/San Bernardino. March 9, 2010. http://www.sbcounty.gov/Uploads/lus/HazMaps/EHFHB_20100309.pdf (Accessed July 30, 2017).

Table G: General Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
Minimize Clearing Preserve natural vegetation Stabilize drainage ways	Install perimeter controls Install sediment trapping devices Inlet protection	Stabilize exposed soils Protect steep slopes Complete construction in phases	Create waste collection area Put lids on containers Clean up spills immediately

Source: National Menu of Best Management Practices (BMPs) for Stormwater, National Pollutant Discharge Elimination System, Environmental Protection Agency. https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr (Accessed July 30, 2017).

Prior to the start of any grading or building construction, the proposed project shall submit the project WQMP to the Regional Water Quality Control Board (RWQCB) for review and approval. The WQMP shall identify all BMPs that will be incorporated into the project to control stormwater and non-stormwater pollutants during and after construction and shall be revised as necessary during the life of the project.

Under existing conditions, the project site drains generally in a north to south direction toward Center Street where runoff flows along the natural topography of the road leaving the site. The proposed project will maintain the existing drainage pattern from north to south under both the proposed site plan and the access option site plan but will direct flows to proposed underground retention/infiltration chambers located beneath the parking lots on both the east and west sides of the building in both site plans. The project (WQMP) (Appendix F) states the following (page 1-1):

> *Runoff from the westerly half of the building and the westerly truck yard will drain to grate inlets in the truck yard area. A storm drain conveys this flow around the building to the basin at the southeast corner of the site. Flow from the southerly parking area is also intercepted in this storm drain system. Runoff from the easterly half of the building and the truck yard area will drain to grate inlets at the truck yard area. A storm drain system will convey runoff to the basin at the southeast corner of the site. Flows ultimate drain offsite via proposed parkway drains along Center Street.*
>
> *Underground infiltration facilities will be utilized to meet water quality requirements. Diversion structures will direct "low flows" into the underground facilities. Once the Design Capture Volume (DCV) is met, runoff will continue to drain to the abovementioned basin. Additionally, drain inserts will be utilized to pre-treat runoff before entering the underground facilities. Landscaped areas adjacent to the street and a small portion of the proposed driveways (1.15 acres) will surface drain to the street. The landscape areas are considered self-treating areas.*

To address potential water contaminants, the project is required to comply with applicable local, State, and federal water quality regulations in accordance with the project-specific NPDES and SWPPP. In addition, the two underground retention chambers[18] will have a combined storage of 46,558 cubic feet with debris filters to pre-treat inlet runoff from the project site before it is stored underground. The project will have to comply with all applicable local, State, and federal laws regulating surface water quality. In addition, construction and operation of the proposed project will be required to comply with the approved WQMP for both the proposed site plan and the access option site plan. So that the project would not release untreated water during its operation, implementation of the following measures WQ-1 through WQ-3 is required to ensure impacts to water quality standards or waste discharge requirements are **less than significant with mitigation** for both the proposed site plan and the access option site plan.

WQ-1 **NPDES Permit.** Prior to the issuance of a grading permit, the project applicant shall file and obtain a Notice of Intent (NOI) with the Regional Water Quality Control Board in order to be in compliance with the State NPDES General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability.

WQ-2 **SWPPP and BMPs.** Prior to the issuance of a grading permit, the project applicant shall submit to and receive approval from the City of Colton for a Storm Water Pollution Prevention Plan (SWPPP) which

[18] Form 4.3-3 (page 4-17) in WQMP indicates DMA A and DMA B would retain 24,084 and 22,474 cubic feet, respectively

shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the site. The SWPPP will include inspection forms for routine monitoring of the site during construction phase to ensure NPDES compliance and additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous construction period based on funding availability. The SWPPP will be kept on site for the entire duration of project construction and will be available to the local RWQCB for inspection at any time. As applicable, the SWPPP must also address soil protection and/or runoff during soil importation and stockpiling on the site prior to grading. Some the BMPs to be implemented may include the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction and repairs will be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences and covered with plastic tarps.
- In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the Contractor and reviewed by the City of Colton and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Colton can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

WQ-3 **WQMP.** Prior to the issuance of a grading permit, the Project Applicant shall submit a Full Categorical Water Quality Management Plan (WQMP) to the City of Colton for review and approval. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs identified in the Water Quality Management Plan for long-term occupancy activities on the site. This measure shall be implemented to the satisfaction of the City Engineer and Development Services Department as appropriate.

b) ***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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less Than Significant With Mitigation. The proposed project consists of one warehouse building with a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, under both the proposed site plan and the access option site plan. A Geotechnical Report and Soil Infiltration Study were prepared by Southern California Geotechnical in July 2017 which indicated that free groundwater was not encountered in any of the test excavations; however, one excavation did reveal perched water in the southwest portion of the site at a depth of approximately 18.5 feet below ground surface (page 7, SCG 2017). The project site is not located within a designated groundwater recharge area, nor does it proposed direct additions to or withdrawals of groundwater. Additionally, the proposed construction does not reach depths that would impair or alter the direction or rate of flow of groundwater under either the proposed site plan or the access option site plan.

The project site is underlain by the Upper Santa Ana Valley Groundwater Basin,[19] from which water in the City is provided by groundwater extracted from three adjudicated subbasins: Bunker Hill, Rialto-Colton, and Riverside-Arlington. Colton does not receive water supply from imported water, local surface water, or recycled water. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan the City of

[19] California Department of Water Resources, Sustainable Groundwater Management, Basin Boundary Modifications. http://www.water.ca.gov/groundwater/sgm/basin_boundaries.cfm (Accessed June 30, 2017).

Colton is projected to have adequate water supply for normal year, single dry year, and multiple dry year scenarios through the year 2040 assuming a ten percent increase in demand for single and multi-dry year periods.[20]

Water service shall be provided to the project site through a will-serve agreement between the Cities of Colton and Riverside, as administered by Riverside Public Utilities (RPU), through implementation of **Mitigation Measure UTL-1** described in Section 2.2.18b. According to the 2015 Urban Water Management Plan for Riverside Public Utilities Water Division, RPU would have a reliable and sufficient water supply which would exceed projected demand through the year 2040.[21]

The majority of RPU's groundwater supplies originate from local sources, with the adjudicated Bunker Hill Sub-basin accounting for approximately 60 percent.[22] RPU's water rights are based on the long-term safe yield from the Bunker Hill Sub-basin, which includes wet, dry, and normal periods. RPUs water supply is considered reliable under single and multiple dry year scenarios because RPU's wells are generally located in the section of the Sub-basin containing the greatest thickness of water-bearing layers. Additionally, since the Bunker Hill Sub-basin is adjudicated, producers of groundwater from this Subbaisn are permitted to increase groundwater production by up to 20 percent in any single year for peaking purposes pursuant to the Western-San Bernardino Judgement.

Section 2.2.13, *Population and Housing*, estimates that the proposed project could generate 218-546 new jobs under either the proposed site plan or the access option site plan, depending on the ultimate use of the proposed warehouse facilities. Since the project proposes no new residential units, it will not result in any additional direct new population or housing. The potential exists for the proposed project to result in temporary population growth in the City through construction employment opportunities; however, the proposed uses are consistent with the General Plan land use and Zoning Ordinance, so no significant permanent population increase is expected as a result of the proposed project under either the proposed site plan or the access option site plan. As a result, the proposed project will not induce a population increase above that which has been planned for by the City, and the proposed project will remain consistent with the typical growth scenario of the 2015 San Bernardino Valley Regional Urban Water Management Plan where future water supply was determined to be adequate. Although, the project site would be served by the City of Riverside's RPU for water service, and the 2015 Urban Water Management Plan for Riverside Public Utilities Water Division concluded RPU would have a reliable and sufficient water supply which would exceed projected demand through the year 2040,[23] it is possible that RPU did not take into account a growth scenario that would include the proposed project since it is located in Colton and not Riverside.

The proposed project will utilize water conservation project design features such as low-flush toilets, low-flow faucets, and native and drought-tolerant landscaping in compliance with Title 13 *Utilities*, Chapter 13.30 *Water Efficient Landscape Ordinance* of the City's Code of Ordinances. Furthermore, the proposed project is required to comply with all NPDES regulations. Through implementation of **Mitigation Measure UTL-1,** the issuance of utility will-serve agreements between the City of Colton and City of Riverside to be administered by the RPU for water service will ensure that RPU is capable of providing service to the project and that the project applicant would adhere to any required conditions upon which water service would be provided under either the proposed site plan or access option site plan. Additionally, participation in existing mutual aid agreements between the RPU and Colton Water District would further ensure the proposed project would be served by reliable and sufficient water supplies without substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level under either the proposed site plan or the access option site plan.

c) ***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 which would result in substantial erosion or siltation on-site or off-site?***

Less than Significant with Mitigation. Project specific hydrology calculations and a Water Quality Management Plan (WQMP) were prepared for the project by Thienes Engineering in July 2017. The project

[20] 2015 San Bernardino Valley Regional Urban Water Management Plan. June 2016. Tables 13-20, 13-21, and 13-22. https://wwwd.org/DocumentCenter/View/1276 (Accessed June 30, 2017).
[21] *Ibid.* Page 1-6.
[22] 2015. Urban Water Management Plan for Riverside Public Utilities Water Division. June 2016. Page 1-4. http://www.riversideca.gov/utilities/pdf/2016/RPU_2015_UWMP_June_Draft.pdf (Accessed July 30, 2017).
[23] *Ibid.* Page 1-6.

hydrology calculations indicate the current 100-year peak flow rate for runoff from the site is 19.7 cubic feet per second (cfs). When the site is fully developed, pre-retention runoff would increase to 36.2 cfs (page 3, Thienes Engineering 2017). The two underground retention chambers[24] will have a combined storage of 46,558 cubic feet which satisfies the estimated detention volume needed post-development for the project per the Preliminary Hydrology Calculations by Thienes Engineering dated August 4, 2017 (Appendix F). According to the WQMP, the full design capture volume is met with infiltration Best Management Practices (BMPs) and flow-based BMPs. The proposed BMPs meet or exceed the full design capture volume. The project will also install the design features detailed in the project-specific WQMP (Appendix F). With all planned improvements, the total 100-year peak discharge from the site will be 14.9 cfs, which is approximately 76% of the existing 100-year peak flow rate (page 3, Appendix F). The proposed project would maintain runoff in general from north to south across the site, similar to existing conditions. Implementation of required design features and **Mitigation Measure WQ-3** will ensure impacts will be **less than significant** with mitigation relative to existing drainage patterns under both the proposed site plan and the access option site plan.

d) ***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 which would result in flooding on-site or off-site?***

Less than Significant with Mitigation. At present drainage on the site flows in a southerly direction toward Center Street, then east and west along Center Street. The project hydrology calculations indicate the current 100-year peak flow rate for runoff from the site is 19.7 cubic feet per second (cfs). According to the project WQMP report…"Runoff from the westerly half of the building and the westerly truck yard will drain to grate inlets in the truck yard area. A storm drain conveys this flow around the building to the basin at the southeast corner of the site. Flow from the southerly parking area is also intercepted in this storm drain system. Runoff from the easterly half of the building and the truck yard area will drain to grate inlets at the truck yard area. A storm drain system will convey runoff to the basin at the southeast corner of the site. Flows ultimately drain offsite via proposed parkway drains along Center Street." When the site is fully developed, onsite runoff would increase to 36.2 cfs before retention (Thienes Engineering 2017) (Appendix F). With all planned improvements, the total 100-year peak discharge from the site will be 14.9 cfs which is approximately 76% of the existing 100-year peak flow rate (page 3, Thienes Engineering 2017). Measure WQ-3 requires submittal of a WQMP to the City for review and approval and the construction of two underground retention chambers. With implementation of the project design features and **Mitigation Measure WQ-3**, offsite runoff will not increase so flooding will be **less than significant with mitigation** under both the proposed site plan and the access option site plan**.**

e) ***Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?***

Less than Significant with Mitigation. Please refer to Checklist Item 2.2.9a through 2.2.9c.

f) ***Would the project otherwise substantially degrade water quality?***

Less than Significant with Mitigation. Please refer to Checklist item 2.2.9a. In accordance with the NPDES permit and as monitored by the City, the project developer would be required to implement BMPs identified in the project-specific SWPPP and WQMP during and after construction, respectively. The water quality volume will be treated by an underground retention system. A low flow pipe, set at a low invert elevation, will be used to direct the Design Capture Volume (DCV) into the retention system. A high flow pipe, set at a higher invert elevation, will take flows greater than the DCV as explained in Section 2.2.9c above. Flows will ultimately drain to the Santa Ana River located west of the project site. Implementation of required design guidelines of the project-specific WQMP as well as the Storm Water Pollution Prevention Plan (SWPPP), as outlined in **Mitigation Measures WQ-1 through WQ-3** above, will reduce potential impacts to water quality to **less than significant with mitigation** under both the proposed site plan and the access option site plan**.**

g) ***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 hazards delineation?***

No Impact. According to the City of Colton Land Use Element Figure LU-4 (Conditions Affecting Development), the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (panel number 06071C8688H) places the project site within Zone X (Other Flood Areas), areas protected by levees

[24] Form 4.3-3 (page 4-17) in WQMP (Appendix F) indicates DMA A and B will retain 24,084 and 22, 474 cubic feet, respectively.

from 1 percent chance of flood (100-year flood).[25] Nevertheless, the project does not include a residential component; therefore, the project would not place housing in a 100-year flood zone. **No impacts** to housing will occur related to flooding in a 100-year flood zone under either the proposed site plan or the access option site plan. No mitigation is required.

h) ***Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?***

Less than Significant Impact. According to the City of Colton Land Use Element Figure LU-4 (Conditions Affecting Development), the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (panel number 06071C8688H) places the project site within Zone X (Other Flood Areas), areas protected by levees from 1 percent chance of flood (100-year flood).[26] Therefore, the proposed project will have a **less than significant** impact related to this issue under both the proposed site plan and the access option site plan. No mitigation is required.

i) ***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?***

Less Than Significant Impact. The project site is approximately 1,800 feet (0.34 mile) east of the Santa Ana River, and this portion of the City of Colton is within the Seven Oaks Dam inundation area. If a dam failure were to occur, the project area could experience substantial flooding; however, after completion of the dam, the regional threat of inundation within the City was significantly lowered. In other words, the likelihood of such an event is low, but the potential damage from such as event, were it to occur, could be substantial for either the proposed site plan or the access option site plan.

The FEMA Flood Insurance Rate Map (panel number 06071C8688H) reveals Zone X (Other Flood Areas), within which the project site is located, is protected from 1 percent chance of flood (100-year flood) by a *Provisionally Accredited Levee*[27] along the eastern banks of the Santa Ana River, approximately 1,800 feet west of the project site. To maintain accreditation, the levee owner or community is required to submit documentation in accordance with 44 CFR Section 65.10 by August 8, 2009. Because of the risk of overtopping or failure of the levee, FEMA advises communities to take proper precautions to protect lives and minimize damages in these areas, such as issuing an evacuation plan and encouraging property owners to purchase flood insurance. Since the Land Use Element of the City General Plan was amended August 2013 and identifies the project site within Zone X (Other Flood Areas), areas protected by levees from 1 percent chance of flood (100-year flood),[28] it is reasonable to conclude the project site is adequately protected from potential flooding to the degree that other surrounding developed properties are protected. Additionally, the proposed project does not introduce additional residents into this potential inundation area, and the La Loma Hills 1,800 feet (0.35 mile) east of the project site are above the inundation limits, so project employees could evacuate quickly to these nearby hills in the case of an anticipated dam failure. Therefore, this potential impact is considered to be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

j) ***Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?***

Less Than Significant Impact. The project site is not located near or adjacent to a lake or ocean; therefore, there is no potential for inundation of the site by a seiche (a wave or oscillation of the surface of water in an enclosed or semi-enclosed basin), and the site is 44 miles from and over 800 feet higher in elevation than the Pacific Ocean, so there is no potential for impacts from a tsunami. The project site is relatively flat, and it is surrounded on all sides by flat terrain for at least 1,800 feet. There is some potential for mudlows from the nearby La Loma Hills under extreme rain events, but this risk is considered negligible given the area rainfall and granitic soils comprising the La Loma Hills. Therefore, potential impacts from seiche, tsunami, or mudflows would be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

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[25] Land Use Element (2013), City of Colton General Plan, Figure LU-4 Conditions Affecting Development.
[26] *Ibid.*
[27] FEMA Flood Insurance Rate Map (panel number 06071C8688H) https://msc.fema.gov/portal/search?AddressQuery=colton%2C%20california?AddressQuery=highgrove%2C%20california%20-%20searchresultsanchor#searchresultsanchor (Accessed July 3, 2017).
[28] Land Use Element (2013), City of Colton General Plan, Figure LU-4 Conditions Affecting Development.

2.2.10 Land Use and Planning

a) ***Would the project physically divide an established community?***

No Impact. The proposed project site plan consists of one light-industrial building with a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, on approximately 12.4 acres (Figure 5A). The eastern driveway will enter the project site directly off of Center Street, and the western driveway will enter the project site via a proposed cul-de-sac proceeding 350 feet northbound off of Center Street.

The Initial Study also examines impacts of a site plan that has an access option different than the proposed project. The access option site plan would have one warehouse building with the same building square footage as under the proposed site plan (236,512 square feet), but on approximately 10.75 acres to allow for construction of the through street (Figure 5B). This [access] option would allow for construction of a street along the western boundary of the site, providing through access for the Pellisier Ranch property to the north.

The project site is infill within an industrial area surrounded on three sides by existing industrial development comprised of towing and recyclable materials yards to the west and construction and industrial materials yards to the east and north. Center Street proceeds in an east-west direction along the southern boundary of the project site. Development of the proposed light industrial uses are in accordance with the City's land use designation and zoning ordinance, which are respectively light industrial. There are no residential uses in the immediate vicinity of the proposed project site.

If the access option site plan were developed (Figure 5B), the project would make provisions for a street along the western boundary of the project site to be constructed by the City in the future to provide through access for the Pellisier Ranch property to the north to serve the *Northside Neighborhood & Pellissier Ranch Inter-Jurisdictional Specific Plan*.[29] This street would be constructed between the towing yard adjacent to the west and the project site itself, which is abutted to the east and north by additional light industrial uses. Since the proposed project is consistent with the City's land use designation and zoning ordinance, and construction of a street along the western boundary of the project site, if the access option site plan is developed, would provide through access for the Pellisier Ranch property to the north, development of the proposed project under both the proposed site plan and access option site plan would be commensurate with the existing, surrounding land uses and integrate uniformly with the established light industrial uses surrounding the project site on three sides. Additionally, there are no residential uses in the immediate vicinity of the proposed project site. Therefore, the proposed project would not physically divide an established community. **No impact** will occur, and no mitigation is required.

b) ***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?***

Less Than Significant Impact. The proposed project includes the development of one warehouse building with a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, under both the proposed site plan and access option site plan. The City's General Plan Land Use Map designates the project site as Light Industrial, and the City's zoning map designates the site as Light Industrial (M-1).

The City of Riverside, in conjunction with the City of Colton, has initiated the preparation of the *Northside Neighborhood & Pellissier Ranch Inter-Jurisdictional Specific Plan*, which would encompass the project site within the "Potential Area C - Colton Transition Area."[30] According to the *Northside Specific Plan Baseline Opportunities & Constraints Analysis*, "Potential Area C - Colton Transition Area" contains a significant portion of the industrial operations within the preliminary Specific Plan Study Area, and some key constraints to realizing the Northside Neighborhood visual character and urban design goals include non-conforming land uses, lack of desirable public realm adjacent to industrial land uses, incompatible interface between industrial and residential land uses, and vacant lots viewed as visual eyesores and creating inconsistencies in the public realm while interrupting the cohesiveness of neighborhoods.[31]

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[29] Northside Specific Plan Baseline Opportunities & Constraints Analysis (June 2017). Figure 1 - Study Area Boundary. http://northsideplan.com/wp-content/uploads/2017/06/Northside_Specific_Plan_Baseline_Report_June2017.pdf (Accessed July 3, 2017).

[30] Northside Specific Plan Baseline Opportunities & Constraints Analysis (June 2017). Figure 1 - Study Area Boundary. http://northsideplan.com/wp-content/uploads/2017/06/Northside_Specific_Plan_Baseline_Report_June2017.pdf (Accessed July 3, 2017).

[31] *Ibid.* Pages 2 and 19.

The proposed project does not contribute to constraints to realizing the Northside Neighborhood visual character and urban design goals since the proposed project is consistent with existing General Plan land use and Zoning Ordinance designations (i.e., Light Industrial); the proposed project is in close proximity to public realm uses (i.e., AB Brown Sports Complex (sports fields) located approximately 660 feet south of the project site); there are no residential uses in proximity to the proposed project which could create an incompatible interface; and the proposed project would develop a vacant, underutilized lot into light industrial uses commensurate with the existing, surrounding land uses which would improve the public realm and maintain the cohesiveness of the existing neighborhood.

Two structures located 900 feet southeast and southwest of the project site, respectively, may be currently utilized as residences; however, field reconnaissance of these structures from the public right-of-way could not conclude if they are being used as residences or business offices serving the material scarp yard industry since both lots stage multiple trailers, boats, automobiles, etc. (Figure 2). For the purposes of a CEQA "worst-case scenario" analysis, these two structures are assumed utilized as residences even though the parcels on which they are located are being used as staging areas for trailers, boats, automobiles, and other miscellaneous materials. Use of these parcels for staging of scrap materials is commensurate with adjacent land uses, which are commercial and industrial in nature. Additionally, the project site is encompassed by a "Potential Revitalization Area" according to the *Northside Specific Plan Baseline Opportunities & Constraints Analysis*, and the proposed project would be developed in a consistent and aesthetically pleasing manner to reflect the overall appearance of a high-quality industrial development subject to Chapter 18.26 *M-1 Light Industrial* of the City's Code of Ordinances. Under both the proposed site plan and the access option site plan, the proposed warehouse building would be a maximum height of 40 feet. Front lot setback along Center Street would be approximately 75 feet, exceeding the minimum setback requirement of 20 feet by an additional 55 feet under both the proposed site plan and the access option site plan. The warehouse structure shall incorporate 360-degree architecture where all elevations of the building receive equal articulation and design consideration. Perimeter walls and light fixtures shall be architecturally compatible with the overall building design, and the project site shall incorporate a minimum fifteen percent landscape coverage. Additionally, the warehouse structure shall deemphasize the "box" appearance through the use of multi-form roof combinations, step-backs, varied massing, projecting elements, recessed windows, trim, eaves, material and color massing, and other features. These design elements will result in a net benefit to the visual character of the project site and its surroundings.

As of the date of this Initial Study, the *Northside Neighborhood & Pellissier Ranch Inter-Jurisdictional Specific Plan (NNSP)* was still under design and development by the Cities of Riverside and Colton.[32] Since a Notice of Preparation for the NNSP was not filed as of the date of this Initial Study, the proposed project is consistent with Light Industrial uses pursuant to the City's General Plan and Zoning Ordinance for both the proposed site plan and access option site plan. In addition, the proposed project would not contribute to constraints to realizing the visual character and urban design goals of the NNSP. For these reasons, the proposed project will have a **less than significant impact** on an applicable land use plan, policy, or regulation for either the proposed site plan or access option site plan. No mitigation is required.

c) ***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

No Impact. The City of Colton's General Plan (City of Colton 1987) does not have a natural community conservation plan. However, the City has adopted the *West Valley Habitat Conservation Plan* for the Delhi Sands flower loving fly. The plan consists of 416.3 acres north of I-10 and 5.8 acres which encompasses a portion of the East Slover Avenue south of I-10.[33] The project site is located approximately 2.8 miles south of the West Valley Habitat Conservation Plan. Therefore, development of the proposed project would not conflict with any applicable habitat conservation plan or natural community plan for either the proposed site plan or access option site plan. **No impact** will occur, and no mitigation is required.

2.2.11 Mineral Resources

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

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Construction

[32] Riverside-Colton Northside Specific Plan. http://northsideplan.com/news-documents/ (Accessed July 3, 2017).
[33] *West Valley Habitat Conservation Plan*, City of Colton. June 2014.

aggregate resources (sand and gravel) deposits were the first commodity selected for classification by the State Mining and Geology Board. Once mapped, the State Mining and Geology Board is required to designate for future use those areas that contain aggregate deposits that are of prime importance in meeting the region's future need for construction-quality aggregates.

SMARA encourages each local jurisdiction to develop policies to conserve important mineral resources, where feasible, that might otherwise be unavailable when needed. The SMARA requires that once policies are adopted, local agency land use decisions must be in accordance with its mineral resource management policies. These decisions must also balance the mineral value of the resource to the market region as a whole, not just their importance to the local jurisdiction. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1 Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.

MRZ-3b Areas where the available geologic information indicates that mineral deposits are inferred to exist, however, the significance of the deposit is undetermined.

MRZ-4 Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The project site is vacant and undeveloped, and it is not located within any regional or locally important mineral resource zones as established by the California Division of Mines and Geology (CDMG). However, the active channel of the Santa Ana River approximately 1,800 feet (0.34) mile to the west is designated MRZ-2 by CDMG[34] and does provide construction aggregate (i.e., sand and gravel) at various locations in the region. The State considers MRZ-2 of the greatest importance because it identifies significant mineral deposits of a particular commodity. The closest active mining activity to the project site is the Slover Mountain facility located 2.2 miles north of the project site, and aggregate mining activities do not occur along the Santa Ana River within 0.5 mile upstream or downstream of the project site. Since the proposed project is located 1,800 feet (0.34 mile) east of the Santa Ana River and is separated from the River by existing industrial development, development of the project site is not expected to hinder the ability of any aggregate mining along the Santa Ana River. Since the project site does not contain any mineral resources of significance and is not on a locally important mineral resource recovery site, **no impact** on regionally or statewide significant mineral resources will occur for either the proposed site plan or access option site plan. No mitigation is required.

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

No Impact. As outlined in Section 2.2.11a above, the General Plan indicates the project site is not within a designated mineral resource zone,[35] and development of the proposed project would not obstruct development of mining facilities along the nearby Santa Ana River, which is designated an MRZ-2 for construction aggregate by the CDMG,[36] or at the Slover Mountain facility, which is identified in the General Plan as a mineral resource locale. Therefore, the proposed project **no impact** on locally significant mineral resources will occur for either the proposed site plan or access option site plan. No mitigation is required.

[34] Mineral Land Classification of the Greater Los Angeles Area, 1987. California Department of Conservation, Division of Mines and Geology. Special Report 143, Part VI. 1987.
[35] Open Space and Conservation Element (1987), City of Colton General Plan, Page 6-5.
[36] Mineral Land Classification of the Greater Los Angeles Area, 1987. California Department of Conservation, Division of Mines and Geology. Special Report 143, Part VI. 1987.

2.2.12 Noise

a) ***Would the project result in 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?***

Less than Significant with Mitigation. A noise assessment was prepared for the project by LSA Associates (see Appendix H). The project site is located in an area of the City that is already developed with industrial uses although there are residential uses 1,900 feet to the east and a community park 660 feet south of the project site. Two structures located 900 feet southeast and southwest of the project site, respectively, may be currently utilized as residences; however, field reconnaissance of these structures from the public right-of-way could not conclude if they are being used as residences or business offices serving the material scarp yard industry since both lots stage multiple trailers, boats, and automobiles (Figure 2). For the purposes of a CEQA "worst-case scenario" analysis, the two structures located 900 feet southeast and southwest of the project site, respectively, will be assumed utilized as residences. Since the community park and potential worst-case residential receptors are located in the [adjacent] City of Riverside, noise regulations for both the City of Riverside and the City of Colton are discussed below.

City of Riverside Noise Regulations

The Riverside General Plan 2025 Noise Element has established noise/land use noise compatibility criteria. Public recreation facilities are acceptable in exterior noise environments up to 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) anytime day or night. Single-family and multifamily residences are normally acceptable in exterior noise environments up to 60 dBA CNEL and conditionally acceptable in exterior noise environments of up to 65 dBA CNEL. Infill residential uses are normally acceptable in exterior noise environments up to 65 dBA CNEL and conditionally acceptable in exterior noise environments of up to 75 dBA CNEL. Interior noise levels within residential structures are acceptable up to 45 dBA CNEL. Commercial uses are normally acceptable in exterior noise environments of up to 65 dBA CNEL. Industrial uses are normally acceptable up to 70 dBA CNEL.

Riverside has incorporated the following measures in its Municipal Code to control loud, unnecessary, and unusual nuisance noises:

- **Exterior Sound Level Limits.** Unless a variance has been granted, it shall be unlawful for any person to cause or allow the creation of any noise that exceeds the following:
    - The exterior noise standard of the applicable land use category, up to 5 dB (up to 60 dBA during the day and up to 50 dBA during the night), for a cumulative period of more than 30 minutes in an hour; or
    - The exterior noise standard of the applicable land use category, plus 5 dB (60 dBA during the day and 50 dBA during the night), for a cumulative period of more than 15 minutes in any hour; or
    - The exterior noise standard of the applicable land use category, plus 10 dB (65 dBA during the day and 55 dBA during the night), for a cumulative period of more than 5 minutes in any hour; or
    - The exterior noise standard of the applicable land use category, plus 15 dB (70 dBA during the day and 65 dBA during the night), for a cumulative period of more than 1 minute in any hour; or
    - The exterior noise standard of the applicable land use category, plus 20 dB (75 dBA during the day and 70 dBA during the night) or the maximum measured ambient noise level, for any period of time.
- **Interior Sound Level Limits.** No person shall operate or cause to be operated, any source of sound indoors that causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:
    - The interior noise standard for the applicable noise category, up to 5 dB (up to 50 dBA during the day and up to 40 dBA during the night), for a cumulative period of more than 5 minutes in any hour; or
    - The interior noise standard for the applicable land use category, plus 5 dB (55 dBA during the day and 45 dBA during the night), for a cumulative period of more than 1 minute in any hour; or
    - The interior noise standard for the applicable land use category, plus 10 dB (60 dBA during the day and 50 dBA during the night) or the maximum measured ambient noise level, for any period of time.

Sections 7.25.010 and 7.30.015 of the Riverside Municipal Code state the maximum exterior noise level for residential uses is 75 dBA maximum noise level (L_{max}) (55 dB + 20 dB) during daytime hours and 65 dBA L_{max} (45 dB + 20 dB) during nighttime hours, or the maximum measured ambient noise level for any period of time. Similarly, the maximum interior nuisance noise level for residential uses is 55 dBA L_{max} (45 dB + 10 dB) during

daytime hours and 45 dBA L_{max} (35 dB + 10 dB) during nighttime hours, or the maximum measured ambient noise level for any period of time.

For the purposes of the noise and vibration impact analysis (Appendix H), noise levels exceeding 65 dBA CNEL anytime at the community park and 60 dBA CNEL/75 dBA L_{max} during the day, or 50 dBA CNEL/65 dBA L_{max} during the night at the outdoor uses (e.g., patios and balconies) of the potential worst-case residential receptors located to the south of the project site would need to be mitigated, while noise levels exceeding 50 dBA CNEL/55 dBA L_{max} during the day, 40 dBA CNEL/45 dBA L_{max} during the night, within the interiors of any residential uses would have to be mitigated.

City of Colton Noise Regulations

Colton specifies the maximum acceptable exterior CNEL for industrial uses in the City shall not exceed 75 decibels (dB) while interior noise levels shall not exceed CNEL 72 dB. The CNEL is a 24-hour A-weighted average sound level from midnight to midnight obtained after the addition of 5 decibels (dB) to sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB to the sound levels occurring between 10:00 p.m. and 7:00 a.m.[37] The 5 dB and 10 dB penalties added to the evening and nighttime hours account for the added sensitivity of humans to noise during these time periods.

No sensitive receptors in proximity to the project site are located in the City of Colton. Since the nearest sensitive receptors are located in the [adjacent] City of Riverside, noise levels exceeding 65 dBA CNEL at the community park and 60 dBA CNEL during the day or 50 dBA CNEL during the night at outdoor uses (e.g., patios and balconies) of the single-family residences located to the south of the project site would need to be mitigated, while noise levels exceeding 50 dBA CNEL during the day or 40 dBA CNEL during the night within the interiors of any residential uses would have to be mitigated.

Ambient Noise Measurements

Noise levels at the project site are dominated by traffic on the surrounding streets. In order to assess the existing noise conditions in the project study area. Three short-term measurements were gathered on August 29, 2017 at nearby sensitive receptors, which are located within the City of Riverside. The location of the noise measurements are shown on Figure 7 with the results shown in Table H and the survey sheet shown in Appendix H.

Table H: Existing Noise Level Measurements

Location	Description	Average Noise Levels (dBA L_{eq})	Maximum Noise Levels (dBA L_{max})
ST-1	In front of 3765 Bartlett Avenue	50.0	63.6
ST-2	AB Brown Soccer Complex, North of soccer field, Center of Complex	48.8	59.0
ST-3	AB Brown Soccer Complex, Southeast Corner	51.0	75.5

Source: (Appendix H, Table G)
dBA = A-weighted decibel
L_{eq} = average noise level
L_{max}=maximum noise level

Existing Traffic Noise

Traffic volumes were used to assess the existing traffic noise impacts. Table I provides the traffic noise levels for the Existing without Project scenario. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn.

[37] City of Colton General Plan, Noise Element, 1987.

Table I: Existing Traffic Noise Levels without Project

Roadway	#	Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Riverside Avenue	1	North of Placentia Lane	22,200	74	153	325	70.0
Main Street	2	South of Placentia Lane	20,100	70	143	305	69.6
Placentia Lane	3	East of Riverside Ave	5,200	< 50	< 50	< 50	57.9
	4	West of Driveway 1	4,900	< 50	< 50	< 50	57.6
Center Street	5	Driveway 1 to Driveway 2	4,200	< 50	< 50	< 50	57.0
	6	East of Driveway 2	4,200	< 50	< 50	< 50	57.0
	7	West of Orange St	4,100	< 50	< 50	< 50	56.9
Orange Street	8	North of Center Street	370	< 50	< 50	< 50	46.4
	9	South of Center Street	2,700	< 50	< 50	< 50	55.0

Source: (Appendix H, Table H)
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table I shows that traffic noise levels along Riverside Avenue and Main Street west of the project site approach 70 dBA CNEL; however, all uses along those segments are non-noise sensitive. For all other segments in the study area, the noise level at a distance of 50 feet from the outermost lane is less than 58 dBA CNEL, which is below Riverside's maximum acceptable exterior CNEL of 70dbA for industrial uses and Colton's maximum acceptable exterior CNEL of 75dbA for industrial uses.

Construction-Related (Short-Term) Noise Impacts

Sensitive receptors include residences, schools, hospitals, and similar uses sensitive to noise. There are no sensitive receptors located directly adjacent to the site, as all surrounding uses are either industrial or vacant. The nearest noise-sensitive receptors are the community park approximately 660 feet south of the project site and residential uses located 1,900 feet east of the site. Two structures located 900 feet southeast and southwest of the project site, respectively, may be currently utilized as residences; however, field reconnaissance of these structures from the public right-of-way could not conclude if they are being used as residences or business offices serving the material scarp yard industry since both lots stage multiple trailers, boats, and automobiles (Figure 2). For the purposes of a CEQA "worst-case scenario" analysis, the two structures located 900 feet southeast and southwest of the project site, respectively, will be assumed utilized as residences. These sensitive land uses may be potentially affected by the noise generated during construction and operation of the proposed project.

The proposed warehouse building, including office space, shall total 236,512 square feet under either the proposed site plan (Figure 5A) or the access option site plan (Figure 5B). Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways in the project area. Although there will be a relatively high single-event noise exposure potential at a maximum level of 75 dBA Lmax from trucks passing at 50 feet from receptors along roadway segments leading to the project site, the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing hourly and daily traffic volumes. Because construction-related vehicle trips would not approach the hourly and daily traffic volumes detailed in Table I, traffic noise would not increase by 3 dBA, which would be the minimum noise level increase perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related worker commutes and equipment transport noise impacts would not be significant.

The second type of short-term noise impact is related to noise generated during demolition, site preparation, grading, building construction, architectural coating, and paving on the project site. Table J identifies the estimated noise levels generated by various construction equipment.

Table J: Typical Maximum Construction Equipment Noise Levels (Lmax)

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Level for Analysis at 50 feet (dBA Lmax)
Air Compressor	40	80
Backhoe	40	80
Cement Mixer	50	80
Concrete/Industrial Saw	20	90
Crane	16	85
Excavator	40	85
Forklift	40	85
Generator	50	82
Grader	40	85
Loader	40	80
Pile Driver	20	101
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84
Welder	40	73

Source: (Appendix H, Table I)
dBA = A-weighted decibels Lmax = maximum noise level

Demolition, excavation, grading, and erection of buildings on site during construction of the proposed project are expected to require the use of graders, loaders, water trucks, and pickup trucks on site. Based on Table J, the maximum noise level generated by each grader on the proposed project site is assumed to be 85 dBA Lmax at 50 feet from the grader. Generally, each doubling of a sound source with equal strength increases the noise level by 3 dBA. Several pieces of graders and loaders are expected to be used on site; therefore, two graders operating near each other would result in a combined noise level of 88 dBA L_{max} (i.e., first grader 85 dBA + second grader 3 dBA = 88 dBA) at 50 feet. Two loaders operating near each other would result in a combined noise level of 83 dBA L_{max} (i.e., first loader 80 dBA + second loader 3 dBA = 83 dBA) at 50 feet; however, four loaders operating near each other would generate a combined noise level of 88 dBA (first loader 80 dBA + second loader 3 dBA + third and fourth loader 3 dBA = 86 dBA). When these machines are simultaneously working in close proximity to each other, their respective noise levels would be added together and would result in a worst-case combined noise level of 90 dBA L_{max} (i.e., 88 dBA + 86 dBA = 90 dBA) at a distance of 50 feet from the active construction area.

Existing land uses in the vicinity of the project area may be subject to short-term, intermittent noise generated by construction activities. The nearest noise-sensitive land uses are the park 660 feet south of the site and potential worst-case residential receptors 900 feet southeast and southwest of the site, respectively. Flanges of the proposed warehouse building itself, in conjunction with existing industrial buildings between the project site and the park and worst-case residential receptors, would provide partial noise shielding from on-site construction noise. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source (e.g., 90 dBA at 50 feet, 84 dBA at 100 feet, 78 dBA at 200 feet, etc.) Without factoring in attenuation achieved by intervening buildings, noise from on-site construction activities would be attenuated by 20 dBA, down to 70 dBA Lmax or lower at the park 660 feet south of the project site and 66 dBA Lmax or lower at the worst-case residential receptors 900 feet to the southeast and southwest, respectively. This range of noise levels would be similar to or lower than current traffic noise along Center Street, as indicated in Table H above.

Riverside's Municipal Code (Section 7.35.020.G and Section 7.35.010.B(5) of Title 7) exempts noise associated with construction activity as long as it occurs within permitted hours (between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. and 5:00 p.m. on Saturdays; construction activities are prohibited on Sundays and federal holidays). Colton's Municipal Code exempts noise associated with construction activity as long as it occurs within permitted hours (between 7:00 a.m. and 8:00 p.m. on weekdays and weekends). Riverside's Municipal Code as it regards construction noise is more restrictive than that of Colton's. Since the project is located within Colton, but the sensitive receptors are located within Riverside, a significant construction noise impact could occur if project-related construction occurred outside of the hours specified in Riverside's Municipal Code. Implementation of **Mitigation Measure NOI-1** would ensure the project would be compliant with the Municipal Codes of both Riverside and Colton to ensure short-term construction-related noise impacts would not occur under either the proposed site plan or access option site plan.

NOI-1: Construction Noise. Prior to issuance of demolition permits, the City of Colton Planning Staff shall verify that all construction plans include notes stipulating the following:

- Construction activities are restricted to conform with the City of Riverside requirements to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays.
- Grading and construction contractors shall use equipment that generates lower vibration levels such as rubber-tired equipment rather than metal-tracked equipment.
- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible.
- The construction contractor shall place noise and vibration-generating construction equipment and locate construction staging areas away from sensitive uses, whenever feasible.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

Operational (Long-Term) Noise Impacts

The proposed warehouse building, including office space, shall total 236,512 square feet under either the proposed site plan (12.4 acres, Figure 5A) or the access option site plan (10.75 acres, Figure 5B). Traffic on the I-215 Freeway, Center Street, and other local streets are the dominant sources contributing to the ambient noise levels in the project vicinity. Other noise sources within the project area include the rail lines located to the east of the project site. Based on discussions with City staff, the trip generation and distribution under the access option site plan would remain the same as under the proposed site plan since the building area remains unchanged at 236,512 square feet.[38] Table K details the traffic noise levels in the project vicinity for the existing and cumulative (2018) project scenarios.

[38] *Center Street Development, Traffic Impact Analysis.* Translutions, Inc. (Appendix I, Page 1) August 15, 2017.

Table K: Existing and 2018 Opening Year Traffic Noise Levels With and Without the Project

Roadway Segment	2017 Existing Traffic Volumes					2018 Opening Year Traffic Volumes				
	Without Project		With Project			Without Project		With Project		
	ADT	L_{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L_{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	L_{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L_{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Riverside Avenue - North of Placentia Lane	22,200	70.0	22,200	70.0	0.0	24,300	70.4	24,400	70.4	0.0
Main Street - South of Placentia Lane	20,100	69.6	20,100	69.6	0.0	22,900	70.1	23,000	70.1	0.0
Placentia Lane - East of Riverside Avenue	5,200	57.9	5,300	58.0	0.1	8,200	59.9	8,300	59.9	0.0
Placentia Lane - West of Driveway 1	4,900	57.6	5,000	57.7	0.1	7,900	59.7	8,000	59.8	0.1
Center Street - Driveway 1 to Driveway 2	4,200	57.0	4,400	57.2	0.2	7,200	59.3	7,500	59.5	0.2
Center Street - East of Driveway 2	4,200	57.0	4,500	57.3	0.3	7,200	59.3	7,600	59.5	0.2
Center Street - West of Orange Street	4,100	56.9	4,500	57.3	0.4	8,700	60.1	9,100	60.3	0.2
Orange Street - North of Center Street	370	46.4	370	46.4	0.0	3,200	55.8	3,200	55.8	0.0
Orange Street - South of Center Street	2,700	55.0	2,800	55.2	0.2	3,700	56.4	3,800	56.5	0.1

Source: (Appendix H, Table K).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

As detailed in Section 2.2.16, *Transportation and Traffic*, the project is expected to generate 415 daily vehicle trips. Truck trips were converted to Passenger Car Equivalents (PCEs) based on vehicle length.[39] As shown in Table L, the project will generate 655 daily PCE trips. The project-related increase in vehicle trips would be a small percentage of the existing and future average daily trips on roadway segments in the project vicinity and would not result in any measurable increase in traffic noise levels on these roadway segments. As detailed in Table K, the project-related traffic noise increase would be up to 0.4 dBA, which is not perceptible to the human ear.[40] Therefore, project-related traffic would generate a **less than significant** noise impact at off-site land uses in the project area under both the proposed site plan and access option site plan. No mitigation is required.

Truck Delivery and Loading/Unloading. Under the proposed site plan, loading docks would be located on both the west and east sides of the proposed warehouse building (Figure 5A), while under the access option site plan, loading docks would be located only on the east side of the proposed warehouse building (Figure 5B). Delivery trucks for the onsite uses would generate a noise level of up to 75 dBA L_{max} at 50 feet based on typical truck noise level estimates (Figure 8).[41] Loading areas located on the east side of the proposed warehouse building (either the proposed site plan or access option site plan) are approximately 900 feet from the potential worst-case residential receptors to the southeast and southwest, and a minimum of 660 feet from the community park south of the site. Delivery trucks would park at the loading areas to unload goods and may have multiple deliveries occurring throughout the day. The distance between the loading areas and the nearest sensitive receptors, in conjunction with intervening buildings/structures between the project loading areas and these receptors, would provide a noise reduction of at least 20 dBA compared to the noise level measured at 50 feet from the noise source. Furthermore, with windows or doors open, the exterior-to-interior noise attenuation would be an additional 12 dBA. With windows closed, this noise attenuation would increase to 24 dBA.[42]

As detailed in Figure 8, noise levels would reach 45-47 dBA L_{max} at both the park and the worst-case residential receptors. Onsite loading/unloading activity noise would not exceed established exterior thresholds at the park site (65 dBA CNEL anytime or maximum ambient noise threshold of 75 dBA during the day and 65 dBA during the night) or stablished exterior or interior thresholds at the worst-case residential receptors (60 dBA CNEL/75 dBA L_{max} during the day, or 50 dBA CNEL/65 dBA L_{max} during the night at the outdoor uses (e.g., patios and balconies) and 50 dBA CNEL/55 dBA L_{max} during the day, 40 dBA CNEL/45 dBA L_{max} during the night for interior uses). Furthermore, this range of noise levels would be similar to or lower than current traffic noise along Center Street, as indicated in Table H above. Therefore, a **less than significant impact** would occur under either the proposed site plan or access option site plan. No mitigation is required.

Parking Lot Activity. Parking is proposed on three sides of the proposed warehouse building (i.e., west, south, and east) under both the proposed site plan and access option site plan. Representative parking activities (e.g., employees conversing or doors slamming) on the project site would generate approximately 60 to 70 dBA L_{max} at 50 feet. This level of noise is lower than that of the truck delivery and loading/unloading activities and is intermittent in nature. Parking lot activity would occur intermittently throughout the day, and each occasion typically lasts less than 1 minute, noise associated with these parking lot activities, when averaged over a 24-hour period and weighted for evening and nighttime quieter ambient noise levels, would not contribute significantly to the CNEL level in the project area. The CNEL levels associated with these parking lot activities would not exceed the Riverside's 60 dBA CNEL exterior noise standard for off-site noise-sensitive uses under either the proposed site plan or access option site plan.

All of the onsite parking areas are provided on level surfaces. Parking areas on the surface level are more than 500 feet (20 dBA reduction compared to the level measured at 50 feet) from the nearest sensitive receptors, as discussed above. Noise from the on-site parking areas would be reduced to 50 dBA L_{max} or lower at the nearest sensitive receptor (community park south of the site), which is lower than Riverside's noise threshold of 65 dBA CNEL anytime or 75 dBA L_{max} during the day and 65 dBA L_{max} during the night. Additionally, through exterior-to-interior noise attenuation of 12 dBA with windors/doors open and noise attenuation of 24 dBA with windows/doors closed, noise from on-site parking areas would be further reduced at the worst-case residential receptors to between 38 dBA L_{max} and 26 dBA L_{max}, which would be lower than stablished thresholds of

[39] SBCTA conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks.

[40] 3 dBA would be the minimum noise level increase perceptible to the human ear in an outdoor environment.

[41] Delivery trucks for the on-site industrial uses would result in a maximum noise level similar to noise readings from loading and unloading activities for other industrial/commercial use projects, which generate a noise level of 75 dBA Lmax at 50 feet based on measurements conducted by LSA in past years (Appendix H).

[42] Based on measurements conducted by LSA in past years (Appendix H).

60 dBA CNEL/75 dBA L_{max} during the day, or 50 dBA CNEL/65 dBA L_{max} during the night at the outdoor uses (e.g., patios and balconies) and 50 dBA CNEL/55 dBA L_{max} during the day, 40 dBA CNEL/45 dBA L_{max} during the night for interior uses. Furthermore, this range of noise levels would be similar to or lower than current traffic noise along Center Street, as indicated in Table H above. Impacts would be **less than significant**, and no mitigation is required.

Long-Term Stationary Noise Impacts. Per the specifics presented in the project description, it was assumed that a maximum of half of the loading docks would be in operation at any given time with trailers evenly split between local and overseas containers. In addition to loading dock and truck activities, approximate locations of HVAC units were modeled which are assuming to run continuously.

As detailed above, the exterior noise levels associated with operations at peak condition operations would not exceed the City of Riverside's daytime or nighttime standards for both park and residential land use categories. Based on the current operation assumptions, noise levels generated by the project operations would be less than significant. However, some project specifics have not yet been identified. Although it is assumed that up to 25 percent of the warehouse space and 50 percent of the freight trucks would be refrigerated, and the project could operate 24 hours per day/7 days per week, the location or manufacturer of the HVAC/refrigeration equipment has not been confirmed (the Noise Analysis (Appendix H) uses reference measurements from similar warehouse projects), and if the percentages of warehouse and/or freight truck refrigeration were to change, there is potential that noise levels at nearby sensitive receptors could exceed established thresholds, and a significant impact could occur. Implementation of **Mitigation Measure NOI-2** would ensure that operation of the proposed project would not exceed established noise thresholds at nearby sensitive receptors under both the proposed site plan and access option site plan.

NOI-2: **Operational Noise.** Within 60 days of issuance of an operation permit, the applicant shall have an acoustical engineer verify that the operation of the proposed project and associated equipment is in compliance with both the daytime and nighttime noise ordinance requirements at nearby sensitive receptors. If noise measurements are compliant with both the daytime and nighttime noise ordinance requirements at nearby sensitive receptors, no further work is required. However, if noise measurements exceed either the daytime or nighttime noise ordinance requirements at nearby sensitive receptors, the applicant shall implement noise reduction measures on the sources that exceed noise thresholds. Reduction measures may include noise attenuation devices on HVAC and/or freight truck refrigeration equipment, construction of a noise attenuation wall, or similar methods. This measure shall be implemented to the satisfaction of the City of Colton Planning Department.

b) ***Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

Less Than Significant Impact. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the effect associated with the shaking of a building there is less of a reaction. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within about 100 feet from the vibration source. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. Roadways surrounding the project site and paved and project traffic is therefore not expended to generate perceptible vibration.

According to the Federal Transit Administration, a vibration level of up to 102 vibration velocity decibels (VdB) (equivalent to 0.5 in/sec in peak particle velocity (PPV)) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).[43] According to the Noise and Vibration Impact Analysis (Appendix H), the closest industrial building 25 feet north of the project site would experience vibration levels of 87 VdB (0.089 PPV [in/sec]), and residential structures within the nearest tract 1,900 feet from the project site would experience vibration levels of up to 31 VdB (0.0001 PPV [in/sec]). Two structures located 900 feet southeast and southwest of the project site, respectively, appear to be used as business offices serving the material scarp yard industry since both lots stage

[43] *Transit Noise and Vibration Impact Assessment.* Federal Transit Administration, Office of Planning and Environment. FTA-VA-90-1003-06. August 2006.

multiple trailers, boats, automobiles, etc. (Figure 2); however, even if these two structures were utilized as residences, neither would experience vibration levels of 90VdB or above since the heaviest, most powerful equipment proposed during project construction (i.e., large bulldozer), would generate 87 VdB at 25 ft. This range of vibration levels from construction equipment or activity would be below the Federal Transit Administration 94 VdB (0.2 in/sec PPV) threshold for non-engineered timber and masonry buildings and would not exceed the 80 VdB threshold for residences due to infrequent events. Construction vibration impacts would be **less than significant** under both the proposed site plan and access option site plan, and no mitigation is required.

c) ***Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less than Significant with Mitigation. Noise increases are anticipated to result from vehicle activity, and human activity (e.g., truck loading and unloading, and parking lot noise). The noise resulting from the long-term operation of the proposed industrial site is anticipated to be similar to that of adjacent developed industrial areas but will cause an incremental permanent increase in existing ambient noise levels. Since surrounding adjacent development also consists of industrial uses, the incremental increase in ambient noise under the proposed project would not be perceptible. Section 2.2.12(a) provided a detailed assessment of potential long-term noise impacts from project-related activity, and concluded that operational, long-term noise impacts would be less than significant under both the proposed site plan and access option site plan as long as the assumptions regarding project operations were maintained. To ensure that operation of the proposed project would not exceed established noise thresholds at nearby sensitive receptors under both the proposed site plan and access option site plan, implementation of **Mitigation Measure NOI-2** is required and would reduce impacts to less than significant levels.

d) ***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?***

Less than Significant with Mitigation. Riverside's Municipal Code (Section 7.35.020.G and Section 7.35.010.B(5) of Title 7) exempts noise associated with construction activity as long as it occurs within permitted hours (between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. and 5:00 p.m. on Saturdays; construction activities are prohibited on Sundays and federal holidays). Colton's Municipal Code exempts noise associated with construction activity as long as it occurs within permitted hours (between 7:00 a.m. and 8:00 p.m. on weekdays and weekends). Riverside's Municipal Code as it regards construction noise is more restrictive than that of Colton's. Since the project is located within Colton, but the sensitive receptors are located within Riverside, a significant construction noise impact could occur if project-related construction occurred outside of the hours specified in Riverside's Municipal Code. Implementation of **Mitigation Measure NOI-1** would ensure the project would be compliant with the Municipal Codes of both Riverside and Colton to ensure temporary or periodic increases in ambient noise levels in the project vicinity would be less than significant under both the proposed site plan and access option site plan.

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 expose people residing or working in the project area to excessive noise levels?***

No Impact. Flabob Airport is located approximately 4 miles southwest of the site, San Bernardino International Airport is located approximately 7.3 miles northeast of the project site, Ontario International Airport is located approximately 12.8 miles west of the site, and the Riverside Municipal Airport is 7 miles southwest of the site. A review of their respective Airport Land Use Compatibility Plans confirms that the project site is not within any designated airport influence areas or fly zones for either the proposed site plan or the access option site plan. Therefore, the proposed project would not expose people working in the project area to excessive noise levels under either the proposed site plan or access option site plan. **No impact** will occur, and no mitigation required.

f) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. Please refer to CEQA Checklist 2.2.12e.

2.2.13 Population and Housing

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

Less than Significant Impact. The *CEQA Guidelines* identify a project as growth inducing if it fosters economic or population growth or the construction of additional housing either directly or indirectly in the surrounding environment (*CEQA Guidelines* Section 15126.2[d]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG).

The General Plan land use designation for the project site is Light Industrial, and the existing zoning for the project site is Light Industrial (M-1). Therefore, the proposed project is consistent with the City General Plan and Zoning Ordinance under both the proposed site plan and the access option site plan. Since the proposed project consists of a speculative warehouse, the actual uses of the proposed warehouse facilities, and therefore the amount of employment generated, could vary depending on the building occupants. Based on the Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition, Pages 193 and 203) rates for Land Use 150 – "Warehousing," the proposed project could create approximately 218 jobs.[44] However, since the proposed project is a speculative warehouse, the worst-case scenario for the proposed project would be to assume a more intense land use under the ITE *Trip Generation* using rates for Land Use 110 – "General Light Industrial," (ITE *Trip Generation*, 9th Edition: Pages 93 and 102), which indicates the proposed project could create approximately 546 jobs.[45] Therefore, the proposed project is expected to generate between 218 and 546 new jobs under both the proposed site plan and the access option site plan depending on the ultimate use of the proposed warehouse facilities.

Although the potential exists for the proposed project to result in population growth through employment opportunities, the proposed uses are consistent with the General Plan land use designation and Zoning Ordinance. Therefore, population increase as a result of the proposed project is not considered substantial. As a result, the proposed project will not induce a population increase above that which has been planned for by the City.

The proposed project will be developed in accordance with related General Plan policies designed to minimize adverse conditions to population and housing increases for the City. Therefore, this project will have a **less than significant** impact on the environment from population growth for both the proposed site plan and access option site plan. No mitigation is required.

b) ***Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

No Impact. The proposed project will not displace existing housing, necessitating the construction of replacement housing elsewhere, because the project is proposed on a vacant site that does not contain existing housing that would be removed or affected by the proposed project. Therefore, there will be **no impact** on existing housing, necessitating the construction of replacement housing elsewhere, for either the proposed site plan or access option site plan. No mitigation is required.

c) ***Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact. The proposed project will not displace any people, necessitating the construction of replacement housing elsewhere, because the project is proposed on a vacant site that has no existing housing or residents that would be removed or affected by the proposed project. Therefore, the proposed project will have **no impact** on

[44] Average 3.56 daily vehicle trips per 1,000 square feet gross floor area and average 3.89 daily vehicle trips per employee. 3.56 ÷ 3.89 = 0.92 employee per 1,000 square feet gross floor area. 0.92 × 236,512 square feet = 218 employees.

[45] Average 6.97 daily vehicle trips per 1,000 square feet gross floor area and average 3.02 daily vehicle trips per employee. 6.97 ÷ 3.02 = 2.308 employee per 1,000 square feet gross floor area. 2.308 × 236,512 square feet = 546 employees.

people, necessitating the need for replacement housing, for either the proposed site plan or access option site plan. No mitigation is required.

2.2.14 Public Services

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

a) ***Fire Protection?***

Less than Significant Impact. The Colton Fire Department would provide fire protection services to the project site. The nearest Colton Fire Department station relative to the project site is Fire Station 213 at 1100 South La Cadena Drive approximately 3.8 miles north of the project site. This station has a daily staffing of three personnel, one captain, one engineer and one firefighter paramedic response on Medic Engine 213. This station is also home to the Department's Heavy Rescue Unit. Based on the distance from Station 213 to the project site, the estimated emergency response time would be approximately 8 minutes.

Development of the proposed warehouse would incrementally increase the demand for fire protection services. The proposed project would introduce between 218 and 546 new employees onto the site but no new residents, and industrial uses typically generate fewer health- or fire-related emergency calls compared to residential uses. The City will require the developer to coordinate directly with Colton Fire Department to assure the project's design and construction meets the fire protection requirements for this area or fire zone in accordance with Chapter 16.80.080 *Fire Protection* of the City's Code of Ordinances. These include but not limited to adequate vehicle access, adequate fire flow, the use proper fire resistant construction methods, and a sufficient number on-site fire hydrants. Additionally, the City participates in the *California Master Mutual Aid Agreement of 1950*, which provides assistance from other fire departments, without charge, during major emergencies to Cities temporarily overwhelmed by an incident. The City also has entered into various *Automatic Aid* agreements with neighboring cities to ensure the quickest and most efficient fire response regardless of city boundaries. Therefore, it is possible the Riverside City Fire Station 6 at 1077 Orange Street approximately 1.3 miles south of the project site with an estimated 3-minute response time, or the Riverside County Fire Department Station 19 at 469 Center Street in the City of Riverside approximately 2.2 miles east of the project site with an estimated 5-minute response time would provide fire protection services in the event of an emergency under both the proposed site plan and the access option site plan.

The City of Colton also collects fire service and development fees from all development projects proposed in the City. The proposed project would be required to pay the applicable development impact fees, which would be used to fund the capital costs associated with acquiring land for new fire stations, constructing new fire stations, purchasing new fire equipment for such stations, and providing additional staff as needed to serve the community of Colton. Additionally, the project site and the surrounding land uses are not located within a Fire Safety Overlay District.[46]

As with all development within the City, the project applicant shall pay applicable development impact fees to support the provision of fire services. In addition, with implementation of General Plan policies, compliance with existing codes and standards, and through Fire Department practices, impacts on the demand for additional fire facilities or services will be **less than significant** under both the proposed site plan and the access option site plan. No new or altered fire protection facilities would be needed so no mitigation is required.

b) ***Police Protection?***

Less than Significant Impact. Police services to the project site would be provided by the City of Colton Police Department. The police station nearest to the project site is located at 650 north La Cadena Drive, approximately 5.5 miles north of the project site. The proposed project entails a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, which may incrementally increase the demand for police protection services. However, the City monitors police staffing levels as part of the annual budgeting process to ensure that adequate police protection can continue even after new development projects are approved and constructed. According to the City's General Plan Safety Element, the city maintains a ratio of 3.3 officers per 10,000

[46] San Bernardino County Land Use Plan, General Plan, Hazard Overlays, Victorville/San Bernardino. March 9, 2010. http://www.sbcounty.gov/Uploads/lus/HazMaps/EHFHB_20100309.pdf (Accessed June 30, 2017).

population, while the ideal number of officers required for maximum efficiency would be 4.4 officers per 10,000 population.[47]

The Colton Police Department has 51 sworn officers and 32 non-sworn employees serving a population of approximately 53,243 residents.[48] Based on this, the ratio of sworn officers to population is approximately 1.0 sworn officer per 1,044 residents, or 9.6 sworn officers per 10,000 population. The proposed project would introduce between 218 and 546 new employees onto the site but no new residents, and industrial uses typically generate fewer general and emergency calls for police service compared to residential uses.

As with all development within the City, the project applicant shall pay applicable development impact fees to support the provision of police services. In addition, with implementation of General Plan policies, compliance with existing codes and standards, and through Police Department practices, impacts on the demand for additional police facilities or services will be **less than significant** under both the proposed site plan and the access option site plan. No new or altered police facilities would be needed so no mitigation is required.

c) ***Schools?***

No Impact. The proposed project consists of a warehouse and limited office space but does not include housing; therefore, no increase in the number of school-age children will occur in the area from the proposed project. Additionally, the proposed project would pay local school district impact fees pursuant to Senate Bill 50 and California Government Code, Section 65995. Through compliance with Senate Bill 50 and California Government Code, Section 65995, **no impact** to schools will occur under either the proposed site plan or the access option site plan. No mitigation is required.

d) ***Parks?***

No Impact. Please refer to Section 2.2.15, *Recreation*. The project will have **no impact** to parks under either the proposed site plan or the access option site plan. No mitigation is required.

e) ***Other Public Facilities?***

Less than Significant Impact. The project proposes light industrial uses within an urbanized area. Since the proposed project will not generate additional housing units that would permanently increase the population, the proposed project will not substantially increase the demand for other public services within the City. With the payment of applicable development impact fees, implementation of General Plan policies, and compliance with existing codes, standards, and established Park and Recreation and Community Services and Library practices, impacts on the demand for additional public facilities or services will be **less than significant** under both the proposed site plan and the access option site plan. No mitigation is required.

2.2.15 Recreation

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

Less than Significant Impact. The proposed project includes the construction of a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, which would generate between 218 and 546 new employees and could contribute to residents working and living in the City of Colton. However, it is infeasible to predict how many of the employees will reside in the City of Colton.

The project proposes a light industrial use rather than a residential use and will not add any housing units that would permanently increase the population. The closest park to the proposed project is the 55-acre AB Brown Sports Complex (sports fields) located at 3700 Placentia Lane, in the City of Riverside approximately 660 feet south of the project site. The sports complex is open to the public and is comprised of 30 soccer fields.[49] Although the sports complex is not located within the Colton city limits, its location in the neighboring City of Riverside would not preclude occupants of the project site from utilizing it. However, the incremental increase in park usage would not adversely affect Riverside's adopted standard for developed park acreage of 3 acres per 1,000 residents since the proposed warehouse structure is not intended for permanent, full-time human

[47] Safety Element (1987), City of Colton General Plan, Page 7-4.
[48] Colton Police Department. http://www.coltonpd.org/141/History (Accessed July 3, 2017).
[49] American Youth Soccer Organization (AYSO), Region 47. http://www.ayso47.org/Default.aspx?tabid=853030 (Accessed July 3, 2017).

occupancy. Additionally, the proposed project site is not located in an area of Riverside identified to have a parkland shortage. As with all private development within the City of Riverside, the proposed project will be required to pay applicable development fees to offset the impact to parks and recreation within the City of Colton. Therefore, development of the proposed project under both the proposed site plan and the access option site plan will result in a **less than significant impact** from the use of existing neighborhood, regional parks, or other recreational facilities such that substantial physical deterioration of the facilities will occur or be accelerated. No mitigation is required.

b) ***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?***

No Impact. The proposed project does not include recreational amenities or parkland. Additionally, the project proposes a light industrial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary. **No impact** under either the proposed site plan or the access option site plan will occur, and no mitigation is required.

2.2.16 Transportation and Traffic

a) ***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 non-motorized 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?***

Less than Significant. A detailed traffic study was prepared for the project by Southstar Engineering/Translutions Inc. (Appendix I). Trip generation rates for the project are from the Institute of Transportation Engineers' (ITE) *Trip Generation* (9th Edition) using Land Use 152 - "High-Cube Warehouse." Traffic generated by warehousing is further classified into automobile and truck traffic using trip generation rates from the Fontana Truck Study (2003) or the National Association of Industrial and Office Properties (NAIOP) study (2005). These studies show that approximately 20.43% of the total traffic is truck traffic and the remaining is passenger car traffic. The traffic study also considered the project under the access option site plan (Figure 5B) wherein the project would make provisions for a street along the western boundary of the project site to be constructed by the City in the future to provide through access for the Pellisier Ranch property to the north to serve the *Northside Neighborhood & Pellissier Ranch Inter-Jurisdictional Specific Plan*.[50] Based on discussions with City staff, the trip generation and distribution under the access option site plan would remain the same as under the proposed site plan since the building area remains unchanged at 236,512 square feet.[51]

The trip generation for high-cube warehouses has been converted to trucks and passenger cars based on the vehicle splits recommended by the South Coast Air Quality Management District. Table L summarizes the trip generation from the proposed project. The project is expected to generate 27 trips in the a.m. peak hour, 30 trips in the p.m. peak hour, and 415 daily trips. Truck trips were converted to Passenger Car Equivalents (PCEs) based on vehicle length.[52] As shown in Table L, the project will generate 44 PCE trips during the a.m. peak hour, 46 PCE trips during the p.m. peak hour, and 655 daily PCE trips.

[50] Northside Specific Plan Baseline Opportunities & Constraints Analysis (June 2017). Figure 1 - Study Area Boundary. http://northsideplan.com/wp-content/uploads/2017/06/Northside_Specific_Plan_Baseline_Report_June2017.pdf (Accessed July 3, 2017).
[51] *Center Street Development, Traffic Impact Analysis.* Translutions, Inc. (Appendix I, Page 1) August 15, 2017.
[52] SBCTA conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks.

Table L: Project Trip Generation

Land Use: High Cube Warehouse[1]	A.M. Peak Hour			P.M. Peak Hour			Daily Trips
	In	Out	Total	In	Out	Total	Total
Vehicle Trips							
Cars	12	5	17	5	13	18	257
All Trucks[2]	6	4	10	4	8	12	158
Total Trips	**18**	**9**	**27**	**9**	**21**	**30**	**415**
Passenger Car Equivalents (PCE)[3]							
Cars	12	5	17	5	13	18	257
All Trucks[2]	19	8	27	8	20	28	398
Total PCE[3]	**31**	**13**	**44**	**13**	**33**	**46**	**655**

Source: Table A, Southstar/Translutions 2017, August 15, 2017 (Appendix I).

[1] Rates based on Institute of Transportation Engineers (ITE) 9th Edition with San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study, NAIOP Splits and based on high-cube warehouse.

[2] includes 2-axle, 3-axle, and 4+ axle trucks

[3] PCE accounts for increased roadway impacts from trucks due to extended vehicle length: PCE factors are 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+ axle trucks.

Tables M and N show the project traffic impacts for baseline (existing plus project) and opening year (2018), respectively. The traffic study concludes that the project would contribute to incremental delay (7.6 seconds in the opening year) and an incremental decrease in the levels of service (LOS) at the intersection of Riverside Avenue and Placentia Lane under both existing and opening year conditions (and for both AM and PM peak periods). The traffic study further determined that installation of a traffic signal at that intersection would be ultimately needed to maintain adequate levels of service (i.e., to City standard). However, this intersection already operates at unsatisfactory LOS under existing and would operate and unsatisfactory LOS in the opening year (2018) even without the project. City staff determined that the project would contribute only one percent of additional traffic to this already impacted intersection, which does not represent a significant or substantial increase over current levels. The proposed improvements (i.e., traffic signal) at the intersection of Riverside Avenue and Placentia Lane is not included in the 2016 SBCTA Development Mitigation Nexus Study, so the project would need to provide a fair share contribution of 1.015 percent as mitigation toward this improvement, as shown in Appendix E of the project traffic study (Appendix I) In addition, the ultimate improvements to this intersection (i.e., a traffic signal) will eventually improve LOS at this intersection to within City standard. The project will be required to contribute its appropriate Development Impact Fee and fair share contributions for affected intersections, including Riverside Avenue/Placentia Lane, so project impacts will be less than significant, and no mitigation is required.

Table M: Existing Levels of Service

Intersection	LOS Standard	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Riverside Ave./ Placentia Ln. With Future Improvements	D	TWSC	18.0	C	41.1	**E**	18.4 10.6	C B	43.0 13.9	**E** B
2. Placentia Ln.-Dwy 1/ Center St.	D	TWSC	10.6	B	12.3	B	10.8	B	12.5	B
3. Dwy 2/Center St.	D	TWSC	Future Intersection				10.0	A	11.2	B
4. Orange St./Center St.	D	TWSC	8.4	A	9.5	A	8.7	A	9.8	A

Source: Tables D and F, Southstar/Translutions, August 15, 2017 (Appendix I) NA = not applicable (future intersection) Delay = seconds
LOS = Level of Service (A-F) TWSC = two-way stop control Dwy = driveway

Table N: Opening Year (2018) Levels of Service

Intersection	LOS Standard	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Riverside Ave./ Placentia Ln. With Future Improvements	D	TWSC	86.7	F	>100	F	94.3 16.0	F B	>100 21.6	F C
2. Placentia Ln.-Dwy 1/ Center St.	D	TWSC	13.6	B	17.4	C	14.0	B	17.8	C
3. Dwy 2/Center St.	D	TWSC	Future Intersection				12.0	B	14.4	B
4. Orange St./Center St.	D	TWSC	14.0	B	27.1	D	15.0	B	32.3	D

Source: Tables E and G, Southstar/Translutions, August 15, 2017 (Appendix I) NA = not applicable (future intersection) Delay = seconds
LOS = Level of Service (A-F) TWSC = two-way stop control Dwy = driveway

Based on the results of the traffic study, the project does not significantly degrade traffic operations (i.e., LOS or delay) compared to existing conditions, and the Riverside Avenue/Placentia Lane intersection will eventually operate at acceptable LOS (i.e., within the City's General Plan standard) after implementation of the identified future improvement (i.e., traffic signal at Riverside Avenue/Placentia Lane. Therefore, project traffic impacts would be **less than significant** under either the proposed site plan or access option site plan.

b) ***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?***

Less than Significant. The County's Congestion Management Plan (CMP) requires the analysis of traffic impacts to CMP roadways if a project adds 50 or more trips during the a.m. or p.m. weekday peak hours. The project does not add 50 or more trips to any CMP roadway. The project does not conflict with the County's CMP and does not propose changes to the City's LOS standards. The project does not have a significant impact at any analysis intersection based on the thresholds adopted by the City.

As stated previously, the trip generation and distribution under the access option site plan would remain the same as under the proposed site plan since the building area remains unchanged at 236,512 square feet.[53] After eventual construction of planned improvements in the future, all study intersections will operate at satisfactory Levels of Service (LOS). Therefore, the project impact is considered **less than significant** under either the proposed site plan or access option site plan.

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?***

No Impact. Flabob Airport is located approximately 4 miles southwest of the site, San Bernardino International Airport is located approximately 7.3 miles northeast of the project site, Ontario International Airport is located approximately 12.8 miles west of the site, and the Riverside Municipal Airport is 7 miles southwest of the site. A review of the respective Airport Land Use Compatibility Plans confirms that the project site is not within any designated airport influence areas or fly zones under either the proposed site plan or the access option site plan. **No impact** related to air traffic patterns or traffic levels related to airports, and no mitigation is required.

d) ***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)?***

Less than Significant Impact. The design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, and would incorporate design standards tailored to site access requirements.

[53] *Center Street Development, Traffic Impact Analysis.* Translutions, Inc. (Appendix I, Page 1) August 15, 2017.

The project will be built just north of an existing street (Center Street) and take access from that roadway. Center Street extends west from the I-215 Freeway and intersects with Main Street/South Riverside Avenue 1,000 feet west of the site. The area has through access and the proposed site plan will not contribute to unsafe roadway curves or intersections. The access option site plan would provide additional access along the west side of the site connecting Center Street to Pellisier Road to the north at some point in the future when the area north of the project site is developed. This access option would provide improved traffic circulation in the project area, but results in a slightly more constrained layout of dock doors for the warehouse building compared to the proposed site plan (i.e., single loaded vs. cross dock). Adherence to applicable City requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. A **less than significant impact** would occur; therefore, no mitigation is required.

e) ***Would the project result in inadequate emergency access?***

Less than Significant Impact. The proposed project would be served by existing roadways which provide for safe and efficient vehicular movement in this area. The project does not include hazardous design features, and it would be designed, constructed, and maintained to provide for adequate emergency access and evacuation. Adequate measures to facilitate the passage of persons and vehicles through/around any required road closures would be installed. The proposed project will be submitted to the City's Fire and Police Departments for review prior the issuance of building permits. Adherence to the emergency access measures required by the City would ensure a **less than significant impact** related to this issue would occur for either the proposed site plan or the access option site plan, and no mitigation is required.

f) ***Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

Less than Significant Impact. Bus transit service to the project area is provided by the Riverside Transit Agency (RTA). In the project area, RTA Route 12 travels along Main Street, Orange Street, and Center Street, with the closest bus stop to the project site at the intersection of Orange Street/Placentia Lane, approximately 0.5 mile to the southeast. This bus stop has an interval of approximately 60 minutes during weekday service. In addition, areas to the north and east of the project site are served by Omnitrans[54] based in San Bernardino County. The closest Omnitrans bus route is Route 325 just east of the I-215 Freeway. Additionally, the project will provide bicycle parking adjacent to the entrance to the building. It should be noted there are no sidewalks along this portion of Center Street, although sidewalks occur farther to the east in the residential areas.

There is no commuter rail service in the project area, and the closest Metrolink Station is approximately 3.1 miles south of the site in downtown Riverside. The project will not alter the location or frequency of local bus or Metrolink transportation in the study area. The project would adhere to applicable City standards that support and/or facilitate alternative modes of transportation. Through the City's project review process, policies, plans, and/or programs, supporting alternative transportation would be reviewed and incorporated as applicable and feasible. Therefore, a **less than significant impact** would occur for either the proposed site plan or access option site plan, and no mitigation is required.

2.2.17 Tribal Cultural Resources

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

a) ***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)?***

Less than Significant with Mitigation. Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

[54] https://riversidetransit.com/ and http://www.omnitrans.org/ websites accessed August 29, 2017

Also per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

The City commenced local Native American tribal notification in accordance with AB 52 in mid-September 2017 and the 30-day notification response window closed mid-October 2017. Three (3) tribes responded via written letter: The Twenty-nine Palms Band of Mission Indians and Agua Caliente Band of Cahuilla Indians defer to the comments of other tribes, and the San Manuel Band of Mission Indians requests to be a consulting party under CEQA for the proposed project. Specifically, the San Manuel Band of Mission Indians requested a search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC); copies of maps, photographs, and engineering drawings of the project site; a copy of the records search conducted at the EIC and SCCIC; and an intensive pedestrian survey of the project site in order to make meaningful recommendations to the City and proceed with the consultation process pursuant to AB 52.

As detailed in Appendix D, a records search has been conducted for a 1-mile radius of the project site, and the project site has been intensively survey for cultural resources with negative results therein. Despite the negative results of the intensive pedestrian survey, **Mitigation Measure CUL-1** is prescribed to help protect any cultural resources that might be found during grading. In addition, compliance with State Health and Safety Code §7050.5 regarding finding human remains, shall occur in accordance with **Mitigation Measure CUL-3**. The other tribal groups/representatives provided no further comment on the proposed project. However, there remains some potential during construction for the proposed project to unearth previously undocumented tribal cultural resources with the potential to be considered significant by the Lead Agency as defined in Public Resources Code section 5020.1(k). Therefore, **Mitigation Measures CUL-1** and **CUL-3** are required in the event that unanticipated tribal cultural resources or human remains are unearthed during project construction. Implementation of **Mitigation Measures CUL-1** and **CUL-3**, pursuant to CCR Section 15064.5(d)(e), State Health and Safety Code §7050.5, and PRC §5097.98, will reduce impacts from the discovery of unanticipated tribal cultural resources or human remains to **less than significant with mitigation** for either the proposed site plan or access option site plan.

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

Less than Significant with Mitigation. CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC §5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC §21084.1 and State CEQA Guidelines §15064.5[a]).

A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria as defined in PRC §5024.1(C):

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

A "substantial adverse change" to a historical resource, according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A project-specific Cultural Resources Assessment (Appendix D) conducted for the proposed project included an archival records search and pedestrian survey of the project site. The records search included a review of all recorded prehistoric and historic cultural resources within one mile of the project site, as well as a review of known cultural resources survey and excavation reports. The pedestrian survey included visual inspection of all

accessible exposed areas of the project site in systematic parallel transects spaced at 10-meter intervals (approximately thirty feet), where possible. LSA also conducted a cultural resources records search of a 1-mile radius of the project site. The search was conducted at the at the Eastern Information Center (EIC) located at the University of California Riverside, and the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton. It included a review of all recorded historic and prehistoric archaeological sites within a 1-mile radius of the project area, as well as a review of known cultural resource survey and excavation reports. The records search involved two local repositories of historical information, the Eastern Information Center (EIC) and the South Central Coastal Information Center (SCCIC).

Data from both sources indicate no historical resources within the boundaries of the project site. Data from the EIC indicates there are 20 cultural resources within the one-mile radius of the project; however, 18 of them are potentially historic in nature [see Section 2.2.5(a) above]. Only 2 prehistoric resources (isolated ground stone artifacts) have been found within one mile of the project site. In addition, data from the SCCIC noted 37 cultural resources within the one-mile radius of the project of which 14 are considered potentially historic in nature [see Section 2.2.5(a) above]. The 23 prehistoric resources documented within the one-mile radius include 13 bedrock milling sites, 8 rock features, and 2 isolated ground stone artifacts. The closest resources to the project site are two historic wells situated approximately 800 feet to the northeast. One multi-component site (historic and prehistoric 33-009006) is located 2,000 feet to the southeast. The majority of the prehistoric resources are located along the west-facing slope of the La Loma Hills, over half a mile from the project site.

Based on the results of the project-specific Cultural Resources Assessment (Appendix D), in conjunction with comments received by the City pursuant to AB 52, no tribal cultural resources considered to be significant by the Lead Agency pursuant to PRC §5024.1(C), or human remains, are known to exist on the project site. However, there remains some potential during construction for the proposed project to unearth human remains or previously undocumented tribal cultural resources with the potential to be considered significant by the Lead Agency pursuant to PRC §5024.1(C). Therefore, **Mitigation Measures CUL-1** and **CUL-3** are required in the event that unanticipated tribal cultural resources or human remains are unearthed during project construction. Implementation of **Mitigation Measures CUL-3** and **CUL-3,** pursuant to CCR Section 15064.5(d)(e), State Health and Safety Code §7050.5, and PRC §5097.98, will reduce impacts from the discovery of unanticipated tribal cultural resources or human remains to a level of **less than significant with mitigation** for either the proposed site plan or access option site plan.

2.2.18 Utilities and Service Systems

a) ***Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

Less than Significant Impact. The City of Colton owns and operates a wastewater treatment plant located at 1201 south Rancho Avenue located approximately 4 miles north of the project site. The water reclamation plant accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The Colton Wastewater Reclamation Facility (CWRF) receives wastewater from a population of 65,867 persons. The average daily flows at the CWRF are 5.6 Million Gallons per Day (MGD). The secondary treated wastewater is then directed to a Rapid Infiltration-Extraction (RIX) Facility that is owned and operated by the Cities of Colton and San Bernardino where the wastewater undergoes additional treatment before it is discharged to the Santa Ana River.

NPDES permits are issued by the RWQCB to regulate waste discharges to "waters of the U.S.," which include rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. Construction of a project resulting in the disturbance of more than one acre requires an NPDES permit. Construction project proponents are also required to prepare a SWPPP, which would ensure compliance with the Santa Ana RWQCB stormwater discharge requirements. Wastewater generated by the proposed project will not require new methods or equipment for treatment that are not currently permitted for the CWRF and therefore would not impede CWRF's ability to meet its wastewater treatment requirements. Because the proposed project is required to adhere to the above regulations related to wastewater treatment, the project will have a **less than significant** impact under both the proposed site plan and the access option site plan. No mitigation is required.

b) ***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 could cause significant environmental effects?***

Less than Significant with Mitigation. The proposed project is located within the City of Colton adjacent to the City of Riverside and will be served by Riverside Public Utilities for water and Riverside Public Works Department for wastewater services through will-serve agreements between the City of Colton and City of Riverside. The purpose of utility will-serve letters is to inform the project applicant that the utility service provider is capable of providing service to the project. Therefore, analysis of the Riverside Public Utilities/Public Works Department and Colton Water Department/Colton Wastewater Reclamation Facility are provided below.

Riverside Public Utilities

Water service shall be provided to the project site through a will-serve agreement between the Cities of Colton and Riverside, as administered by Riverside Public Utilities (RPU). Projected domestic water demand for the RPU is expected to be 95,221 acre-feet (AF) per year in 2020 in normal water years, and RPU anticipates a water supply of 116,903 AF per year in the year 2020 with a projected water surplus of approximately 21,682 AF per year under a normal water year scenario.[55] During single dry year conditions, supply is expected to exceed demand by 1,067 AF in the year 2020, and under multiple dry year conditions, supply is expected to exceed demand by 7,143 AF in the year 2020. According to the 2015 Urban Water Management Plan for Riverside Public Utilities Water Division, RPU would have a reliable and sufficient water supply which would exceed projected demand through the year 2040.[56]

As detailed in Section 2.2.13a, the proposed project is expected to generate between 218 and 546 new jobs depending on the ultimate use of the proposed warehouse facilities. As a worst case scenario assuming a 365 day per year work schedule, the proposed warehouse is expected to consume between 39,240 gallons (0.12 AF) and 98,280 gallons (0.302 AF) of water per day or between 14.3 million gallons (44 AF) and 35.9 million gallons (110.2 AF) per year for either the proposed site plan or the access option site plan[57] based on the Riverside Public Utilities' actual per-capita consumption in 2015 of 180 gallons per capita per day.[58] This would equate to less than one percent of RPU's projected 2020 water surplus under a normal year, approximately ten percent of RPU's projected 2020 water surplus under a single dry year , and approximately one and one-half percent of RPU's projected 2020 water surplus under a multiple dry year scenario.

Riverside Public Works Department

Wastewater collection and treatment service shall be provided to the project site through a will-serve agreement between the Cities of Colton and Riverside, as administered by the Riverside Public Works Department (RPWD). More than 800 miles of public sewers convey wastewater from residences and businesses to the Riverside Regional Water Quality Control Plant. The proposed project will connect to the existing municipal sewer system via on-site sewer lines to be constructed to interconnect to existing sewer lines. Colton maintains an existing 12-inch sewer line along Center Street between Main Street and Placentia Lane and an existing 8-inch (or smaller) sewer line along Center Street between Placentia Lane and Orange Street.[59] In accordance with the Riverside Municipal Separate Sewer Permit (MS4), video inspection prior to interconnection with the sewer lateral will be required. Additionally, as part of the City's Development Review Process through the Public Works Department, the applicant must submit a Wastewater Discharge Survey for industrial site and be approved by the City Environmental Compliance Section prior to the issuance of building permits. If an interceptor or wastewater treatment system is determined to be installed or replaced for a tenant, this requirement must be complied with prior to opening the business or by the date determined by the City's Environmental Compliance Section.

In order to maintain adequate and reliable wastewater treatment capacity and keep pace with the Colton's typical growth scenario, a City-sponsored sewer pump station will be constructed in the southwest corner of the project site. Under the proposed site plan, the sewer pump station will be constructed adjacent to and west of the proposed cul-de-sac (Figure 5A). Under the access option site plan, the sewer pump station will be constructed

[55] 2015. Urban Water Management Plan for Riverside Public Utilities Water Division. June 2016. Page 8-5. http://www.riversideca.gov/utilities/pdf/2016/RPU_2015_UWMP_June_Draft.pdf (Accessed July 30, 2017).
[56] *Ibid.* Page 1-6.
[57] 218 employees x 180 gpd = 39,240 gpd (versus) 546 employees x 180 gpd = 98,280 gpd
39,240 GPD ÷ 325,851 gallons/AF x 365 days per year = 44 AF (vs) 98,280 GPD ÷ 325,851 gallons per AF x 365 days per year = 110.2 AF
[58] 2015. Urban Water Management Plan for Riverside Public Utilities Water Division. June 2016. Page 5-2. http://www.riversideca.gov/utilities/pdf/2016/RPU_2015_UWMP_June_Draft.pdf (Accessed July 30, 2017).
[59] Northside Specific Plan Baseline Opportunities & Constraints Analysis (June 2017). Figure 16 - Existing Sewer Infrastructure. http://northsideplan.com/wp-content/uploads/2017/06/Northside_Specific_Plan_Baseline_Report_June2017.pdf (Accessed July 12, 2017).

adjacent to the west of the proposed north-south roadway connecting Center Street to Pellisier Road (Figure 5B). Although the proposed project is contributing to the need for the sewer pump station, it will serve other areas as well.

According to the RPWD, the Riverside Regional Water Quality Control Plant has a wastewater treatment capacity of 40 MGD, with capacity anticipated to be reached not before 2025, and a planned expansion of the facility to increase capacity to 52.2 MGD. According to the Riverside General Plan and Supporting Documents Environmental Impact Report, the Riverside Regional Water Quality Control Plant would adequately serve the City under a Typical Growth Scenario through 2025 but would not meet the estimated wastewater treatment demand of 55.3 MGD for Maximum build-out or 64.0 MGD for Maximum build-out with Planned Residential Development.

With an estimated generation of between 218 and 546 new jobs, and assuming a 365 day per year work schedule as a worst case scenario, the proposed project is expected to generate between 21,800 and 54,600 gallons of wastewater per day or between 8 million and 19.9 million gallons of wastewater per year for either the proposed site plan or the access option site plan.[60] Given the plant's maximum treatment capacity of 40 MGD and a planned expansion of the facility to increase capacity to 52.2 MGD, the project will only incrementally increase the demand for wastewater treatment.

Colton Water Department

The City of Colton Water Department (CWD) provides potable and non-potable water through 15 wells, 5 main booster pumping plants, 9 water storage reservoirs, 2 pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines. The service area covers approximately 90 percent of the City of Colton, including 14 square miles in the City of Colton and approximately 0.8 square mile of unincorporated area in the San Bernardino County. The water is provided by groundwater extracted from three adjudicated subbasins: Bunker Hill, Rialto-Colton, and Riverside-Arlington. Colton does not receive water supply from imported water, local surface water, or recycled water.

The proposed project will be required to construct on-site water lines to interconnect to the existing 12-inch water line along Center Street between Placentia Lane and Orange Street.[61] As noted previously, CWD consists of 15 wells, 5 main booster pumping plants, 9 water storage reservoirs, 2 pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines. The project is not expected to adversely impact the City's existing water facilities and would not require the construction of new or expanded facilities.

The West Valley Water District's actual per-capita consumption in 2015 was 190 gallons per capita per day.[62] Since the proposed project consists of a speculative warehouse, the actual uses of the proposed warehouse facilities, and therefore the amount of employment generated, could vary depending on the building occupants. As detailed in Section 2.2.13a, the proposed project is expected to generate between 218 and 546 new jobs depending on the ultimate use of the proposed warehouse facilities. As a worst case scenario assuming a 365 day per year work schedule, the proposed warehouse is expected to consume between 41,420 gallons (0.127 AF) and 103,740 gallons (0.318 AF) of water per day or between 15.1 million gallons (46.4 AF) and 37.9 million gallons (116.2 AF) per year for either the proposed site plan or the access option site plan.[63] Table O displays the total past and future water demands (AF). Table P lists the future water supplied from the three groundwater supplies.

Table O: Past and Future Water Demands (AF)

Demand	2015	2020	2025	2030	2035	2040
Potable and Raw Water	9,008	10,458	11,301	11,978	12,698	13,462
Recycled Water Demand	0	0	0	0	0	0
Total Water Demand	**9,008**	**10,458**	**11,301**	**11,978**	**12,698**	**13,462**

Source: 2015 San Bernardino Valley Regional Urban Water Management Plan, Table 3-5.

[60] 218 employees times 100 gallons/employee/day = 21,800 gallons per day (8 million gallons/year).
546 employees times 100 gallons/employee/day equals 54,600 gallons per day (19.9 million gallons/year)

[61] Northside Specific Plan Baseline Opportunities & Constraints Analysis (June 2017). Figure 17 - Existing Water Infrastructure. http://northsideplan.com/wp-content/uploads/2017/06/Northside_Specific_Plan_Baseline_Report_June2017.pdf (Accessed July 12, 2017).

[62] 2015 San Bernardino Valley Regional Urban Water Management Plan. June 2016. Page 11-9. https://wvwd.org/DocumentCenter/View/1276 (Accessed July 30, 2017).

[63] 218 employees x 190 gpd = 41,420 gpd (versus) 546 employees x 190 gpd = 103,740 gpd
41,420 GPD ÷ 325,851 gallons/AF x 365 days per year = 46.4 AF (vs) 103,740 GPD ÷ 325,851 gallons per AF x 365 days per year = 116.2 AF

Table P: Past and Future Water Supplied (AF)

Water Supply	Additional Detail on Water Supply	Water Quality	2015 (Actual Volume)	2020	2025	2030	2035	2040
Groundwater	Bunker Hill	Drinking Water	6,570	6,783	6,994	7,408	7,991	7,991
Groundwater	Rialto-Colton	Drinking Water	1,369	4,375	4,511	4,778	5,154	5,154
Groundwater	Riverside-Arlington	Drinking Water	1,070	1,450	1,495	1,584	1,708	1,708
Total			**9,008**	**12,608**	**13,000**	**13,770**	**14,853**	**14,853**

Source: 2015 San Bernardino Valley Regional Urban Water Management Plan, Table 13-14.

Although the potential exists for the proposed project to result in temporary population growth through employment opportunities, the proposed uses are consistent with the General Plan land use designation and Zoning Ordinance and, therefore, population increase as a result of the proposed project is not considered substantial. As a result, the proposed project would not induce a population increase above that which has been planned for by the City, and the proposed project would remain consistent with the typical growth scenario of the 2015 San Bernardino Valley Regional Urban Water Management Plan where future water supply was determined to be adequate (see Tables L and M).

Colton Wastewater Reclamation Facility

The City of Colton owns and operates a secondary wastewater treatment plant. This plant accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The secondary treated wastewater is directed to a RIX facility that is jointly owned by the Cities of Colton and San Bernardino where the wastewater undergoes additional treatment before being discharged to the Santa Ana River. The RIX facility is designed to treat 41 MGD of effluent but treats an average of approximately 33 MGD.[64]

The CWRF includes 110 miles of gravity sewer mains, 4 miles of force mains, and 8 sewer lift stations. According to the City of Colton, the total population discharge to the CWRF is estimated at 65,867 persons, the average daily flows at the CWRF are 5.6 MGD, the maximum treatment capacity is 10.4 MGD, and the average wastewater flow is 100 gallons per person per day.[65] With an estimated generation of between 218 and 546 new jobs, and assuming a 365 day per year work schedule as a worst case scenario, the proposed project is expected to generate[66] between 21,800 and 54,600 gallons of wastewater per day or between 8 million and 19.9 million gallons of wastewater per year for either the proposed site plan or the access option site plan. Given the plant's maximum treatment capacity of 10.4 MGD, the project will only incrementally increase the demand for wastewater treatment.

Will Serve Agreement between the Cities of Colton and Riverside

Although the potential exists for the proposed project to result in temporary population growth through employment opportunities (between 218 and 546 new jobs under both the proposed site plan and the access option site plan), the proposed uses are consistent with the Colton General Plan and Zoning Ordinance under both the proposed site plan and the access option site plan and, therefore, population increase as a result of the proposed project is not considered substantial. Additionally, the project site would be served by the City of Riverside's RPU for water service and RPWD for wastewater service, and the 2015 Urban Water Management Plan for Riverside Public Utilities Water Division concluded RPU would have a reliable and sufficient water supply which would exceed projected demand through the year 2040.[67] Although the proposed project is consistent with Colton Zoning and Land Use Designations, the project site would be served by RPU and RPWD instead of CWD and CWRF, and it is possible that RPU and/or RPUD did not take into account a growth scenario that would include the proposed project since it is located in Colton and not Riverside. Therefore, a significant impact may occur, and mitigation is required.

[64] 2015 San Bernardino Valley Regional Urban Water Management Plan. June 2016. Page 15-14. https://wvwd.org/DocumentCenter/View/1276 (Accessed July 5, 2017).
[65] City of Colton, Wastewater Information. http://www.ci.colton.ca.us/index.aspx?NID=653 (Accessed July 5, 2017).
[66] 218 employees times 100 gallons/employee/day = 21,800 gallons per day (8 million gallons/year).
546 employees times 100 gallons/employee/day equals 54,600 gallons per day (19.9 million gallons/year)
[67] 2015. Urban Water Management Plan for Riverside Public Utilities Water Division. June 2016. Page 1-6.
http://www.riversideca.gov/utilities/pdf/2016/RPU_2015_UWMP_June_Draft.pdf (Accessed July 30, 2017).

UTL-1 Will-Serve RPU. Prior to issuance of building permits, the applicant shall provide evidence to the City engineer that a will-serve agreement is in place between the City of Colton and City of Riverside, to be administered by Riverside Public Utilities for the provision of water service to the project site. The will-serve agreement shall confirm that Riverside Public Utilities is capable of providing water service to the project site and outline the terms and conditions upon which water service shall be supplied to the project site. This measure shall be implemented to the satisfaction of the City Engineer.

UTL-2 Will-Serve RPWD. Prior to issuance of building permits, the applicant shall provide evidence to the City engineer that a will-serve agreement is in place between the City of Colton and City of Riverside, to be administered by Riverside Public Works Department for the provision of wastewater service to the project site. The will-serve agreement shall confirm that Riverside Public Works Department is capable of providing wastewater service to the project site and outline the terms and conditions upon which wastewater service shall be supplied to the project site. This measure shall be implemented to the satisfaction of the City Engineer.

The issuance of utility will-serve agreements between the City of Colton and City of Riverside to be administered by the RPU for water service and RPWD for wastewater service will ensure that the utility service providers are capable of providing service to the project and that the project applicant would adhere to any required conditions upon which water or wastewater service would be provided under either the proposed site plan or access option site plan. Additionally, participation in existing mutual aid agreements between the RPU and CWD would further ensure the proposed project would be served by reliable and sufficient water supplies.

Construction related impacts associated with interconnecting proposed on-site water and wastewater facilities with the existing municipal network could result in physical impacts, but which have been evaluated accordingly throughout this Initial Study for the project site under both the proposed site plan and access option site plan. All necessary on-site water and wastewater facilities would be installed simultaneously with required roadway frontage improvements for the proposed project. As a result, interconnection to the existing municipal network would not result in substantial disturbance of existing roadways or water and wastewater facilities, and there would be no significant environmental effects specifically related to the installation of on-site water and wastewater facilities during the project's construction phase under either the proposed site plan or access option site plan. Additionally, the proposed City-sponsored sewer pump station will be designed, constructed, and maintained pursuant to CWRF standards in accordance with the City's *Sewer System Management Plan* under either the proposed site plan or access option site plan.[68] With implementation of **Mitigation Measures UTL-1** and **UTL-2**, impacts to the environment from construction of new water or wastewater treatment facilities or the expansion of existing facilities under both the proposed site plan and the access option site plan would be reduced to less than significant levels.

c) ***Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less than Significant with Mitigation. The Highgrove Channel adjacent to the north of the project site conveys stormwater flows from Grand Terrace and southeast Colton to the Santa Ana River approximately 1,800 feet (0.34 mile) to the west. The proposed project is within the Santa Ana River Watershed, and the Highgrove Cannel, along with the project site, are mapped within Zone X (Other Flood Areas), which is an area protected from 1 percent chance of flood (100-year flood) by a provisionally accredited levee (refer to CEQA Checklist 2.2.9i).[69] Since the Highgrove Channel is concrete-lined in the vicinity of the project site, it is expected to be adequately sized to convey the 100-year storm event for build-out conditions of the upstream areas.

The proposed project consists of one light-industrial building with a total of 236,512 square feet of warehouse space, including 5,000 feet of office space, on approximately 12.4 acres (Figure 5A). The access option site plan would have one warehouse building with the same square footage as the proposed project but on approximately 10.75 acres (Figure 5B). The project site is undeveloped with a 100 percent pervious surface. The proposed project has been designed to maximize the landscape areas, thereby minimizing the impervious area to the maximum extent possible under both the proposed site plan and the access option site plan. The proposed increase in impervious surface area will generate increased storm water flows with potential to impact drainage facilities and require the provision of additional facilities.

[68] Sewer System Management Plan, City of Colton Water Reclamation Facility, June 2009. http://www.ci.colton.ca.us/DocumentCenter/View/1666. (Accessed July 12, 2017).

[69] FEMA Flood Insurance Rate Map (panel number 06071C8688H), http://msc.fema.gov/portal/search?AddressQuery=highland%2C%20california#searchresultsanchor. (Accessed July 3, 2017).

The approval of drainage features/improvements occurs through the City's building plan check process. As part of this process, all project-related drainage features would be required to meet the City's Public Works Department and Regional Water Quality Control Board standards. Project-related drainage features would be designed, installed, and maintained per Public Works Department standards and the requirements identified in the project-specific Water Quality Management Plan per **Mitigation Measure HYD-3**. With implementation of these items, drainage impacts would be **less than significant** under both the proposed site plan and the access option site plan. No further measures are required.

d) ***Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

Less than Significant with Mitigation. Please refer to CEQA Checklist 2.2.18b.

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

Less than Significant with Mitigation. Please refer to CEQA Checklist 2.2.18b.

f) ***Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less than Significant Impact. Solid waste disposal services are provided by Colton Disposal, a division of Republic Services, which collects solid waste in Colton under contract with the City. Majority of the solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. Between 1964 and 2014, waste from the City of Colton was distributed to the Colton Sanitary Landfill until the ceasing of its operations in December 2014. The Colton Sanitary Landfill is located along the northern extent of the La Loma Hills approximately 1.5 miles north of the project site. The Mid-Valley Sanitary Landfill has a remaining capacity of 67.5 million cubic yards with the maximum permitted throughput of 7,500 tons per day and an existing daily surplus of 4,850 tons while The San Timoteo Sanitary Landfill has a remaining capacity of 13.6 million cubic yards with a maximum permitted throughput of 2,000 tons per day.[70]

According to CalRecycle, California's 2015 per employee disposal rate was 11.1 pounds of solid waste per person per day;[71] therefore, with an estimated generation of between 218 and 546 new jobs, and assuming a 365 day per year work schedule as a worst case scenario, the proposed project is expected to generate between 2,420 pounds and 6,061 pounds of solid waste per day, or between 0.9 million pounds and 2.3 million pounds of solid waste per year. This amount is equivalent to between 0.03 percent and 0.06 percent of the daily surplus at Mid-Valley Landfill.[72] As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect the current operation or the expected lifetime capacity of the landfill serving the project site. Therefore, the proposed project would cause a **less than significant impact** related to solid waste disposal under both the proposed site plan and the access option site plan. No mitigation is required.

g) ***Would the project comply with federal, state, and local statutes and regulations related to solid waste?***

Less than Significant Impact. 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 applicable local, State, and federal solid waste disposal standards, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Impacts associated with this issue would be considered **less than significant** under both the proposed site plan and the access option site plan, and no mitigation is required.

[70] CalRecycle. http://www.calrecycle.ca.gov/SWFacilities/Directory/ (Accessed July 5, 2017).
[71] CalRecycle. http://www.calrecycle.ca.gov/LGCentral/goalmeasure/disposalrate/MostRecent/default.htm (Accessed July 5, 2017).
[72] 2,420 pounds of solid waste per day = 1.21 tons per day / 4,850 tons daily surplus = 0.03 percent (rounded)
6,061 pounds of solid waste per day = 3.03 tons per day / 4,850 tons daily surplus = 0.06 percent (rounded).

2.2.19 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 the major periods of California history or prehistory?***

Less than Significant with Mitigation. The project site is located north of Center Street approximately 0.4-mile west of the I-215 Freeway and 0.9 mile east of the Santa Ana River in the City of Colton. The site is vacant and undeveloped, and no endangered or threatened species were identified on the project site. Development of the proposed project will not cause fish or wildlife populations to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. The proposed project will not affect any threatened or endangered species or associated habitat. Potential impacts to special status species, such as nesting birds or burrowing owl, will be mitigated to less than significant levels with implementation of **Mitigation Measures BIO-1** and **BIO-2** for both the proposed site plan and the access option site plan.

Based on an archival records search by a qualified LSA Archaeologist, it was determined there are 23 pre-historic and 18 historic cultural resources within a one-mile radius of the project, although none are located within the project site. There is a potential sensitivity for buried historic cultural deposits within the project site, so development of the proposed project could potentially affect known historic, archaeological, or paleontological resources. Therefore, **Mitigation Measures CUL-1** and **CUL-2** have been proposed to address potential impacts if subsurface cultural or paleontological resources are encountered during construction operations. Additionally, **Mitigation Measure CUL-3** ensures that the project applicant complies with California Code of Regulations (CCR) Section 15064.5(e), California Health and Safety Code Section 7050.5, and Public Resources Code (PRC) Section 5097.98 in the event human remains are encountered at any time. Adherence to these measures and regulations will reduce potential impacts to cultural and paleontological resources to levels of **less than significant with mitigation** for both the proposed site plan and the access option site plan.

b) ***Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-range environmental goals?***

Less than Significant with Mitigation. The project is consistent with both existing General Plan land use and zoning designations, and is compatible with surrounding land uses (both existing and proposed). Based on the evaluation of project impacts summarized in Section 2.2.19(a) above and Sections 2.2.19(c) and (d) below, and their attendant mitigation measures, the project is expected to achieve both short- and long-term environmental goals. Therefore impacts in this regard will be **less than significant with mitigation** for both the proposed site plan and the access option site plan.

c) ***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.)***

Less than Significant with Mitigation. The proposed project site is located within an area has been designated by the City for primarily industrial uses. Short-term construction-related air quality impacts that would result from construction of the proposed industrial uses will be less than significant, and **Mitigation Measures GHG-1** and **NOI-1** identified in this Initial Study would reduce potential impacts from greenhouse gas emissions and construction noise, respectively, to less than significant levels for both the proposed site plan and the access option site plan. Additionally, **Mitigation Measure NOI-2** would ensure operational noise would not be significant to nearby sensitive receptors. Other impacts related to biological resources, geologic and soil conditions, hydrology and water quality, hazards and hazardous materials, and archaeological/paleontological resources are similarly reduced to a less than significant level through the implementation of mitigation measures and the adherence to established City-mandated design and construction standards. Potential impacts related to water quality are addressed by **Mitigation Measures HYD-1** through **HYD-3**. Potential impacts related to geologic and soil constraints and hazardous materials are mitigated by the recommended **Mitigation Measures GEO-1** and **HAZ-1** and **HAZ-2**, respectively, for both the proposed site plan and access option site plan.

The cumulative effects resulting from build out of the City's General Plan were previously identified in the General Plan EIR. The type, scale, and location of the proposed project is consistent with City's General Plan

and zoning designation and is compatible with the pattern of development on adjacent properties. Because of this consistency, the potential cumulative environmental effects of the proposed project would fall within the impacts identified in the City's General Plan EIR. As no cumulative impact greater than that identified in the General Plan EIR would result from either the construction or occupation of the proposed industrial or approved residential uses, a less than significant impact is anticipated to occur for either the proposed site plan or the access option site plan.

As stated previously, the project site would be served by the City of Riverside's RPU for water service and RPWD for wastewater service, and the Riverside General Plan may not have anticipated this additional development under its Typical Growth Scenario. RPU would have sufficient water supply under a Typical Growth Scenario through 2025 but may not meet the estimated water demand for Maximum build-out or Maximum build-out with Planned Residential Development without purchasing excess water from the Western Municipal Water District, which is expected to have 123,784 AF annually to sell to other agencies like RPU. Additionally, the Riverside Regional Water Quality Control Plant would adequately serve the City under a Typical Growth Scenario through 2025 but would not meet the estimated wastewater treatment demand of 55.3 MGD for Maximum build-out or 64.0 MGD for Maximum build-out with Planned Residential Development. Through implementation of **Mitigation Measures UTL-1** and **UTL-2**, the issuance of utility will-serve agreements between the City of Colton and City of Riverside to be administered by the RPU for water service and RPWD for wastewater service will ensure that the utility service providers are capable of providing service to the project and that the project applicant would adhere to any required conditions upon which water or wastewater service would be provided under either the proposed site plan or access option site plan; impacts would be reduced to **less than significant** levels.

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

Less Than Significant Impact. As detailed in the preceding responses, development of the proposed project would not result, either directly or indirectly, in adverse effects to human beings for either the proposed site plan or the access option site plan. With implementation of **Mitigation Measures NOI-1** and **NOI-2**, noise impacts would be reduced to **less than significant**.

3.0 SUMMARY OF MITIGATION MEASURES

3.1 Biological Resources

BIO-1 Pre-construction Nesting Bird Survey. Vegetation-clearing and rough grading should be completed outside of bird nesting season (typically February 1 through August 31). If vegetation-clearing and/or rough grading cannot be conducted outside the bird nesting season, a pre-construction nesting bird survey shall be required within three (3) days prior to commencement of construction.

The pre-construction nesting bird survey shall consist of full coverage of the on-site trees and project site. If no active nests are observed, construction may commence while the biologist conducting the nesting bird survey submits a brief letter report to the City indicating that no impacts to nesting birds will occur. If an active avian nest is discovered during the nesting bird survey, construction activities must occur outside of a 300-foot buffer around the active nest. For listed and raptor species, this buffer could be expanded to 500 feet. If an active avian nest occurs, a biological monitor shall be present to delineate the boundaries of the buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by construction activities. The biological monitor shall have the authority to temporarily halt construction if it occurs within an established avian buffer or if new nesting activity occurs and a new buffer is required. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur or resume. Upon completion of construction monitoring, the biological monitor shall prepare a report of findings documenting if any impacts to active avian nests occurred. This measure shall be implemented to the satisfaction of the City of Colton.

BIO-2 Pre-construction Burrowing Owl Clearance Survey. Prior to the start of any vegetation removal or ground disturbing activities, a pre-construction clearance survey for burrowing owls shall be conducted to ensure that burrowing owls remain absent, and impacts to any occupied burrows do not occur. In accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), two preconstruction clearance surveys shall be conducted 14-30 days and 24 hours, respectively, prior to any vegetation removal or ground disturbing activities. If no occupied burrows are observed, construction may commence while the biologist conducting the clearance survey submits a brief letter report to the City indicating that no impacts to burrowing owls will occur. If occupied burrows are found within the development footprint during the pre-construction clearance surveys, site-specific buffer zones shall be established by a qualified biologist in accordance with the CDFW (*Ibid.*:9). The buffer zones may vary depending on burrow location and burrowing owl sensitivity to human activity, and no construction activity shall occur within a buffer zone until a burrowing owl exclusion plan is submitted to CDFW for approval and implemented pursuant to CDFW consultation. Any relocation efforts must be coordinated with the CDFW and USFWS. This measure shall be implemented to the satisfaction of the City of Colton and the CDFW.

3.2 Cultural Resources

CUL-1 Unanticipated Archaeological Resources. Prior to issuance of a grading permit, the developer shall retain a Secretary of Interior (SOI) Standards-qualified archaeologist to monitor all clearing, grubbing, and grading activities at the project site and shall be equipped to record and salvage archaeological resources that may be unearthed during such activities. This measure shall not apply to importation of non-native soil onto the project site prior to actual grading of native onsite soil. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of unearthed resources. The project archaeologist shall assess the significance of any archaeological finds in consultation with interested Native American tribal representatives (i.e., those who have expressed an interest in monitoring the project through the AB 52 process) and select appropriate disposition for the resource based on the significance of the find and tribal input.

If any suspected historical or pre-historic (archaeological) resources are discovered during ground-disturbing activities, and an archaeological monitor or Native American Tribal Representative is not present, the construction supervisor shall halt work within a 100-foot radius around the find and call the City planner immediately who will contact the project archaeologist and the Tribal representatives to the site to assess the significance of the find. The landowner shall relinquish ownership of all archaeological artifacts that are of Native American origin found on the project site to the culturally affiliated Native American Tribe(s) for proper treatment and disposition. A final report containing the

significance and treatment findings shall be prepared by the archaeologist and submitted to the City and the appropriate Native American Tribe(s).

All ground-disturbing activities shall take place only with interested tribal participants, as well as a Secretary of Interior (SOI) Standards-qualified archaeological monitor, present. If previously undocumented cultural resources are identified during earthmoving activities, the project archaeological monitor, in tandem with tribal participants, shall assess the nature and significance of the find, diverting construction excavation if necessary. The archaeologist shall have the authority to redirect ground-disturbing activities in the vicinity of the find until the nature and extent of the find can be evaluated. Any such resource uncovered during the course of project-related grading shall be recorded and/or removed per applicable guidelines, in consultation and cooperation with San Bernardino County Museum staff and appropriate Native American tribal representatives.

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

2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 100-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards, in tandem with a tribal participant, shall assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Appropriate tribal representatives shall be contacted if any such find occurs, and be provided information and permitted/invited to perform a site visit when the archaeologist makes their assessment, along with the interested tribal representative(s) to provide tribal input.

3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall develop a Cultural Resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to interested tribal representatives for review and comment.

4. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by interested tribal representative(s).

5. The Lead Agency and/or applicant shall, in good faith, consult with interested tribal representatives (i.e., those who have expressed an interest during the AB 52 Native American Consultation process) to monitor site grading and the disposition and treatment of any artifacts or other cultural materials encountered during project grading.

6. The City may consult with multiple tribal representatives who express interest in monitoring this project.

7. All cultural material, excluding sacred, ceremonial, grave goods and human remains, collected during the grading monitoring program shall be curated, as determined by the treatment plan, according to the current professional repository standards and may include one or more representatives of affected Native American tribal groups under the requirements of AB 52.

CUL-2 Unanticipated Paleontological Resources. Prior to issuance of grading permits, the City shall verify that the following note is included on the grading plans:

"If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor is obligated to halt work within a 100-foot radius around the find until a qualified paleontologist can assess the significance of the find. The project paleontologist shall monitor remaining ground-disturbing activities in native soils at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during construction. The paleontologist shall temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources. Any fossils found shall be offered for curation at a curation facility approved by the City. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, shall be prepared upon completion of the steps outlined above. The report and inventory, when submitted to the appropriate lead agency, will signify completion of the program to mitigate impacts on paleontological resources. This measure shall be implemented to the satisfaction of the City Development Services Department."

CUL-3 Human Remains. If any human remains are discovered, State of California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the county coroner has made the determination of origin and disposition pursuant to PRC Section 5097.98 with the San Bernardino County Coroner and the lead agency notified immediately. If the human remains are determined prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant. The most likely descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

3.3 Geology and Soils

GEO-1 Geotechnical Studies. Prior to issuance of any building permits, the developer shall provide plans to the City Engineer for review and approval that demonstrate the location and design of all proposed buildings and improvements are consistent with the project-specific geotechnical study (Southern California Geotechnical dated July 19, 2017), project soil infiltration report (Southern California Geotechnical dated July 20, 2017, and project sulfate testing report (Southern California Geotechnical dated July 24, 2017). This measure applies to all geotechnical, liquefaction, soil constraints, etc. outlined in any of the Southern California Geotechnical studies. This measure shall be implemented to the satisfaction of the City Engineer.

3.4 Hazards and Hazardous Materials

HAZ-1 Hazardous Materials. In the event any subsurface feature, material, former improvement, etc. is found during grading that cannot be clearly identified as non-hazardous, work shall be halted in that area until a qualified environmental professional is retained to identify the material and determine if it is hazardous. In the event the material is determined to be non-hazardous, no further action is required. If the material is found to be hazardous, the qualified environmental professional shall determine the nature and extent of the material, the potential risk of removal, and other appropriate steps to effectively remediate and dispose of any hazard materials found during grading (e.g., buried transite irrigation pipe). The environmental professional shall direct and coordinate any disposal of hazardous materials according to applicable laws and regulations including disposal at a landfill approved for such material. Written results of any testing, remediation, or removal shall be provided to the City Development Services Department within 30 days of such action.

HAZ-2 Soil Testing. Prior to issuance of a grading permit, the applicant shall provide evidence that onsite soils have had the following tests conducted for contamination by agricultural chemicals:

- EPA Method 8081A (organochlorine pesticides)
- EPA Method 8151B (chlorinated herbicides)
- EPA Test for Arsenic (as former agricultural pesticide)

If present in levels that exceed industrial standards, these or other hazardous materials shall be removed and transported to an appropriate landfill by a licensed contractor. This measure shall be implemented to the satisfaction of the City Development Services Department including written documentation of the disposal of any soil contaminated by agricultural chemicals in conformance with all applicable regulations.

3.5 Hydrology and Water Quality

WQ-1 NPDES Permit. Prior to the issuance of a grading permit, the project applicant shall file and obtain a Notice of Intent (NOI) with the Regional Water Quality Control Board in order to be in compliance with the State NPDES General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability.

WQ-2 SWPPP and BMPs. Prior to the issuance of a grading permit, the project applicant shall submit to and receive approval from the City of Colton for a Storm Water Pollution Prevention Plan (SWPPP) which shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment

and non-visible discharges from the site. The SWPPP will include inspection forms for routine monitoring of the site during construction phase to ensure NPDES compliance and additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous construction period based on funding availability. The SWPPP will be kept on site for the entire duration of project construction and will be available to the local RWQCB for inspection at any time. As applicable, the SWPPP must also address soil protection and/or runoff during soil importation and stockpiling on the site prior to grading. Some the BMPs to be implemented may include the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction and repairs will be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences and covered with plastic tarps.
- In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the Contractor and reviewed by the City of Colton and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Colton can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

WQ-3 **WQMP.** Prior to the issuance of a grading permit, the Project Applicant shall submit a Full Categorical Water Quality Management Plan (WQMP) to the City of Colton for review and approval. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs identified in the Water Quality Management Plan for long-term occupancy activities on the site. This measure shall be implemented to the satisfaction of the City Engineer and Development Services Department as appropriate.

3.6 Noise

NOI-1 **Construction Noise.** Prior to issuance of demolition permits, the City of Colton Planning Staff shall verify that all construction plans include notes stipulating the following:

- Construction activities are restricted to conform with the City of Riverside requirements to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays.
- Grading and construction contractors shall use equipment that generates lower vibration levels such as rubber-tired equipment rather than metal-tracked equipment.
- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible.
- The construction contractor shall place noise and vibration-generating construction equipment and locate construction staging areas away from sensitive uses, whenever feasible.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

NOI-2 **Operational Noise.** Within 60 days of issuance of an operation permit, the applicant shall have an acoustical engineer verify that the operation of the proposed project and associated equipment is in compliance with both the daytime and nighttime noise ordinance requirements at nearby sensitive receptors. If noise measurements are compliant with both the daytime and nighttime noise ordinance requirements at nearby sensitive receptors, no further work is required. However, if noise measurements

exceed either the daytime or nighttime noise ordinance requirements at nearby sensitive receptors, the applicant shall implement noise reduction measures on the sources that exceed noise thresholds. Reduction measures may include noise attenuation devices on HVAC and/or freight truck refrigeration equipment, construction of a noise attenuation wall, or similar methods. This measure shall be implemented to the satisfaction of the City of Colton Planning Department.

3.7 Greenhouse Gas Emissions

GHG-1 Screening Table. Prior to the issuance of occupancy permit, the Project Applicant shall submit evidence to the City that all applicable design features identified in the City's Climate Action Plan Greenhouse Gas Emissions Screening Tables are incorporated into the design and construction of the proposed project. This measure shall be implemented to the satisfaction of the City Engineer and Development Services Department, as appropriate.

3.8 Utilities and Service Systems

UTL-1 Will-Serve RPU. Prior to issuance of building permits, the applicant shall provide evidence to the City engineer that a will-serve agreement is in place between the City of Colton and City of Riverside, to be administered by Riverside Public Utilities for the provision of water service to the project site. The will-serve agreement shall confirm that Riverside Public Utilities is capable of providing water service to the project site and outline the terms and conditions upon which water service shall be supplied to the project site. This measure shall be implemented to the satisfaction of the City Engineer.

UTL-2 Will-Serve RPWD. Prior to issuance of building permits, the applicant shall provide evidence to the City engineer that a will-serve agreement is in place between the City of Colton and City of Riverside, to be administered by Riverside Public Works Department for the provision of wastewater service to the project site. The will-serve agreement shall confirm that Riverside Public Works Department is capable of providing wastewater service to the project site and outline the terms and conditions upon which wastewater service shall be supplied to the project site. This measure shall be implemented to the satisfaction of the City Engineer.

4.0 REFERENCES AND TECHNICAL STUDIES

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