TROPICA RANCH COMMERCE CENTER

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lead Agency:

City of Colton
659 North La Cadena Drive
Colton, California 92324

Prepared by:

LSA
1500 Iowa Avenue, Suite 200
Riverside, California 92507
LSA No. CLT1701

October 5, 2018

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INITIAL STUDY

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 sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. **Project Title:** Tropica Ranch Commerce Center (DAP-001-421)

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

3. **Contact Person and Phone Number:** Mark Tomich, AICP; Development Services Director, (909) 370-5185

4. **Project Location:** The project site is located west of South La Cadena Drive and south of W. Tropica Rancho Road in the City of Colton in southwestern San Bernardino County (see Figures 1 and 2).

5. **Project Sponsor's Name and Address:** Larry Cochrun, LDC Industrial Realty, 115 Avenida San Dimas, San Clemente, CA 92672

6. **General Plan Designation:** Industrial Park

7. **Zoning:** Industrial Park (I-P) and Sensitive Development Area Overlay Zone (SDA)

8. **Project Description:** The proposed **Tropica Ranch Commerce Center** (proposed project) is a series of three industrial buildings sized 30,636, 46,527 and 182,900 square feet (SF) comprising office space, parking, and landscaping on an approximately 20 acres located on the west side of South La Cadena Drive just south of the Santa Ana River and northerly of Linton Road in the City of Colton. The industrial buildings would be one floor with a maximum height of 47 feet.

   Building 1 would have 40 dock doors on its southern frontage. Total on-site parking would be 313 stalls, with 114 dedicated to warehouse parking (including office) and 199 trailer parking spaces. Landscaping in the amount of 61,228 SF is anticipated for the site and 726 below grade infiltration chambers totaling to 54,377 cubic feet (with drain inserts for pretreatment) would be used as a storm water/water quality control basin. Additionally, there are Southern California Edison (SCE) power poles that contain overhead wires of high voltage 66 kV transmission lines, traversing the site from east to west. Due to the size of the electrical transmission lines, undergrounding these lines is not feasible. With implementation of the project the towers and overhead lines will be protected in place in accordance with SCE recommendations.

   Building 2 would have six dock doors on its western frontage. Total on-site parking would be 61 stalls, with 48 dedicated to warehouse parking (including office) and 13 trailer parking spaces. Landscaping in the amount of 44,229 SF is anticipated for the site and 142 below grade infiltration chambers totaling to 10,636 cubic feet (with drain inserts for pretreatment) would be used as a storm water/water quality control basin.

   Building 3 would have six dock doors on its western frontage. Total on-site parking would be 41 stalls all dedicated to warehouse parking (including office). Landscaping in the amount of 18,415 SF is anticipated for the site and 107 below grade infiltration chambers totaling to 8,014 cubic feet (with drain inserts for pretreatment) would be used as a storm water/water quality control basin.

   The project also includes the import of 250,200 cubic yards (cy) of material to raise the elevation of the proposed pads. The anticipated import activity will occur over 160 days, average 49 daily import trips (32 cy/trip).

   Roadway frontage improvements would be provided on South La Cadena Drive and Tropica Rancho Road. The industrial building(s) are currently planned as "spec buildings." Thus, the future tenant of the buildings is not currently known. Furthermore, without knowing the future tenant, an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use approximate potential on-site employees, hours of operation, and trip counts to and from the site based on the project's proposed square footage and use as a 'high-cube' facility and general warehouse/industrial center buildings.

9. **Surrounding Land Uses:** Single-family residential units are located to the south and east of the site. To the north is the Santa Ana River and east of the property, just beyond South La Cadena Drive are railroad tracks and just beyond the tracks is vacant and undeveloped land.

10. 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. Santa Ana Regional Water Quality Control Board (RWQCB) - National Pollutant Discharge Elimination System (NPDES) Construction General Permit
    c. Santa Ana RWQCB – Waste Discharge Requirement (WDR)
    d. Santa Ana RWQCB – Water Quality Management Plan (WQMP); and
    e. Santa Ana RWQCB – Storm Water Pollution Prevention Plan (SWPPP).

11. 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?

    The City sent AB 52 consultation notification letters to 18 Native American tribal groups/representatives on March 22, 2017. The 30-day consultation notification period ended on April 21, 2017. The City did not receive any requests for formal consultation from Native American tribal groups/representatives as a result of this outreach effort.

    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 adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code § 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

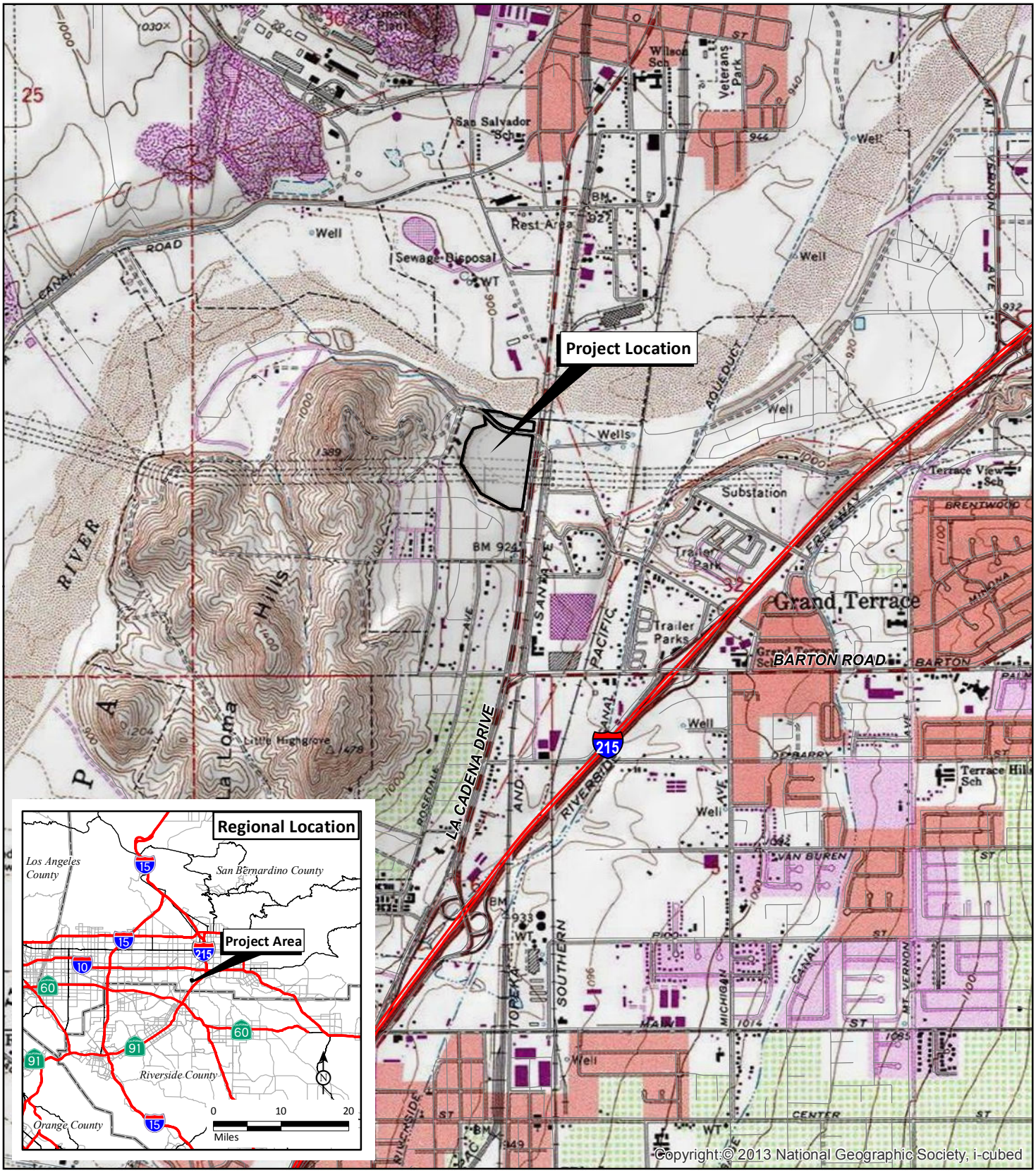

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FIGURE 1

N

0 1000 2000
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Colton Tropica Warehouses Project

Regional and Project Location

SOURCE: USGS 7.5' Quad: San Bernardino South (1980), CA; ESRI Streetmap, 2013.

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LEGEND

Project Boundary

Photograph Locations

N

0 175 350

FEET

SOURCE: Google Earth, 2016

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FIGURE 2

Colton Tropica Warehouses Project

Project Location, Land Use and Photograph Key Map

Photograph 1: *Overview from the west looking east.*

Photograph 2: *View from northwest looking southeast.*

Photograph 3: *View from southeast looking north.*

Photograph 4: *View from northwest looking east.*

Photograph 5: *View from center of site looking south.*

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FIGURE 3

Colton Tropica Warehouses Project

Site Photographs

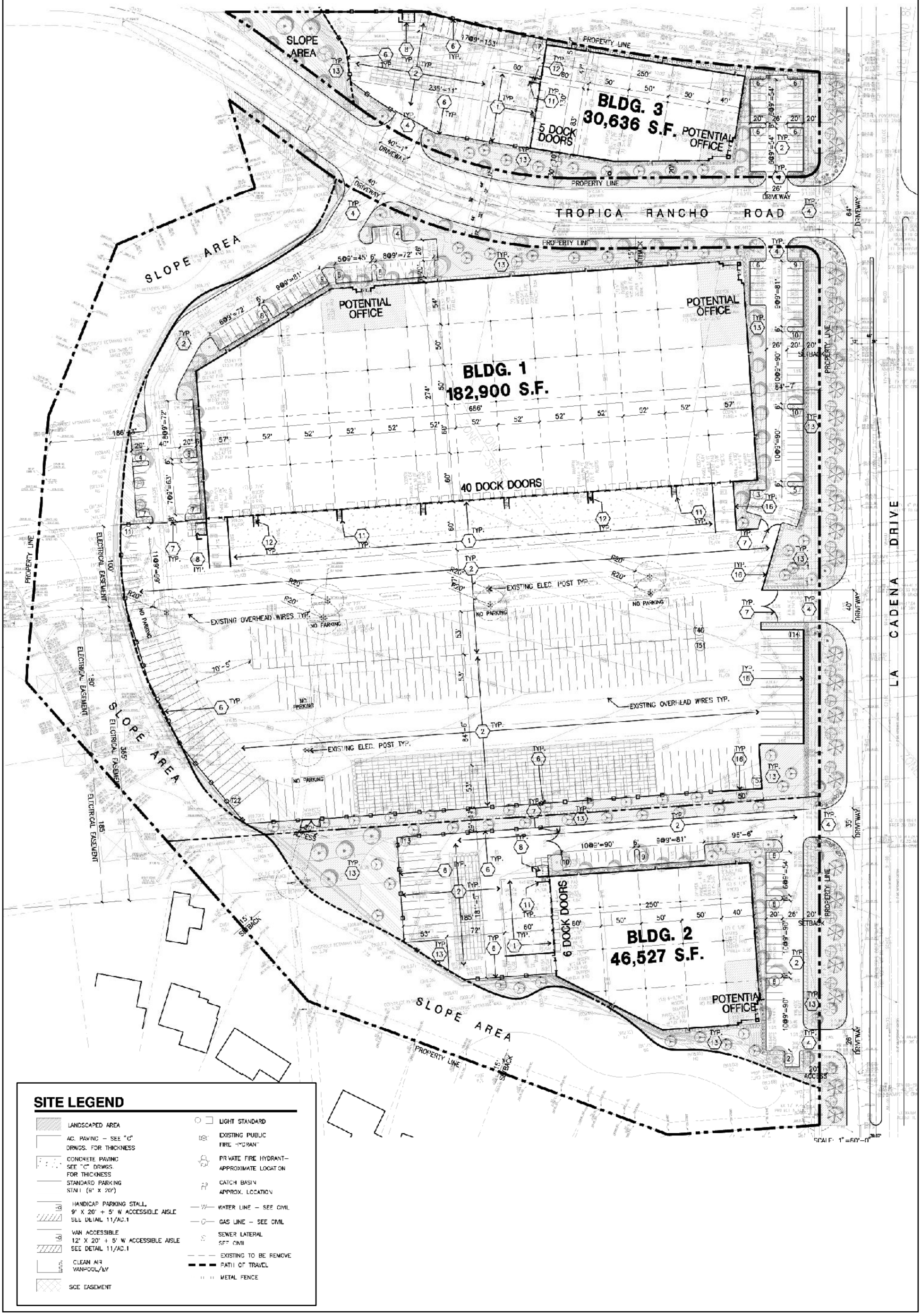

FIGURE 4

Colton Tropica Warehouses Project

Site Plan

SOURCE: HPA, Architects, 4/18/2017.

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SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY
4. DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 3'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. 8'H WROUGHT IRON FENCE. SEE D/A4.1
7. PROVIDE METAL 8' H MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. 6' H CONCRETE TILT-UP TRASH ENCLOSURE
9. EXTERIOR PARKING LIGHT POLE.
10. PATHWAY OF TRAVEL FROM PUBLIC STREET.
11. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
12. EXTERIOR CONC. STAIR.
13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN
15. HANDICAPPED PARKING STALL SIGN
16. 8'H SCREEN WALL

SITE PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
2. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK WITH TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EACH WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
3. ALL CONCRETE CURBS, GUTTERS AND SWALES SHALL BE PER CITY/COUNTY STANDARDS.
4. ALL OFF-SITE UTILITY CONNECTIONS SHALL BE FIELD VERIFIED.
5. ALL BUILDINGS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURE.
6. ALL HORIZONTAL CONTROL DIMENSIONS SHALL BE DESIGN BY CIVIL ENGINEER. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
7. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
8. FIRE LANES ARE TO BE DELINEATED WITH PAINTED CURBS AND SIGNS OR AS REQUIRED BY THE LOCAL FIRE DEPARTMENT.

Tabulation

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
Gross area in s.f.	693,079	232,319	96,919	1,022,317 s.f.
Gross area in acres	15.91	5.33	2.22	23.47 ac
Net area in s.f.	587,410	147,903	89,552	824,865 s.f.
Net area in acres	13.49	3.40	2.06	18.94 ac
BUILDING AREA				
Office - 1st floor	10,000	3,000	3,000	16,000 s.f.
Office - 2nd floor	3,000	1,500		4,500 s.f.
Warehouse	169,900	42,027	27,636	239,563 s.f.
TOTAL	182,900	46,527	30,636	260,063 s.f.
COVERAGE (base on net area)	31.1%	31.5%	34.2%	31.5%
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	52	18	12	82 stalls
Whse: 1st 10K @ 1/1,000 s.f.	10	10	10	30 stalls
above10K @ 1/1,000 s.f.	80	17	9	106 stalls
TOTAL	142	45	31	218 stalls
AUTO PARKING PROVIDED				
Standard (9' x 20')	114	48	41	203 stalls
TRAILER PARKING PROVIDED				
Trailer (10' x 53')	185	13	0	198 stalls
ZONING ORDINANCE FOR CITY				
Zoning Designation - Industrial Park (IP)				
MAXIMUM BUILDING HEIGHT ALLOWED				
Height - 3 stories or 40'				
MAXIMUM FLOOR AREA RATIO				
FAR - .50				
LANDSCAPE REQUIREMENT				
Percentage - 15% of Lot area				
LANDSCAPE PROVIDED				
Percentage base on net area	10.4%	29.9%	20.6%	15.0%
In s.f.	61,228	44,229	18,415	123,872 s.f.
SETBACKS				
Front - 20'				
Side / Rear- 0'				
Street Side - 15'				
Abuts R zone - 15'				

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FIGURE 4A

Colton Tropica Warehouse Project

Site Plan Notes

SOURCE: HPA Architects, 4/18/2017.

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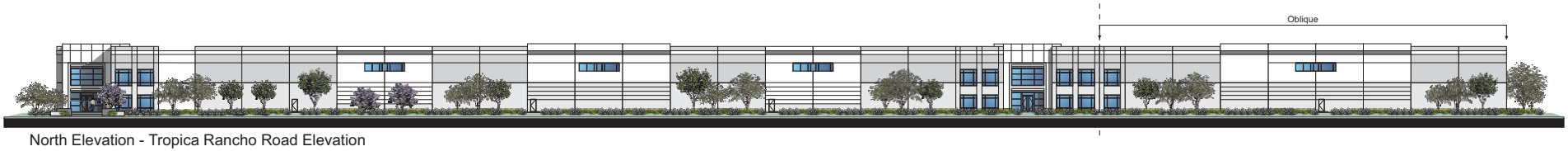

North Elevation - Tropica Rancho Road Elevation

East Elevation - LA Cadena Drive Elevation

Enlarged Elevation of North Elevation - Tropica Rancho Road Elevation

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FIGURE 5

Colton Tropica Warehouses Project

Building Elevations

SOURCE: HPA Architecture, 2017

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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" or "Less Than Significant with Mitigation Incorporated" 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		

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.

Steve Weiss
Signature

10/3/18
Date

Steve Weiss
Printed Name

City of Colton
For

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 incorporated, 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 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.

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 daytime 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

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

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
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?	☐	☒	☐	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of 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?	☐	☐	☐	☒
XIV. 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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) 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?	☐	☐	☒	☐
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)?	☐	☒	☐	☐

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

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

EXPLANATIONS TO THE CHECKLIST FORM

I. 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 as scenic vistas, including the San Bernardino Mountains to the east and the San Gabriel Mountains to the north and northwest. The peaks of Mt. San Gorgonio and Mt. San Jacinto can be seen to the east on clear days from the project area. Photographs of the project site and surrounding area are provided in Figure 3.

The project site is located south of the Santa Ana River and west of South La Cadena Drive. Views of the San Bernardino Mountains from the City of Colton would be unobstructed due to the distance and elevation of the mountain ranges. However, views of the San Gabriel Mountains from the project site are blocked by changes in elevation to the west. Views of the San Gabriel Mountains from South La Cadena Drive and Tropica Rancho Road would not be blocked from the proposed project. However, while driving north on South La Cadena Drive, views of the San Gabriel Mountains are intermittent due to the ornamental trees in the center divider, which is

then partially blocked due to elevation changes within the project area. Views of the San Gabriel Mountains for northbound travelers on South La Cadena Drive approaching the Santa Ana River would be blocked for up to 19 seconds[1] by the proposed project buildings, but this not considered a substantial adverse effect on a scenic vista.

The Santa Ana River Trail passes to the north of the project site. The project site would be visible from portions of the trail for both eastbound and westbound users of the trail. Eastbound users would have relatively limited views of the project site along a short segment of Tropica Rancho Road due to intervening topography, while westbound users of the trail would have more extended views of the property as the trail is on mostly level topography with the project site. However, views of commercial and industrial structures are not uncommon along the Santa Ana River Trail in general and the proposed project would be not be incompatible with current uses of the trail.

Located to the south and west of the project area are over 100 single-family residences (on or north of West Litton Avenue) with up to 21 of the residences (on Loma Verde Drive) that have full or partial views of the project site (see Figure 2). This neighborhood is designated as a Sensitive Development Area Overlay Zone (SDA) by the City, which requires special attention to visual and other compatibility factors between industrial and residential uses. The proposed warehouse buildings would be located lower than the houses by 60 to 70 feet because the houses are on a bluff. The maximum height of the warehouse buildings is 47 feet and they would most likely have white or light colored roofs for energy conservation. Due to the elevation difference, the planned warehouse buildings would be at or below the level of views from adjacent residences. While the tops of the buildings would be visible or partially visible to a number of nearby residents, the planned warehouse buildings would not block views of the mountains to the north or east. Therefore, the proposed project would have **less than significant** impacts on scenic vistas. 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.[2] Furthermore, the project site is currently undeveloped, with the exception of utility power lines running in an east to west direction and another power line running in a north to south along South La Cadena Drive. The Santa Ana River is just north of the project site, but it is not particularly scenic in this area due to the presence of a train trestle and the La Cadena Bridge across the river. In addition, no healthy trees or large rock outcroppings would be affected by project development. Therefore, construction of the project site 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. The proposed project consists of three warehouse buildings with a combined total of 266,030 SF. The construction phase of the project would introduce the use of machinery such as excavators and bulldozers. The presence of the construction equipment, as well as the construction activities, would temporarily alter the visual character of the project site for travelers along South La Cadena Road and from residences along the bluffs to the south 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, since construction activities would be temporary, this would not create a significant permanent visual impact. Once the project is completed, the project site would have a new visual character (i.e., three warehouses, parking, and landscaping).

The project site is vacant and undeveloped with the exception of utility lines running east to west and another utility easement running in a north to south direction. A single-family residential neighborhood is located to the south and west of the project site on the bluffs above the project site. Adjacent to the north of the project is the Santa Ana River. To the east, just beyond South La Cadena Drive and the railroad tracks, is vacant and undeveloped land within the City of Grand Terrace (refer to Figures 2 and 3).

The neighborhood around W. Litton Avenue is designated by the City as a Sensitive Development Area Overlay Zone (SDA), which requires special attention to visual and other compatibility factors between industrial and

[1] Based on a distance of 1,360 feet or 0.26 mile traveling at the posted speed limit of 50 miles per hour.

[2] California Department of Transportation (Caltrans), Scenic Highway System List, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, Accessed June 25, 2018.

residential uses. The proposed warehouse buildings would be a maximum height of 47 feet and most likely have white or light colored roofs for energy conservation. There is currently a 60 to 70 foot elevation difference with the planned warehouse buildings being lower than the existing residences due to the bluffs along the western and southern boundaries of the project site. This elevation difference will help reduce potential visual impacts of the planned warehouse buildings because they will be at or below the level of views from adjacent residences. However, the tops of the buildings and some parking areas would likely be visible or partially visible to a number of nearby residents in the SDA Zone.

The project site is required to be consistent with the SDA Overlay Zone by addressing neighborhood compatibility issues. The project design is subject to the City's architectural and site plan review process which ensures that the project's visual elements will be compatible with existing uses in the area, including adjacent neighborhoods. This design review process will ensure that all rooftop equipment is screened from direct view from bluff top residences, lighting is screened and directed away from adjacent neighborhoods and that building design and colors are unobtrusive and not distracting.

As compliance with the City's General Plan policies and development regulations relative to the SDA Zone would be addressed architectural and site review process, impacts related to changes in visual character on the project site would be **less than significant**.

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

Less than Significant. The project site presently does not contain any sources of light. Sources of light in the surrounding area include street lighting along South La Cadena Drive, as well as streetlights and house lighting along Loma Verde Drive south of the site and residences west of the site. 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. The development of the warehouse buildings would create new sources of light and glare. At night, the project's interior and exterior building lights and landscape lighting would be visible from single-family residential uses to the south and southeast and, to a lesser extent, from the surrounding public streets. However, 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. In addition, new construction shall comply with the City of Colton's General Plan and Municipal Code requirements for lighting. However, the neighborhood south of the site is in an SDA, which requires special attention to visual and other compatibility factors between industrial and residential uses. The number, location, type and operation of required site lighting would be addressed during the City's architectural and site plan review process. Compliance with the standards, conditions and operating guidelines identified and operation that ensures that lighting is screened and directed away from adjacent neighborhoods, making impacts **less than significant.**

Sources of glare as a result of project implementation would include reflective building materials, and vehicles parked within the property. 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 change throughout the day. The project site is consistent with the City's General Plan designation of Industrial Park and the SDA Overlay Zone. Therefore, impacts from glare would be **less than significant.** No mitigation is required.

II. 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 "grazing land." Additionally, the project site is surrounded by grazing land, urban and built-up, and other land. The closest Prime Farmland to the project site is located approximately 2 miles southeast of the proposed project site.[3] Therefore, no Prime, Unique,

[3] Department of Conservation, Farmland Mapping and Monitoring Program, https://maps.conservation.ca.gov/dlrp/ciff Accessed June 25, 2018.

or Statewide Importance Farmland is located within the project limits. **No impact** to farmland would result from the development of the proposed project. 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, 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 does not contain land that is enrolled in a Williamson Act contract.[4] Additionally, according to the City of Colton's Zoning Map, the project site is currently zoned for Industrial Park (I-P) and Sensitive Development Area Overlay Zone (SDA). 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 would occur. 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 proposed project site is currently vacant with the exception of utility easements running east to west and north to south. The site does not contain any forest land or timberland production, nor is it zoned for such uses. Therefore, the project will have **no impact** on forest land, timberland, or timberland zoned Timberland Production. No mitigation is warranted.

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 IIc.

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 is not utilized for agricultural production or timberland. Neither the project site nor adjacent facilities are being used for, or zoned for farmland or forest land. Please refer to Checklist Responses IIa and IIc. Therefore, the development of the proposed project will not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses. **No impact** related to the conversion of agricultural lands or forest lands would occur. No mitigation is required.

III. 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 for the proposed project based on the project development characteristics, the *Air Quality and Greenhouse Gas Impact Analysis* (LSA 2018) (Appendix B). The City of Colton is located in the South Coast Air Basin (Basin). Air quality in the Basin is regulated by the SCAQMD. The Air Quality Management Plan (AQMP) for the Basin sets forth a comprehensive program that will lead the Basin into compliance with federal and State air quality standards. 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 3.2.10, *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 Park. Since the project will not require a General Plan Amendment or 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

[4] 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 (Accessed June 25, 2018).

not cause a new air quality standard violation. For these reasons, the project would not conflict with or obstruct implementation of air quality plans. The proposed project will have a **less than significant impact** on the AQMP and 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 analyzes both short-term impacts caused by construction activities and long-term impacts caused by occupancy and operation of the project as proposed. The analysis is based on the *Air Quality and Greenhouse Gas Impact Analysis* (LSA 2018) (Appendix B).

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. With the exception of the application of SCAQMD Rules 403 and 1113, required construction emissions controls, Table A 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)					
	VOC	**NO_X**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	4.44	45.65	22.96	0.04	7.96	4.64
Grading	5.46	80.27	38.07	0.11	4.07	2.49
Building Construction	5.10	39.24	39.05	0.11	5.91	2.20
Architectural Coating	1.87	12.97	15.27	0.02	0.67	0.54
Paving	49.26	1.77	4.88	0.01	0.93	0.32
Max. Peak Daily	**49.26**	**80.27**	**54.33**	**0.13**	**7.96**	**4.64**
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, *Air Quality/Greenhouse Gas Impact Analysis*, LSA, June 2018. Worst-case winter or summer values rounded to nearest two decimal places.

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
NOx = 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
SOx = sulfur oxides
VOC = volatile organic compounds

Currently, the Basin is designated as a nonattainment area for ozone, coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). 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 an undeveloped lot to an industrial use. 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. Mobile emissions would be a result of truck traffic, cars accessing the site, and employee vehicles. Trip generation factors were taken from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Ninth Edition*, in the traffic impact analysis prepared by for the proposed project (Appendix I). Table B shows the long-term operational emissions associated with the proposed project, calculated using the California Emissions Estimator Model (CalEEMod) 2016.3.2. The air quality study determined 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** and no mitigation is required.

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

Emission Source	Pollutant Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	5.76	<0.01	0.07	<0.01	<0.01	<0.01
Energy Sources	0.21	1.92	1.61	0.01	0.15	0.15
Mobile Sources	1.53	19.93	19.93	0.11	5.80	1.63
Warehouse Equipment	0.78	7.07	7.01	<0.01	0.50	0.46
Total Project Emissions	**8.27**	**28.93**	**28.09**	**0.12**	**6.45**	**2.23**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: Table J, LSA, *Air Quality/Greenhouse Gas Impact Analysis*, June 2018. Worst-case winter or summer values - rounded to nearest two decimal places.

CO = carbon monoxide
lbs/day = pounds per day
NOx = 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
SOx = sulfur oxides
VOC = 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. The SCAQMD considers air pollutant emissions that exceed its project-level thresholds to also be cumulatively-considerable. Conversely, if a project does not exceed SCAQMD project-level thresholds, then the SCAQMD considers that project's air pollutant emissions to be less than cumulatively-considerable. Accordingly, the operational emissions are not cumulatively considerable, as the SCAQMD thresholds are made to ensure that projects do not contribute undue air quality contaminants to the Basin. Therefore, **no significant cumulative impacts** would occur and no mitigation is required.

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

Less Than Significant Impact. Hazardous air pollution emissions associated with the project would occur from a variety of activities related to project operations. However, the only substantial amount of toxic air contaminants (TAC) known to be released from the proposed warehouse is contained in the exhaust of project-related vehicles. There are no plans for other toxic substances on site that would result in TAC emissions. Short-term emissions are of concern for analyzing acute health impacts, and long-term emissions are of concern for analyzing chronic and carcinogenic health impacts. 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.

Short-Term Impacts

As previously described, it is expected that construction would occur in one phase, and the site is approximately 23.98 acres so it is likely 5 acres or less would be actively worked on during any given day. The closest sensitive receptors to the site are single-family residences located approximately 220 feet south and west of the site and 60–70 feet higher in elevation. Approximately 49 trips per day using six-axle trucks would be needed during

construction to haul the 250,200 cy of fill needed for the proposed project. This is less than the daily total number of six-axle trucks (91) that would occur during operation of the project and therefore is less than significant (refer to Table 9 in the *Traffic Impact Analysis* (Appendix I) for number of truck trips during operation).

Long-Term Analysis

The potential long-term daily air pollutant emissions from the proposed warehouse operational activities were calculated and compared with the appropriate SCAQMD thresholds based on the CalEEMod 2016.3.2 data in the *Air Quality and Greenhouse Gas Impact Analysis* and *Health Risk Assessment* (Appendix B). As shown in Table C, the maximum long-term health risk impact from project operation falls below SCAQMD thresholds for cancer risk, chronic exposure risk, and acute exposure risks to TACs.

Table C: 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	6.2	4.6×10^{-4}	3.1×10^{-6}
30-Year Residential Exposure	8.3		
Significant?	**No**	**No**	**No**

Source: Table B, *Health Risk Assessment*, LSA (June 2018).

[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

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 and Section XVI indicate the project would not have a significant impact on traffic in the project area (i.e., no intersections would degrade to unacceptable levels) with implementation of the recommended mitigation. 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.

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 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 site plan currently shows trash enclosures will be located on the site. 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. Because the project would not involve any substantial short-term or long-term sources of strong objectionable odors, impacts are considered **less than significant** and no mitigation is required.

IV. 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 Wildlife or U.S. Fish and Wildlife Service?***

Less than Significant with Mitigation Incorporated. Analysis in this section is based on the *Biological Resources Assessment* (LSA 2017) (Appendix C). Throughout the southwestern portion of San Bernardino County, a number of listed species have been reported in the California Natural Diversity Data Base (CNDDB) over the years. These species include the federally listed as endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) (DSF); the federally listed as threatened and State listed as endangered western yellow-billed cuckoo (*Coccyzus americanus occidentialis*) (WYC); and the federally listed as endangered San Bernardino kangaroo rat (*Dipodomys merriami parvus*) (SBKR). Occurrences for the DSF have been reported in the area, but the site lacks the necessary Delhi sands and dunes that support the species. One occurrence for the WYC was reported in the Santa Ana River approximately 1.73 miles northeast of the site, but this occurrence was reported in 1930 and the species no longer inhabits the region. The federally and State listed as endangered least Bell's Vireo (*Vireo bellii pusillus*) (LBV) has been reported approximately 0.67 mile west of the site. The western yellow bat (*Lasiurus xanthinus*) has been found approximately 0.15 mile east of the project site, possibly associated with the two nearby bridges over the Santa Ana River (i.e., railroad and La Cadena Drive).

The project site is not located in critical habitat for any species. The nearest critical habitats are federally listed as threatened coastal California gnatcatcher adjacent to the western boundary of the site; the federally listed as threatened Santa Ana sucker in the Santa Ana River; and the federally listed as endangered southwestern willow flycatcher associated with the Santa Ana River north of the project site. The project design will include infrastructure to minimize developmental and human intrusion into the adjacent riverine and upland habitat areas.

The project site does not contain any of the SBKR primary habitat elements described in the Federal Register. Although the project is adjacent to the Santa Ana River, the project site is isolated by a levee, an improved bike trail, and non-native weedy and disturbed native vegetation. It is unlikely that the project is occupied by SBKR; therefore, impacts to this species or its habitat would not occur.

To help ensure potential impacts to species that utilize the nearby river are minimized or eliminated, the following project design features are recommended as mitigation to minimize potential impacts on wildlife:

BIO-1 Prior to issuance of any building permits, the following design measures shall be incorporated into the building plans:

1. Building security lighting and parking lot lighting shall be directed away from the adjacent natural areas (i.e., river to the north and slopes to the west) to the degree practical.
2. The facility shall be fenced along the northern property boundary to preclude human entry into the Santa Ana River.
3. If night operations occur, the fence design shall block vehicle lights from parking areas north toward the river to the extent possible.
4. Covered trash receptacles shall be provided in the parking areas and/or adjacent to the buildings to keep wildlife from accessing human waste.

During the site reconnaissance, no burrowing owls (*Athene cunicularia*) were observed; however, evidence of whitewash at the entrances of cavities was observed in the western and southern boundary bluffs. The land in its current condition has low habitat function for burrowing owl. Because the proposed project site is graded and maintained to reduce fire risk, is surrounded by existing development, has low habitat quality, and is small relative to the areas of suitable habitat in the region, impacts to burrowing owl and other special-status species would not be considered significant. Vegetation on the project site is too tall to be suitable for burrowing owls. Annual fire abatement activities have the potential to remove vegetation or decrease vegetation to six inches in height or less, thus creating suitable burrowing owl habitat. With the possibility of the presence of burrowing owl within the project site, the following measure will reduce the impacts to **less than significant with mitigation incorporated**.

BIO-2 A pre-construction burrowing owl survey shall be conducted no less than 14 days prior to ground disturbance activities and in accordance with the California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation (CDFG 2012). The survey will determine whether burrowing owls are present and determine if there are any active burrows. If survey results are positive, all burrowing owl sightings, occupied burrows, burrows with owl sign, and foraging areas (if known) will be mapped. Burrowing owls have the potential to recolonize after only a few days. Time lapses between surveys and construction activities may trigger subsequent take avoidance surveys including, but not limited to, a final survey conducted 24 hours prior to ground disturbance.

If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) shall take place and no construction activity shall take place within a buffer zone of adequate width as determined in consultation with CDFW during the breeding season of an active nest/burrow until it has been determined that the nest/burrow is no longer active and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the USFWS and/or CDFW.

If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and USFWS. If active nests are identified in a development area, the nests shall be avoided or the owls actively or passively relocated to an appropriate off-site location, to the satisfaction of the USFWS or the CDFW. To avoid active nests adequately, no grading or heavy equipment activity shall take place in a buffer zone of adequate width as determined in consultation with CDFW during the breeding season (February 1 through August 31). This measure shall be implemented to the satisfaction of the City Community Development Department. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied and backfilled to ensure that animals do not reenter the holes/dens. This measure shall be implemented to the satisfaction of the City Development Services Department.

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

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, or the CDFW). The open areas are disturbed and dominated by exotic herbaceous, shrub, and tree species. Therefore, there would be **no impacts** to riparian or other sensitive communities. 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 U.S. Army Corps of Engineers (USACE) and RWQCB, pursuant to Sections 404 and 401 of the Federal Clean Water Act (CWA), respectively. Jurisdictional waters that also qualify as streams, lakes, or riparian habitat are regulated by the CDFW pursuant to Section 1602 of the Fish and Game Code. 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 does not contain any natural drainages, riparian resources, or wetlands that would be subject to the jurisdiction of these federal or State agencies. The site contains an unvegetated area near the western boundary where runoff flows down from adjacent slopes via corrugated polyvinyl chloride (PVC) pipes or flumes. Two brow ditches on the southwestern site boundary connect to corrugated PVC pipes that are intended to prevent erosion of the slopes from the discharge of these pipes which flows onto the site. Water flows through the PVC pipes onto a bed of gravel at the base of the pipes, which then flows onto flat ground, thereby creating small erosion features. Surface runoff from the Santa Ana River Trail is directed to a V-ditch along the northern boundary of the project site. An opening in the curb along South La Cadena Drive allows runoff from the road

onto the southeast corner of the project site. Neither of these water sources creates jurisdictional waters on the project site, since they exist in urban areas, do not flow off site, and are considered roadside ditches that do not function as wildlife habitat. Under the proposed project, drainage would remain similar. Runoff from the southerly portion of the site, including off-site runoff, would drain into catch basins, be conveyed north via a proposed storm drain, and ultimately discharged to a proposed public storm drain at Tropica Ranch Road. Runoff from the remaining northerly portion of the site would drain into catch basins and be conveyed to a proposed public storm drain that will ultimately discharge to the Santa Ana River. The development of the project will have **no impact** on federally protected wetlands or jurisdictional waters. 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 with Mitigation Incorporated. The project site is not in a wildlife corridor and does not contain nursery sites. The construction of buildings on site would reduce local movement from upland areas to the river across the project site. These movements would be limited to roads, sidewalks, easements, cliffs, and landscaping between structures along fence rows. The project site contains trees and shrubs within the project site along South La Cadena Drive. Nests have been observed in the past on electrical utility poles and towers on the site and in the immediate surrounding area. There is evidence of roosting or nesting by birds from whitewash at the entrances of cavities observed in the western and southern boundary bluffs. Therefore, it is possible that nesting habitat may be directly affected by the proposed project activities. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA).

If the bluffs will be altered or stabilized, then a pre-construction nesting survey is recommended prior to ground disturbance and vegetation removal. Also, the removal of trees or increased noise and human presence during construction activities may cause birds to abandon nests or negatively affect nestlings. Typically, the CDFW requires construction activities within 100 feet (300 feet for raptors) of trees and shrubs be scheduled outside of the avian nesting season. If construction activities are planned during the avian nesting season of February 15 through September 15 or the raptor nesting season of January 15 to August 31, the following measure is recommended to ensure that potential impacts to nesting bird species will be **less than significant with mitigation incorporated.**

BIO-3 If vegetation removal or construction activities occur during the nesting season (January 15 to September 15 including raptors), a pre-construction nesting bird survey shall be conducted by a qualified biologist within three days before the start of disturbance activities. The results of any such survey shall be submitted to the City of Colton. All observed active nests shall be flagged and a buffer of 100 feet (300 feet for raptors), or as determined appropriate by the biologist, shall be established around the nest. This buffer area shall me maintained free of disturbance until the nesting cycle is complete. Active nests and their associated buffer zones shall be flagged, delineated on maps, and delivered to the City Development Services Department.

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 biological resources. **No impact** would occur related to this issue and 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 has adopted the 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 2 miles southeast of the 13.3-acre Delhi Sands flower-loving fly established conservation area between Eucalyptus Avenue and Meridian Avenue. Therefore, the development of the project will have **no impact** on an adopted habitat conservation plan. No mitigation is required.

V. 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 with Mitigation Incorporated. The City of Colton contains significant cultural resources that reflect the pre-European settlement and early European settlement periods.[5] On February 8, 2017, a qualified LSA archaeologist conducted a cultural resources records search of a one-mile radius of the project site. The search was conducted at the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton. It included a review of all recorded cultural resources within a one-mile radius of the project area, as well as a review of known cultural resource surveys 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 revealed one prehistoric site on the project site and found the surrounding area contains 16 historical-period resources including a church, two railroads, eight residences, two transmission lines, one utility substation, two bridges, and an artifact scatter. Based solely on these records, there is some potential for finding buried cultural deposits within the proposed project site. No field reconnaissance was performed for the proposed project. Although the potential for finding cultural resources is high, implementation of the following measure will help ensure that impacts to any cultural resources (historic or pre-historic) from project grading will be **less than significant with mitigation incorporated**:

CUL-1 Prior to issuance of a grading permit, the developer shall retain a qualified archaeologist to monitor all clearing, grubbing, and grading activities at the project site and who 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 on-site 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 affected Native American tribal representatives and select an appropriate disposition for the resource based on the significance of the find and tribal input. Any ground-disturbing activities on or near the slopes west of Building 3 and northwest of Building 1 shall be carefully monitored for any artifacts or other indications of buried cultural resources.

If any suspected historical or prehistoric 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.

If significant archaeological resources, either historic or prehistoric, are discovered on the property, ground-disturbing activities shall be suspended within 100 feet of the resource(s). The archaeological monitor and representatives of the appropriate Native American Tribe(s), the Project Applicant, and the City Community Development Services Department shall confer regarding mitigation of the discovered resource(s). A treatment plan and/or preservation plan shall be prepared and by the archaeological monitor and reviewed by representatives of the appropriate Native American Tribe(s), the Project Applicant, and the City Development Services Department and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. 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 Development Services Department and the appropriate Native American Tribe(s). All cultural material, excluding sacred, ceremonial, grave goods and human remains, collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site 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 SB 18 and AB 52.

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

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

Less than Significant with Mitigation Incorporated. On February 8, 2017, a qualified LSA archaeologist conducted a cultural resources records search of a one-mile radius of the project site. The search was conducted at the SCCIC located at the California State University, Fullerton. It included a review of all recorded historic and prehistoric archaeological sites within a one-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 HPD, which includes the National Register, CHL, CPHI, and various local historic registers. Appendix D contains cultural resource materials related to the proposed project.

The records search revealed that 30 cultural resources have been previously recorded within 1-mile of the proposed project site, one of which is within the projects boundaries. The site is a prehistoric campsite, which is located within the project boundaries. Additional prehistoric resources within 1 mile of the site include eight milling features, three rock shelters, and an artifact scatter. Based on these records, the project site is considered to have a high sensitivity for buried archaeological resources. With implementation of **Mitigation Measure CUL-1** outlined in response to Checklist Question V.a above, potential impacts to archaeological resources would be reduced to **less than significant with mitigation incorporated** and no additional mitigation is required.

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

Less than Significant with Mitigation Incorporated. The project site contains Alluvial Fan Deposits, which consist of unconsolidated gravel, sand, and silt. Cobble- and boulder-size clasts are also present and become more abundant closer to the hills. These sediments were eroded from higher elevations, carried by flooding streams and debris flows, and deposited in a fan or lobe shape at the base of the hills.

Based on the geology of the site, construction of the project would not affect, either directly or indirectly, any known unique paleontological resource or site of unique geologic features. Given the site's history of disturbance, the potential for undiscovered paleontological or geological resources is considered low. However, ground-disturbing activities at the project site still have the potential to disturb previously unknown resources. With implementation of the following measure, potential impacts to paleontological resources will be reduced to **less than significant with mitigation incorporated**.

CUL-2 If paleontological resources (fossils) are discovered during project grading, work will be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The project paleontologist shall monitor remaining earthmoving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the *CEQA Guidelines* and offered for curation at an accredited facility approved by the City of Colton. Once grading activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities shall be discontinued. This measure shall be implemented to the satisfaction of the City Development Services Department.

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

Less than Significant with Mitigation Incorporated. Health and Safety Code section 7050.5, Public Resources Code Section 5097.98 and Section 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 (Health and Safety Code § 7505.5). 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 incorporated.**

CUL-3 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 Public Resources Code 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.

VI. 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. 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). The closest known fault, the San Jacinto (San Bernardino) Fault, runs along the eastern edge of the City, passing directly under the Interstate 10 (I-10)/Interstate 215 (I-215) interchange, approximately 1.8 miles northeast of the property site. There are no known active or potentially active faults that traverse the project site and the risk of ground rupture due to fault displacement beneath the site is low. Therefore, impacts related to earthquake faults would be **less than significant.** No mitigation is required.

(ii) Strong seismic ground shaking?

Less than Significant with Mitigation Incorporated. Like all of Southern California, the project site will be subject to ground shaking generated from activity on local and regional faults. In addition, the site is relatively close to an active fault (San Jacinto Fault zone 1.8 miles to the northeast); therefore, during the life of the proposed improvements, the property could probably experience moderate to high ground shaking from an earthquake on this or other regional fault zones similar to all of Southern California. As long as the design and construction of the project is in accordance with the current California Building Code (CBC) and the project geotechnical report, potential impacts related to strong seismic shaking will be reduced to **less than significant with mitigation incorporated**. Therefore, the following measure is recommended:

GEO-1 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 (NorCal Engineering dated March 13, 2017) (Appendix E) or subsequent studies approved by the City. This measure applies to all geotechnical, liquefaction, soil constraints, etc. outlined in the NorCal report. This measure shall be implemented to the satisfaction of the City Engineer.

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

Less than Significant. Liquefaction describes the phenomenon where ground shaking works cohesionless soil particles into a tighter packing, which induces excess pore pressure. There are three basic factors that must exist concurrently in order for liquefaction to occur:

- 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.

The *Geotechnical Investigation* prepared by NorCal Engineering on March 13, 2017 (Appendix E), indicates the project does not lie within an area susceptible to liquefaction. Within the City of Colton, there are two areas that have liquefaction potential; southeast of the I-10/I-215 interchange, and within

the southwestern portion of the City. Furthermore, the proposed project would be required to adhere to applicable regulations regarding building safety. With these safety regulations, the potential for liquefaction to occur beneath the site is considered to be very low and impacts related to ground failure and liquefaction would be **less than significant.** No mitigation is required.

(iv) Landslides?

Less than Significant. 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 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. According to the San Bernardino County Geologic Hazard Overlay, the project is located in an area that is potentially susceptible to landslides due to the adjacency of natural slopes along the western and southern boundaries of the project. The project is not proposing to grade or otherwise modify the existing bluffs. The proposed project would be required to adhere to applicable regulations regarding the City's Building Ordinance as well as soil and slope limitations outlined in the *Geotechnical Investigation* (Appendix E). With these safety regulations, the potential for landslides to occur within the project site is considered to be low to moderate. The project site will require earthmoving activities over a long period of time due to the amount of soil to be imported and the need to raise the site above existing flood limits. However, with the adherence to existing Building Ordinance regulations and the recommendations identified in the site-specific geotechnical investigation, the potential for landslide risk remains minimal and potential impacts related to landslides is **less than significant**.

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

Less than Significant with Mitigation Incorporated. 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. These plans must be prepared in conformance with applicable standards of the City's Grading Ordinance. The project grading plans indicate the need to import 250,200 cubic yards of soil to raise the site above current 100-year flood limits. This is a substantial amount of soil to be brought onto the site over an extended period of time (i.e., approximately 3 to 4 months), which could result in erosion if imported soil is unprotected from erosion by water or wind.

Development of the 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 on-site 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) to 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. As outlined in **Mitigation Measures WQU-1** through **WQU-3**, 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 **less than significant with mitigation incorporated.**

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 Incorporated. 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 not located susceptible area to liquefaction.[6]

[6] San Bernardino County Land Use Plan, General Plan, Geologic Hazard Overlays, March 9, 2010.

The project site is located in an area that is possibly susceptible to landslides due to the bluffs along the southern and western boundaries of the project site. The proposed project would be required to adhere to applicable regulations ensuring building safety and **Mitigation Measure GEO-1,** which will help ensure there will be no significant subsidence-related impacts from the construction and operation of the proposed on-site uses.

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 are fine-grained silts and clays that are subject to swelling and contracting. The swelling and contracting is due to the amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. According to the *Geotechnical Investigation* (Appendix E, pg. 15), the soils within the project site are considered to be very low in expansion potential. Therefore, **no impact** related to the project being located on expansive soil will occur. No mitigation is required.

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

No Impact. The proposed project is expected to connect to existing sewer main lines and service lines. The project would not use septic tanks or other alternative wastewater disposal systems. Therefore, the development of the project would have **no impact** related to this issue. No mitigation measures are required.

VII. 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 Impact. LSA prepared a detailed assessment of greenhouse gas emission impacts for the proposed project based on the project development characteristics (*Air Quality and Greenhouse Gas Impact Analysis,* LSA 2018) (Appendix B). During the construction of the project, equipment and vehicles will generate greenhouse gases in small amounts. There currently are no identified CEQA 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.

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 carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) emissions, which are the contributors to GHG 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 2016.3.2 computer model developed and maintained by SCAQMD. The project's GHG emissions from on-site equipment were estimated using the emission factors found on the SCAQMD website (Appendix B).

The proposed project would generate a total of 2,602.23 metric tons (MT) of carbon dioxide equivalent (CO_2e) GHGs during construction plus 86.74 MT of CO_2e each year amortized over a 30-year period consistent with SCAQMD methodologies. The long-term GHG emissions of the project are estimated to be 4,619.23 MT of CO_2e per year, which exceeds the City's 3,000 MT of CO_2e per year cap.

Currently, there is no statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. The County of San Bernardino released an updated development review process document for GHG emissions in March 2014. This document includes screening tables for implementation of GHG reduction measures for residential development. The proposed project is required to garner 100 points using the screening tables to be considered consistent with the County of San Bernardino GHG Emissions Reduction Plan. There are no current on-site uses producing GHG; however, the proposed project includes several measures from the City of Colton's Climate Action Plan (CAP) that would reduce GHG operational

emissions. The proposed project would garner 118 points on the Screening Table for implementation of GHG reduction measures for commercial development in Colton. Hence, the proposed project's operational GHG emissions would be less than significant (*Air Quality and Greenhouse Gas Impact Analysis*, pg. 62) (Appendix B).

For comparison, the existing emissions from the entire Southern California Associated Governments (SCAG) region are estimated to be approximately 176.79 million metric tons per year (MMT/yr) of CO_2e, and the existing emissions for the entire State are estimated at approximately 496.95 MMT/yr of CO_2e. The CO_2, CH_4, and N_2O emissions that would be associated with the proposed project comprise less than a thousandth of one percent of California's total emissions for CO_2, CH_4, and N_2O.

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 Incorporated. On November 3, 2015, the City of Colton adopted a Climate Action Plan (CAP) containing 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" (April 2015). 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 MT CO_2e 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 MT CO_2e per year threshold, then project emissions would need to be reduced by 25 percent from year 2008 emissions levels or, alternatively, the project would need to achieve a minimum of 100 points pursuant to the CAP Screening Tables. The screening tables also allow developers to tailor their mitigation measures to the project's needs, rather than have them be subject to one-size-fits-all mitigation measures that may be too stringent for a particular project. The proposed project would garner 118 points on the Screening Table for implementation of GHG reduction measures for commercial development in Colton. Therefore, the proposed project's operational GHG emissions would be less than significant.

Mitigation Measure GHG-1 is based on the project's compliance with the Screening Tables 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 incorporated:**

GHG-1 Control Fugitive Dust During Construction: The project is required to comply with regional rules (e.g., SCAQMD Rule 403) that assist in reducing short-term air pollutant emissions. This includes requirements that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source, and implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site.

GHG-2 Energy Efficiency Measures: Design all project buildings to exceed the California Building Code's (CBC) Title 24 energy standard, and install efficient lighting and lighting control systems.

GHG-3 Electric Vehicle Supply Equipment and Parking Spaces Measures: Consistent with the City's Discretionary Approval process, the following measures will be implemented with regard to electric vehicle supply equipment and parking spaces:

- A minimum of four parking spaces for the project shall be capable of supporting future electric vehicle supply equipment (EVSE). Project plans indicate the proposed type and locations of EVSE and also include wiring schematics and electrical calculations verify that the electric system has sufficient capacity to simultaneously charge all electric vehicles (EVs) at all designated EV-charging locations at their full rated amperage. Plan designs are based upon Level 2 or greater EVSE at maximum operating capacity. A label stating "EV Capable" will be posted in a conspicuous place at the service panel or subpanel.

- The EV charging stations would be installed in a minimum of four parking spaces, two at Warehouse Building 1, and one each at Warehouse Buildings 2 and 3.
- Require all new warehouse buildings with the use of refrigerated trucks and with more than 50 truck trips per day shall provide electrical hookups for the refrigerated units to reduce idling and its associated air quality pollutants.
- Require signage (posted inside and outside of the warehouse facility) to inform truck drivers of ARB regulations, idling limits, authorized truck routes, and designated truck parking locations. Post signs requesting truck drivers to turn off engines when not in use and restrict idling within facilities to less than 5 minutes.

VIII. 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. A Phase I Environmental Site Assessment (ESA) was prepared for the project by Odic Environmental on November 14, 2016 (*Phase I Environmental Site Assessment,* Appendix G). The closed Colton Sanitary Landfill is located approximately 1,000 feet to the west of the property. The ESA interviewed Mr. O'Brien, a person familiar with the project site and surrounding area, who stated he had been associated with the area for approximately 50 years and had never known of any development on the project site. He further stated that the transmission lines are owned and maintained by SCE. He was not aware of any underground storage tanks or other environmental issues with the site. He stated that he was not aware of any issues with the closed landfill that would affect the project site (ESA, pg 34).

Potentially hazardous materials such as fuels, lubricants, and solvents would be used during project construction. The proposed warehouse buildings would likely utilize hazardous materials on a daily basis during their operation. These include typical commercial cleaning related hazardous materials (e.g., pesticides, fertilizer, solvents, cleaning products, paints). The potential warehouse uses on the site are 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. Although it is unknown who the end users will be for the industrial buildings, the transport, use, and storage of hazardous materials during the construction and operation of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Compliance with all applicable laws and regulations during project construction and operation would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a **less than significant** level. 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 Impact. There is no indication the proposed project site was used for agricultural purposes. Dating back to 1967, the project site has been vacant and undeveloped.[7] The EnviroStor website did not indicate any hazardous material sites on or adjacent to the proposed project site. The closest hazardous materials site is the Griffin Wheel Dump located at 1280 Jefferson Street approximately 0.5 mile northeast of the proposed project site. The project-specific ESA report incorrectly indicated a hazardous waste site within the project site. The map incorrectly indicates the site as being the San Bernardino County Landfill, located approximately 0.011 east of the site. However, the San Bernardino County Landfill, formally known as the Colton Sanitary Landfill, is located approximately 2,500 feet west of the property and not on the project site. The Colton Sanitary Landfill (CSL) was in operation from 1964 and was closed for business in 2014. The CSL is down gradient from the project site and will therefore not create a significant hazard to the site. The project will be in compliance with the CCSP Design Guidelines, City standard conditions of approvals regarding hazardous materials, and all applicable County, State, and federal laws and regulations. Implementation of standard laws and regulations regarding hazardous materials, the project would result in a **less than significant impact** related to the release of hazardous materials. No mitigation is required.

[7] Nitronline, Historic Aerials, https://www.historicaerials.com/viewer (accessed April 4, 2017). Phase I Environmental Site Assessment (ESA), Odic Environmental, November 14, 2016.

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. The closest schools are the Grand Terrace Elementary School located at 12066 Vivienda Avenue approximately 0.7 mile southeast of the site and Woodrow Wilson Elementary School located at 750 S 8th Street in Colton approximately one mile northeast of the project site. The 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 § 65692.5) or listed in the Site Mitigation and Brownfields Reuse Program Database, as maintained by the Department of Toxic Substances Control (DTSC) Envirostor database (ESA). Therefore, **no impact** related to the Cortese List sites or other governmental databases would occur and no mitigation is warranted .

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 5.5 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 8.5 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 under either the proposed site plan or the access option site plan. **No impact** related to public airports or private airstrips would occur and no mitigation is needed.

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 response to Checklist Question VIII.e. There are no private airports located in the vicinity of the project site; therefore, there would be **no impact** related to a private airport. No mitigation is required.

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

Less than Significant Impact. The project site is adjacent to South La Cadena Drive, which provides direct access to the site as well as to I-10 to the north and to I-215 to the south (at Barton Road). The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards associated with vehicular access, resulting in the provision of adequate vehicular access that 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 required road closures. These are standard conditions of approval for the City and therefore would not require separate mitigation measures. Adherence to these measures would result in **less than significant impacts** related to emergency access for the project. 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 wildfire fires. The project site and the surrounding land uses are not located within a Fire Safety Overlay District (San Bernardino County General Plan 2010). However, according to the California Department of Forestry and Fire Protection the site is located in a Local Responsibility Area within a "Very High Fire Severity Zone" (CalFire 2008). This zone is based on data and models of potential fuels over a 30 to50 year time horizon and their associated expected fire behavior, and expected bur probabilities to quantify the

nature of vegetation fire exposure to buildings. In the event of a fire emergency within the proposed project due to brush and/or structure fires, the Colton Fire Department (Fire Station 213 at 1100 South La Cadena Drive approximately 0.6 mile north of the project site) would provide 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, as the project would be converting previously undeveloped lands into a warehousing operation. Thus, a **less than significant** impact would result from the development of the proposed project. No mitigation is required.

IX. Hydrology and Water Quality

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

Less than Significant with Mitigation Incorporated. The grading phase of the proposed project will require the disturbance of surface soils and removal of vegetative cover, which could potentially result in erosion and sedimentation, which could 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 SWPPP. The SWPPP's purpose is to identify and implement the BMPs to reduce impact to surface water from contaminated storm water discharges. During the construction period, the project would use a series of BMPs to reduce erosion and sedimentation. The 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 controls throughout the duration of on-site activities. Table D provides standard best management practices.

Table D: General Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping/Materials Management
• 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 • Spill Prevention and Control Plan

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 June 5, 2018.

Prior to the start of any grading or building construction, the proposed project shall submit and have approved a WQMP to the RWQCB. The WQMP shall identify all BMPs that will be incorporated into the project to control storm water and non-storm water pollutants during and after construction and shall be revised as necessary during the life of the project (WQMP 2018, Appendix F).

Since the construction and operation of the proposed project would be required to comply with the approved WQMP for the project and the project would not release untreated water during its construction and operation, implementation of the following measures will result in impacts to water quality standards or waste discharge requirements that are **less than significant with mitigation incorporated**.

WQU-1 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 (RWQCB) 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.

WQU-2 Prior to the issuance of a grading permit, the project proponent 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 shall include inspection forms for routine monitoring of the site during construction phase to ensure NPDES compliance and additional BMPs and erosion control

measures shall 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 shall be kept on site for the entire duration of project construction and shall be available to the RWQCB for inspection at any time. As applicable, the SWPPP shall 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 shall 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 shall 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 shall 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 shall provide equivalent or superior treatment either on or off site.

WQU-3 Prior to the issuance of a grading permit, the project proponent 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 WQMP 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 Impact. The project consists of three warehouse buildings with a combined total of 266,030 SF. A *Soil Infiltration Study* was performed by NorCal Engineering on March 14, 2017 (Appendix E), which indicated that groundwater was not encountered in any of the test excavation at 5 to 8 feet. Additionally, a deep boring completed as a part of the geotechnical investigation did not encounter any groundwater to a depth of 35.5 feet below existing grade. The project site is not located within a designated groundwater recharge area, nor does it propose direct additions to or withdrawals of groundwater. The proposed construction does not reach depths that would impair or alter the direction or rate of flow of groundwater. The project's potential impacts to groundwater, quality, or recharge capabilities are considered **less than significant** and no mitigation is required.

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 Impact. A preliminary *Water Quality Management Plan* (WQMP) (Appendix F) was prepared by Thienes Engineering, Inc. on August 8, 2018. Underground retention systems will be utilized to treat the project site runoff. A low-flow pipe, set at a low invert elevation, will be use 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. Flows will ultimately drain to the Santa Ana River located adjacent north of the project site. The project site is currently vacant and undeveloped. Two outlet drainage areas are located on site, with Drainage Area (DA) 1 located to the south and DA 2 located to the north of the site. DA 1 has two Drainage Management Areas (DMAs), consisting of DMA A at 2.65 acres and DMA B at 13.60 acres, while DA 2 has one DMA: DMA A at 1.90 acres. The full design capture volume is met with infiltration BMPs and flow-based BMPs. The proposed BMPs meet or exceed the full design capture volume. Adherence to design features

detailed in the project-specific WQMP will be installed during project development. Implementation of required design features will ensure a **less than significant** impact on existing drainage areas. No mitigation is required.

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 Impact with Mitigation. The project site is currently vacant and undeveloped with permeable surfaces. The project includes three warehouse buildings with a combined total of 266,030 SF and includes approximately 95 percent impervious surfaces. Located to the south and west of the project are approximately 60 to 70 foot bluffs that are not expected to be graded or altered in any way. Impervious areas were minimized to the maximum extent practicable and utilized on-site and off-site low impact development (LID) BMPs to collect runoff from impervious areas for treatment.

Two outlet drainage areas are located on-site, with DA 1 located to the south and DA 2 located to the north of the site. DA 1 has two DMAs: including DMA A at 2.65 acres and DMA B at 13.60 acres. DA 2 has one DMA: DMA A at 1.90 acres. All runoff water from DMAs will be conveyed to underground retention chambers. The three underground retention chambers will be located to the west of the northernmost building (Building 3), south of the central building (Building 1) and west of the southernmost building (Building 2). These three underground retention chambers will prevent any on-site or off-site flooding and will ultimately release into the Santa Ana River. Mitigation is required to reduce impacts to on-site and off-site flooding. **Mitigation Measure WQU-3** requires submittal of a WQMP to the City for review and approval and the construction of the three underground retention chambers. Under the proposed project, drainage would remain similar. Runoff from the southerly portion of the site, including off-site runoff, would drain into catch basins and be conveyed north via a proposed storm drain ultimately discharged to a proposed public storm drain at Tropica Ranch Road. Runoff from the remaining northerly portion of the site would drain into catch basins and be conveyed to a proposed public storm drain that will ultimately discharge to the Santa Ana River. Catch basins would be monitored for debris, according to the WQMP and would be properly maintained to prevent flooding. With implementation of **Mitigation Measure WQU-3**, on-site and off-site flooding will have a **less than significant impact with mitigation.**

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 Impact. Please refer to response to Checklist Questions IX.a through IX.c.

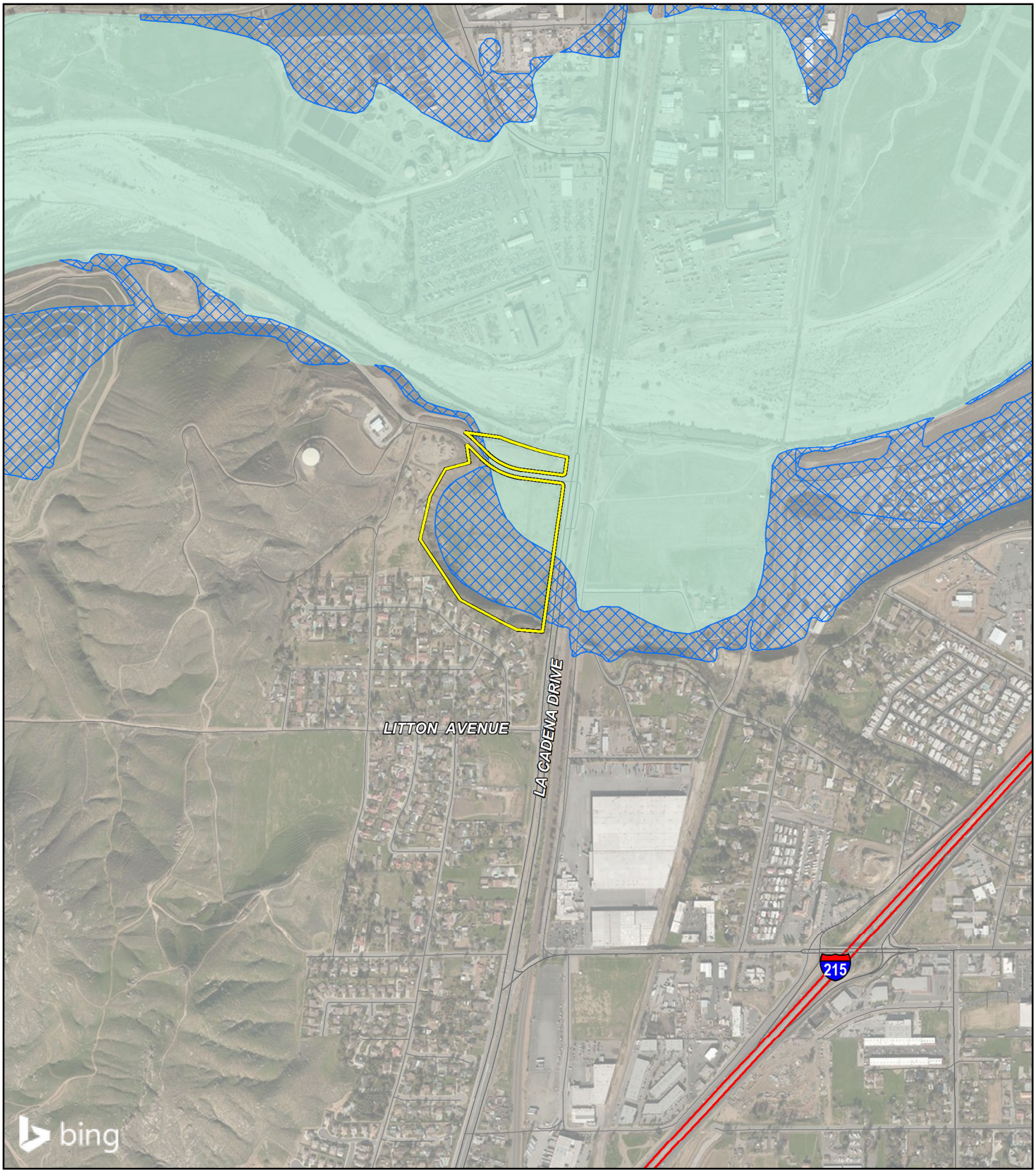
f) ***Would the project otherwise substantially degrade water quality?***

Less than Significant with Mitigation Incorporated. Please refer to response to Checklist Question IX.a. 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 project runoff will be treated by underground retention systems. A low-flow pipe, set at a low invert elevation, will be used to direct the 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 response to Checklist Question IX.c, above. Flows will ultimately drain to the Santa Ana River located adjacent north of the project. With implementation of **Mitigation Measures WQU-1** through **WQU-3**, potential impacts related to this issue are **less than significant with mitigation incorporated.**

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. As indicated by the Federal Emergency Management Agency's Flood Insurance Rate Map (panel number 06071C894H and 06065C0070G), the northeastern portion of the project site is located within a 100-year flood hazard area and the entire project site is within a 500-year flood hazard area (effective date August 28, 2008).[8] However, the project does not include a residential component; therefore, the project would not place housing in a 100-year flood zone and no impacts to housing would occur related to flooding in a 100-year flood zone. No mitigation is required. Figure 6 depicts the project area flood map.

[8] City of Colton, FEMA Flood Zones (accessed May 10, 2017).



LSA

LEGEND

Project Boundary

100-Year Flood Zone in Base Flood Elevations

500-Year Flood Zone

N

0 500 1000

FEET

FIGURE 6

Colton Tropica Warehouses Project

Flood Map

SOURCE: Bing Aerial, 2016; Q3 Flood Data, 2009.

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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 Federal Emergency Management Agency, under the project current conditions, the northeastern portion of the project is within a 100-year flood hazard area. However, based on the proposed site plan and grading plan, over 250,000 cubic yards of soil will be imported to the project site to raise the base foundation elevation at least one foot above the 100-year flood limit, thereby excluding the project site from the 100-year flood zone. Based on its proposed site and grading plans, the proposed project will have a **less than significant** impact related to this issue. 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 adjacent to 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. The likelihood of such an event is low, but the potential damage from such an event, were it to occur, could be substantial. The proposed project does not introduce additional residents into this potential inundation area and there are areas immediately west and south of the site that are above the inundation limits, so project employees could evacuate quickly to these nearby areas in the case of an anticipated dam failure. Therefore, this potential impact is considered to be **less than significant**. 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 large body of water; 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). The site is 44 miles from and over 1,000 feet higher in elevation than the Pacific Ocean, so there is no potential for impacts from a tsunami. The project site is level but there are steep bluffs to the west and south. There is some potential for mudflows from the lands west and south of the site under extreme rain events, but this risk is considered negligible given the area's low rainfall potential and soils. Therefore, potential impacts from seiche, tsunami, or mudflows would be **less than significant**. No mitigation is required.

X. Land Use and Planning

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

No Impact. The proposed project consists of three warehouse buildings on land designated for Industrial uses in the General Plan. The zoning designation is Industrial Park (I-P) with a Sensitive Development Area (SDA) Overlay Zone. Single-family residential units are located to the south and east of the site. To the north is the Santa Ana River and east of the property, just beyond South La Cadena Drive are railroad tracks and just beyond the tracks is vacant and undeveloped land. The project would not introduce linear features such as highways or transit lines that would divide an established community. **No impact** regarding dividing an established neighborhood would occur. 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. The proposed project includes the development of three warehouse buildings comprising 266,030 SF. The City's General Plan Land Use Map designates the project site as Industrial Park while the City's zoning map designates the site as I-P with an SDA Overlay Zone. The SDA Overlay Zone is intended to mitigate the impacts of industrial uses near or adjacent to residential neighborhoods. This allows the City's Planning Commission to review proposed industrial uses and impose conditions of approval to ensure compatibility between industrial and residential uses [Ord. 0-14-922 § 1 (Exh. A) (Part) 1992]. The proposed project is consistent with the General Plan land use and the City's zoning map. The compliance with local policies and regulations outlined in other sections, specifically Aesthetics (Section I) and Geology (Section VI), will help reduce potential impacts to applicable land use plans, policies or regulations that could result from the proximity of the planned industrial and existing residential uses to **less than significant.**

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 contain 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.[9] The project site is located approximately 1.8 miles southeast of the West Valley Habitat Conservation Plan. Therefore, development of the proposed warehouse uses would not conflict with any applicable habitat conservation plan or natural community plan. **No impact** would occur related to this topic. No mitigation is required.

XI. 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 project site is vacant and undeveloped, and 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 nearby Santa Ana River is designated a Mineral Resource Zone 2 (MRZ-2) by the CDMG[10] and provides construction aggregate (i.e., sand and gravel) at various locations in the region. The State has four levels of mineral zone designations and MRZ-2 is 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 a mile northwest of the project. There also do not appear to be any aggregate mining activities within the Santa Ana River up to a half-mile upstream or downstream of the project site. Therefore, development of the project site would not be 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** to mineral resources would occur. 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 response to Checklist Question XI.a, above, the City General Plan[11] indicates the project site is not within a designated mineral resource zone and would not hinder access to the nearby Santa Ana River, which is designated an MRZ-2 for construction aggregate by the State. Therefore, **no impact** to designated mineral resource areas would occur.

XII. 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 Incorporated. A *Noise and Vibration Impact Analysis* (June 2018) was prepared for the project by LSA (Appendix H). The project site is approximately 220 feet north and 230 feet west of adjacent residential uses and these houses are elevated above the project site by approximately 60 to 70 feet. The City specifies the maximum acceptable exterior community noise equivalent level (CNEL) for commercial uses in the City shall not exceed 75 decibels (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.[12] 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.

<u>Construction-Related (Short-Term) Noise Impacts</u>

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. There will be a relatively high single-event noise exposure potential at a maximum level of 87 dBA L_{max} with trucks passing at 50 feet from receptors along roadway segments leading to the project site. The average daily traffic volume (ADT) ranges from 9,300 to 19,900 along South La Cadena Drive in the project vicinity. When compared to these existing traffic volumes on streets in the project vicinity, the projected construction traffic will be minimal and less than 10 percent of the

[9] West Valley Habitat Conservation Plan, June 2014.
[10] 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.
[11] City of Colton General Plan (1987), Open Space and Conservation Element, page 6-5 "Mineral Resources."
[12] City of Colton General Plan, Noise Element, 1987.

ADT on any street segment in the project vicinity, and its associated long-term noise level change will not be perceptible. Therefore, short-term, construction-related worker commutes and equipment transport noise impacts would not be significant.

Sensitive receptors include residences, schools, hospitals, and similar uses sensitive to noise. The nearest noise-sensitive residences are located 220 feet south and west of the site along Loma Verde Way. These sensitive land uses may be potentially affected by the noise generated during construction and operation of the proposed project. Table E identifies the estimated noise levels generated by various construction equipment.

Table E: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Level for Analysis at 50 feet (dBA)
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: Table H, LSA, Noise Impact Analysis, June 2018.
dBA = A-weighted decibels

Short-term noise impacts would be associated with the excavation, grading, and erection of buildings on site during construction of the proposed project. These activities are expected to require the use of excavators, bulldozers, water trucks, and pickup trucks on site. Based on Table E, the maximum noise level generated by each excavator on the proposed project site is assumed to be 85 dBA L_{max} at 50 feet from the scraper. Generally, each doubling of a sound source with equal strength increases the noise level by 3 dBA. Several earthmovers and bulldozers are expected to be used on site; therefore, two scrapers operating near each other would result in a combined noise level of 88 dBA L_{max} (i.e., first scraper 85 dBA + second scraper 3 dBA = 88 dBA) at 50 feet. Two bulldozers operating near each other would result in a combined noise level of 88 dBA L_{max} (i.e., first bulldozer 85 dBA + second bulldozer 3 dBA = 88 dBA) at 50 feet; however, four bulldozers operating near each other would generate a combined noise level of 91 dBA (first bulldozer 85 dBA + second bulldozer 3 dBA + third and fourth bulldozer 3 dBA = 91 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 + 87 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. 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, and 78 dBA at 200 feet). Without factoring in attenuation achieved by intervening buildings, noise from on-site construction activities would be attenuated to by 20 dBA to 70 dBA L_{max} or lower. Intervening buildings, acting to block the line-of-sight transmission of noise would further reduce noise to 65

dBA L_{max} or lower at the nearest off-site sensitive receptor. This range of noise levels would be similar to or lower than current traffic noise along South La Cadena Drive.

The Colton Municipal Code exempts noise associated with construction activity as long as it occurs within the permitted hours (between 7:00 a.m. and 8:00 p.m. on weekdays and weekends). Therefore, because the project construction would comply with the construction hours specified in the Colton Municipal Code, no significant short-term construction-related noise impacts would occur with the following mitigation:

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 Colton 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.

Operational (Long-Term) Traffic Noise Impacts

Traffic on I-215, South La Cadena Drive, and other local streets comprises the dominant source contributing to the ambient noise levels in the project vicinity (refer to Table F). Other noise sources within the project area include the rail lines located to the east of the project site.

Table F: 2019 Traffic Noise Levels (without project)

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
Rancho Avenue west of South La Cadena Drive	12,800	0.0	89.3	189.4	66.88
South La Cadena Drive north of Rancho Avenue	10,800	0.0	96.2	202.1	66.87
South La Cadena Drive, Rancho Avenue to Tropica Rancho Road	22,900	75.3	155.6	332.1	70.13
South La Cadena Drive, Tropica Rancho Road to Litton Avenue	22,500	74.5	153.9	328.2	70.05
South La Cadena Drive, Litton Avenue to Barton Road	23,500	76.5	158.3	337.8	70.24
South La Cadena Drive, South of Barton Avenue	23,800	77.1	159.6	340.7	70.30
Tropica Rancho Road, West of South La Cadena Drive	50	0.0	0.0	0.0	41.18
Litton Avenue west of South La Cadena Drive	2,400	0.0	0.0	0.0	54.53
Barton Avenue east of South La Cadena Drive	11,000	0.0	52.7	113.0	64.61

Source: Table J, LSA, Noise Impact Analysis, June 2018.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

The proposed project is expected to generate a daily traffic volume of 794 ADT. The project-related increase in vehicle trips would be a small percentage of the existing and future ADTs on roadway segments in the project vicinity and would not result in any measurable increase in traffic noise levels on these roadway segments; therefore, project-related traffic would not generate a significant noise impact at off-site land uses in the project area. No mitigation is required.

Long-Term Stationary Noise Impacts

Less than Significant Impact:

Truck Delivery and Loading/Unloading. Delivery trucks for the on-site uses would generate a noise level of 75 dBA L_{max} at 50 feet based on typical truck noise level estimates. 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 residences, approximately 200 feet, would provide a noise reduction of 20 dBA compared to the noise level measured at 50 feet from the noise source. Additionally, intervening buildings/ structures between the project loading areas and these residences that would provide an additional 5 dBA of noise attenuation. As on-site loading/unloading activity noise would not exceed established exterior thresholds of 60 dBA at the nearest noise-sensitive use, no significant impact would occur. In the absence of any significant impact, no mitigation is required.

Parking Lot Activity. 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. All of the on-site 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 off-site outdoor living areas, as discussed above. Noise from the on-site parking areas would be reduced to 65 dBA L_{max} or lower at the nearest off-site outdoor living areas south and west of the project site. Parking lot activity would occur intermittently throughout the day, and each occasion typically lasts less than one 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 City's 65 dBA CNEL exterior noise standard for off-site noise-sensitive uses; therefore, no mitigation is required.

This noise would be intermittent in nature and would rarely occur in the evening or at night in the off-hour periods for the on-site industrial use employees. Therefore, there would be no significant noise impacts and no mitigation is required.

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 are paved and project traffic is therefore not expected to generate perceptible vibration.

The closest structures to the project site are residences 220 feet south and 230 feet west of the project site, and at an elevation 60 to 70 feet higher than the project site. None of the construction equipment (e.g., bulldozers, trucks, or jackhammers) or activity expected on site would result in a vibration level greater than 0.12 in/sec at these closest structures; therefore, no significant construction vibration impacts would occur 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 Impact. 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 cause an incremental permanent increase in existing ambient noise levels. Since surrounding adjacent development also consists of railroad uses, the incremental increase in ambient noise under the proposed project would not be perceptible. Response to Checklist Question XII.a provided an assessment of potential long-term noise impacts from project-related activity and concluded that operational, long-term noise impacts are **less than significant**. No mitigation is required.

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 Impact with Mitigation. While development of the project site would temporarily increase ambient noise due to on-site construction activities, no significant construction-related off-site noise impact would occur. As stated in response to Checklist Question XII.a, the project will be required to comply with applicable provisions of the Colton Municipal Code related to construction activity. A description of the potential stationary noise sources and their respective sound levels follows:

- **Heating, Ventilation, and Air Conditioning Units:** HVAC units would be used in order to properly maintain a desired temperature inside the building. The sound-power level for this piece of equipment is 85.7 LwA.
- **Container Refrigeration Units:** The external refrigeration units on the semi-containers operate locally and are used to keep the interior temperatures at a fixed temperature. The sound-power level for this piece of equipment is 103.5 LwA.
- **Forklift:** The forklifts are used on site to load and unload trailers and move materials. The sound-power level for this piece of equipment is 92.3 LwA.
- **Semi-Truck Arrival and Departure:** Impacts associated with the arrival and departure of the semi-trucks with trailers include air brake release, back-up beepers, and engine noise. The sound-power level for this activity is 101.2 LwA.
- **Automobile Arrival and Departure:** Impacts associated with the arrival and departure of automobiles include doors opening and shutting as well as engine noise. The sound-power level for this activity is 98.1 LwA.

The proposed typical operations assumed in this analysis are conservative in nature (i.e., all operations are occurring simultaneously and operations occur 24 hours a day). Per the specifics presented in the project description, it was assumed that a maximum of half of the loading docks would contain refrigerated containers. In addition to loading dock and truck activities, approximate locations of HVAC units were modeled and assumed to run continuously.

To calculate the noise levels expected to result from long-term project stationary source activities during project operations, SoundPLAN software was used. SoundPLAN is a noise modeling program that allows 3-D calculations to be made taking into account topography, ground attenuation, and shielding from structures and walls. Within the model, the noise library allows for the input of many noise sources and calculates the composite noise levels experienced at identified. Based on this modeling effort (see Appendix C of the Noise Impact Analysis), the results show that all points around the project site would experience noise level impacts that would be less than the City's standard of 65 dBA; thus, the project would not result in an exceedance of the City's noise standards at the existing nearby sensitive receptors. Therefore, no significant long-term operational noise impact would occur.

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 5.5 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 8.5 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 under 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. **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. The project site is not located within the vicinity of a private airstrip; therefore, the proposed project will not have an impact on subjecting people working on site to excessive noise levels.

XIII. 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. During the construction process, the project would create short-term construction jobs that are anticipated to be filled primarily by workers who reside in the project vicinity. The proposed project is the construction of three warehouse buildings, totaling 266,030 SF and would generate a maximum of 315 employees. New employment opportunities are projected to be filled by local residents who reside in the City of Colton and within the project vicinity, a large influx of new residents to the City due to the proposed project is not foreseen.

Due to the construction of warehouse buildings as opposed to residential units, the proposed project would not have a direct effect on population growth within the City. The proposed project would generate employment opportunities, but is not expected to induce substantial growth in the City or region beyond the growth forecasts detailed in the City's General Plan or SCAG's regional growth forecasts since the proposed project is consistent with the existing land use and zoning designations (i.e., Industrial Park) upon which the regional plans were developed. Therefore, the project would have a **less than significant** impact related to this issue. 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 lot is currently vacant and does not contain any residences that would be removed as a result of the proposed project. Therefore, the proposed project would not displace a substantial number of existing housing or residences so as to necessitate the construction of replacement of housing. **No impact** related to the displacement of existing housing would occur. No mitigation is required.

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

No Impact. Please refer to response to Checklist Question XIII.b.

XIV. 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 fire station within the project study area is Colton Fire Station 213 located at 1100 South La Cadena Drive approximately 0.6 mile north of the 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 site, the estimated emergency response time would be approximately 2 minutes.

Development of the proposed warehouses may incrementally increase the demand for fire protection services. The proposed project would introduce 315 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 ensure the project's design and

construction meets the fire protection requirements for this area or fire zone. These include but are not limited to adequate vehicle access, adequate fire flow, the use proper fire resistant construction methods, and a sufficient number of on-site fire hydrants.

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 City of Colton. The proposed project will be constructed in accordance with current California Building Code (CBC) design and development standards. For these reasons, impacts to fire services would be **less than significant.** 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 2 miles north of the project site. The three proposed warehouse buildings have a combined square footage of 266,030 and 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, the City maintains a ratio of 3.3 officers per 10,000 residents. According to Colton Police Department, the ideal number of officers required for maximum efficiency would be 4.4 officers per 10,000 residents. The Colton Police Department has 51 sworn officers and 32 non-sworn employees serving a population of approximately 53,243 residents. Based on this, the ratio of sworn officers to population is 1.0 sworn officer per 10,000 residents. The proposed project would introduce 315 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. In addition, the project will be required to pay applicable development impact fees which go toward general City services including police protection. Therefore, potential impacts to police services from the project would be **less than significant.** No mitigation is required.

c) ***Schools?***

No Impact. The project does not include housing; therefore, no increase in the number of school-age students would occur as a result of the proposed project. The proposed project would pay all applicable local school district impact fees. Therefore, the development of the warehouse buildings would have **no impact** on schools. No mitigation is required.

d) ***Parks?***

No Impact. Please refer to Section XV, Recreation. The project will have **no impact** to parks. No mitigation is required.

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

Less than Significant Impact. The project does not propose any residential development and will not increase the local population. It is reasonable to conclude that the payment of required fees, taxes, and other payments by the owners of the proposed development would offset any incremental increase in demand for governmental services. The construction of new or expansion of existing governmental facilities is not required. Therefore, a **less than significant** impact to these facilities with the development of the project would occur and no mitigation is required.

XV. 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 266,030 SF of warehouse buildings. However, the project would generate a maximum of 315 employees and may contribute to residents working and living in the City of Colton. Regarding the number of employees, it is hard to determine how many of the employees will reside in the City of Colton. The closest park to the proposed project is the 14-acre Veterans Park located at 290 East O Street approximately 1 mile northeast of the site. The park is open to the public and the facilities include a baseball and softball fields, basketball and handball courts, play equipment,

picnic area, and barbeque pits.[13] The project will be required to pay applicable development fees to offset the impact to parks and recreation; therefore, the development of the proposed project will not create a significant increase in the use of existing neighborhood or regional parks or other recreational facilities. A **less than significant** impact related to this issue will occur and 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 any recreational facilities or parkland. Furthermore, the project does not include any residential development and will not directly increase population associated with the proposed project. The project will also be required to pay applicable development fees to offset the impact to parks and recreation. A pocket park along the Santa Ana River is located in proximity to the proposed location of Building 3, a 30,636 SF warehouse structure. Employees of the proposed project facilities would have access to the pocket park and its use could foreseeably increase; however, this increase is not expected to go beyond the anticipated uses of the park. Overall, future uses of the park would be compatible with intended use patterns. Additionally, the Santa Ana River Trail passes in close proximity to the northern boundary of the project site. This trail would be accessible by employees of the proposed project facilities, but it is not anticipated that increased use from the site would have an adverse physical effect on the trail. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary. **No impact** would occur regarding this issue. No mitigation is required.

XVI. 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 with Mitigation Incorporated. A detailed *Traffic Impact Analysis* was prepared for the project by Transtech, 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 percent of the total traffic is truck traffic and the remaining is passenger car traffic. The trip generation for high-cube warehouses has been converted to trucks and passenger cars based on the vehicle splits recommended by the SCAQMD. Table G summarizes the trip generation from the proposed project. The project is expected to generate 59 trips in the a.m. peak hour, 64 trips in the p.m. peak hour, and 794 daily trips when truck trips are converted to Passenger Car Equivalents (PCEs) based on vehicle length.[14]

Table G: 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
Passenger Car Equivalents (PCE)[3]							
Passenger Cars	21	8	29	9	22	31	386
All Trucks[2]	22	8	30	8	25	33	408
Total PCE[3]	**43**	**16**	**59**	**17**	**47**	**64**	**794**

Source: Table 9, Transtech August 23, 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 H through J show the project traffic impacts for baseline (existing plus project), opening year (2019), and cumulative horizon year (2040), respectively. The traffic study concludes that the project would contribute to deficient levels of service (LOS) at the intersection of South La Cadena Drive at Tropica Ranch Road under all

13 City of Colton, Veterans Park, http://www.ci.colton.ca.us/Facilities/Facility/Details/15 (accessed March 15, 2017).

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

three time horizons and for both a.m. and p.m. peak periods. The traffic study further indicates that installation of a traffic signal at South La Cadena Drive/Tropica Ranch Road is warranted and would be appropriate mitigation to maintain adequate levels of service at this intersection.

Table H: Existing (Baseline) Levels of Service

Intersection	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
South La Cadena Dr. at 7th St./Maple St.	TS	14.5	B	13.0	B	14.6	B	13.0	B
South La Cadena Dr. at Rancho Ave.	TS	42.4	D	42.5	D	44.2	D	43.4	D
South La Cadena Dr. at Tropica Ranch Rd.	*	12.7	B	12.2	B	38.3	**E**	47.8	**E**
South La Cadena Dr. at Litton Ave.	TS	6.1	A	6.8	A	6.1	A	6.9	A
South La Cadena Dr. at Barton Rd.	TS	11.0	B	13.3	B	11.4	B	13.9	B
South La Cadena Dr. at Iowa Ave.	TS	8.0	A	10.2	B	8.0	A	10.3	B
Iowa Ave. at 215 SB Off-ramps	TS	10.7	B	12.6	B	10.8	B	12.7	B
Iowa Ave. at 215 NB Ramps	TS	73.1	**E**	169.1	**F**	78.0	E	172.3	F
Rancho Ave. at Agua Mansa Rd.	TS	14.5	B	56.8	**E**	14.5	B	56.9	E

Source: Table 10, Transtech, August 23, 2017 (Appendix I) NA = not applicable (future intersection) Delay = seconds
LOS = Level of Service (A-F) TS = traffic signal **BOLD** = intersection exceeds City standard
* three-legged intersection with stop control on Tropica Ranch Road

Table I: Opening Year (2019) Levels of Service

Intersection	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
South La Cadena Dr. at 7th St./Maple St.	TS	15.0	B	13.3	B	15.0	B	13.3	B
South La Cadena Dr. at Rancho Ave.	TS	68.8	E	75.9	E	72.4	E	78.5	E
South La Cadena Dr. at Tropica Ranch Rd.	*	13.5	B	13.3	B	55.7	**F**	82.7	**F**
South La Cadena Dr. at Litton Ave.	TS	8.7	A	10.9	B	8.7	A	11.3	B
South La Cadena Dr. at Barton Rd.	TS	14.8	B	22.2	C	15.2	B	23.9	C
South La Cadena Dr. at Iowa Ave.	TS	11.8	B	15.4	B	11.8	B	15.5	B
Iowa Ave. at 215 SB Off-ramps	TS	12.3	B	15.8	B	12.3	B	16.0	B
Iowa Ave. at 215 NB Ramps	TS	238.2	F	256.6	F	247.7	F	260.5	F
Rancho Ave. at Agua Mansa Rd.	TS	17.2	B	105.6	F	17.3	B	105.7	F

Source: Table 11, Transtech, August 23, 2017 (Appendix I) NA = not applicable (future intersection) Delay = seconds
LOS = Level of Service (A-F) TS = traffic signal **BOLD** = intersection exceeds City standard
* existing control = three-legged intersection with stop control on Tropica Ranch Road

Table J: Horizon Year (2040) Levels of Service

Intersection	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
La Cadena Dr. at 7th St./Maple St.	TS	16.8	B	25.8	C	16.9	B	27.1	C
South La Cadena Dr. at Rancho Ave.	TS	177.7	**F**	449.0	F	185.9	F	452.6	F
South La Cadena Dr. at Tropica Ranch Rd.	*	13.7	B	16.9	C	50.5	**F**	574.9	**F**
South La Cadena Dr. at Litton Ave.	TS	7.3	A	13.3	B	7.3	A	14.3	B
South La Cadena Dr. at Barton Rd.	TS	12.9	B	53.0	D	13.5	B	54.8	D
South La Cadena Dr. at Iowa Ave.	TS	9.2	A	339.9	**F**	9.2	A	343.7	**F**
Iowa Ave. at 215 SB Off-ramps	TS	33.6	C	65.8	**E**	35.5	D	67.7	**E**
Iowa Ave. at 215 NB Ramps	TS	522.8	**F**	542.9	**F**	531.5	**F**	547.3	**F**
Rancho Ave. at Agua Mansa Rd.	TS	15.2	B	143.3	**F**	15.3	B	143.5	**F**

Source: Table 11, Transtech, August 23, 2017 (Appendix I) NA = not applicable (future intersection) Delay = seconds
LOS = Level of Service (A-F) TS = traffic signal **BOLD** = intersection exceeds City standard
* existing control = three-legged intersection with stop control on Tropica Ranch Road

TRA-1 Prior to the issuance of occupancy permits, the applicant shall install a traffic signal at the intersection of South La Cadena Drive and Tropica Rancho Road to accommodate the ingress and egress demands of the proposed warehouses.

With a traffic signal, this intersection will operate at LOS A under both AM and PM peak hours. Upon implementation of **Mitigation Measure TRA-1**, project traffic impacts at this intersection would be reduced to a **less than significant level.**

The TIA considered 13 other project in the project area to determine potential cumulative impacts[15]. Tables I and J detail 2019 levels and 2040 level of service impacts, respectively. While not significantly impacted by project traffic, other study area intersections are forecast to operate at deficient levels of service under future 2040 (cumulative) conditions without and with project. The deficient intersections include Iowa Avenue at the I-215 northbound on/off ramps and Rancho Avenue at Agua Mansa Road for the existing conditions scenario, these two intersections plus the South La Cadena Drive/Rancho Avenue intersection for the year 2019 scenario, and these three intersections plus the South La Cadena Drive/Iowa Avenue intersection for the year 2040 scenario. The deficient conditions projected for these intersections represent a significant cumulative impact. Improvements to these intersections, as recommended in the TIA, are required to bring the intersections into compliance with the City of Colton and Caltrans acceptability standards. Mitigation Measure TRA-2 has been identified to address the project's contribution to the cumulative impacts at study area intersections.

TRA-2 Prior to the issuance of occupancy permits, the applicant shall provide evidence to the City that fair share contributions, based on the calculations identified in the *Traffic Impact Analysis* Table 15 (Appendix I), for the intersection improvements (*Traffic Impact Analysis*, Table 14) have been provided to the City. The amount of the fair-share improvements shall be verified and approved by the City. The fair-share fee payments shall be maintained by the City in the Capital Improvement Fund or a similar account until such time that the cumulative impact exceeds the applicable threshold and the applicable mitigation measure needs to be funded.

[15] 2040 future projections were made using the SBTAM regional model which looks at all vacant, developable land and potential redevelopment areas as locations where growth is forecast to occur. Current city-level general plans are analyzed to determine how much growth could potentially occur in these areas. The general plan data (land use type together with density factors) are collected from each jurisdiction and merged into a county-wide dataset with efforts to keep each jurisdiction's classifications as consistent as possible and to maintain the same density levels (often a range) as used by each jurisdiction for its residential land use categories. T further address potential cumulative traffic effects, an addendum to the TIA assessed the effect the Gateway/Homecoming project in the adjacent City of Grand Terrace. It should be noted that the I-215 Freeway, a rail line, and a canal run between the project site and the Gateway/Homecoming site. Due to the intervening features separating the site and the Gateway/Homecoming project impacts are unlikely to change.

Upon implementation of **Mitigation Measure TRA-2**, cumulative project traffic impacts at study area intersections would be reduced to a less than significant level.

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 Impact. The San Bernardino County Congestion Management Program (CMP) guidelines state that a traffic study would be required if a proposed development project would generate 250 or more two-way vehicle trips per hour or if the project would generate 100 to 250 peak hour trips and would expect to add at least 50 peak hour trips to a State highway facility. As the proposed warehouse project is estimated to generate 59 vehicle trips (PCEs) during the a.m. peak hour and 64 vehicle trips during the p.m. peak hour, the level of project-generated traffic is well below the designated CMP thresholds and a CMP traffic study is not required. The proposed project would not exceed a level of service standard established by the County Congestion Management Agency for designated roads or highways, and the project's impacts on the CMP roadways would be **less than significant.**

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 5.5 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 8.5 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. The proposed project would have **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. For a roadway with a posted speed of 50 mph, the sight distance in 425 feet. Sight distances along South La Cadena Drive based on the posted speed limit of 50 miles per hour would not markedly change. Design features of the proposed project, such as driveways, would be kept clear of visual obstructions at this distance based on line of sight from light motor vehicles.

Adherence to applicable City requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. Additionally, no incompatible uses are anticipated. 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 that provide for safe and efficient vehicular movement in this area (i.e., South La Cadena Drive and Tropica Ranch Road). 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 plans 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 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 Omnitrans. In the project area, Omnitrans Route 325 travels along South La Cadena Drive, with the closest bus stop to the project site at the intersection of Michigan Street and Barton Street. This bus stop has an interval of approximately 75 minutes

during weekday service. In addition, areas farther to the south of the project site are served by Riverside Transit Agency (RTA).[16] 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.

The project will provide bicycle parking adjacent to the entrance to the buildings. Sidewalks will be installed as a requirement of project implementation.

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)?***

Less than Significant with Mitigation Incorporated. Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires Lead Agencies evaluate a project's potential to affect "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."

Also per AB 52 (specifically Public Resources Code § 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 tribal notification in accordance with AB 52 on March 22, 2017, and the 30-day notification response window closed on April 21, 2017. None of the contacted local tribal groups indicated the presence of tribal cultural resources on or in the vicinity of the project site.

Compliance with Health and Safety Code Section 7050.5 regarding finding human remains, which shall occur in accordance with **Standard Condition C-1**. There remains a 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 Measure CUL-1** and **Standard Condition C-1** are required in the event that unanticipated tribal cultural resources or human remains are unearthed during project construction. Implementation of **Mitigation Measure CUL-1** and **Standard Condition C-1**, pursuant to CCR section 15064.5(d)(e), Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98, will reduce impacts from the discovery of unanticipated tribal cultural resources or human remains to less than significant levels.

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 Incorporated. Based on the results of the project-specific *Cultural Resources Assessment* (Appendix C), there is a high sensitivity for buried archaeological deposits within the project site and there is 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 Public Resources Code Section 5024.1(c). Therefore, **Mitigation Measures CUL-1** through **CUL-3** are required in the event that unanticipated tribal cultural resources or human remains are unearthed during project construction. Implementation of **Mitigation Measure CUL-1** through **CUL-3**, pursuant to CCR Section 15064.5(d)(e), Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98, will reduce impacts from the discovery of unanticipated tribal cultural resources or human remains to **less than significant with mitigation incorporated**.

[16] https://riversidetransit.com/ and http://www.omnitrans.org/ websites accessed June 13, 2018.

XVIII. 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 0.4 mile 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 includes rivers, lakes, and their tributary waters. Waste discharges include discharges of storm water 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 storm water discharge requirements. Wastewater generated by the proposed project and treated by the CWRF would not impede CWRF's ability to meet its wastewater treatment requirements. Therefore, impacts related to the Santa Ana RWQCB and CWRF's wastewater treatment requirements would be **less than significant** and 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 Impact. The City of Colton Water Department provides potable and non-potable water to its patrons. The water department operates 15 wells, five main booster pumping plants, nine water storage reservoirs, two 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 comprising 14 square miles in the City of Colton and approximately 0.8 square miles of unincorporated area in the San Bernardino County. The water is provided by groundwater extracted from three adjudicated basins: the San Bernardino Basin Area (Bunker Hill Subbasin); the Rialto-Colton Basin, and the Riverside Basin Area (Riverside North Basin). Colton does not receive water supply from imported water, local surface water, or recycled water.

The West Valley Water District's actual per-capita consumption in 2015 was 190 gallons per capita per day; the City of Colton's per capita consumption in 2015 was 175 gallons per capita per day (San Bernardino Valley Regional Urban Water Management Plan 2015). The proposed warehouses are expected to consume 59,850 gallons of water per day or 22 million gallons per year.[17] The water generated from the proposed project would be distributed through the City's existing potable water system. The project is not expected to adversely affect the City's existing water facilities and would not require the construction of new or expanded facilities. Table K displays the total past and future water demands (AF). Table L lists the future water supplied from the three groundwater supplies.

One acre-foot is the equivalent to 325,851 gallons of water. Therefore, based on Tables K and L, the City can provide an adequate amount of water to the project site. The development of the project will create a **less than significant** impact related to this issue. No mitigation is required.

Table K: 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: San Bernardino Valley Regional Urban Water Management Plan, 2015

[17] 315 employees × 190 GPD = 59,850 gpd.

Table L: 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 North	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: San Bernardino Valley Regional Urban Water Management Plan, 2015

The City of Colton owns and operates a secondary wastewater treatment plant, which 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 rapid Infiltration-Extraction (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 influent but treats an average of approximately 33 mgd.[18] The CWRF wastewater treatment plant is located at 1201 South Rancho Avenue approximately 0.4 mile north of the project site. The CWRF includes 110 miles of gravity sewer mains, 4 miles of force mains, and eight sewer lift stations. The estimated amount of wastewater generated by the proposed 18.9 acres of warehouse industrial land uses was estimated based on the Design Guidelines for Water and Sewer Facilities prepared by Water Agencies' Standards, which indicates a wastewater treatment demand factor of 2,000 GPD per gross acre for industrial uses. Based on this factor the project would generate approximately 37,800 gallons of wastewater per day. The City's CWRF has a current operating capacity of 8 MGD and an ultimate design capacity of 10.4 MGD. According to the most recent data, average daily flows are 5.6 MGD. The projected wastewater demand from the project represents 1.5 and 0.8 percent (respectively) of the current and design capacity of the CWRF. The project will only incrementally increase the demand for wastewater treatment. Therefore, the need of a new or expansion of a wastewater treatment facility is **less than significant** and no mitigation is required.

c) ***Would the project 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?***

Less than Significant with Mitigation Incorporated. The proposed project is located on a 23.98-acre property within the Santa Ana River Watershed. The project site is undeveloped. The project site is proposing a 95 percent impervious ratio after applying preventative site design practices. The proposed increase in impervious surface area will generate increased storm water flows with potential to affect drainage facilities and require the provision of additional facilities.

The approval of drainage features/improvements occurs through the 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 RWQCB standards. Project-related drainage features would be designed, installed, and maintained per Public Works Department standards and the requirements identified in the project-specific WQMP (per **Mitigation Measure WQU-3**). Drainage impacts would be less than significant. 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 Impact. Please refer to response to Checklist Question XVIII.b.

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 Impact. Please refer to response to Checklist Question XVIII.b.

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

[18] 5.10 Kennedy/Jenks Consultants, Operation Efficiency and Water Transfer.

Less than Significant Impact. Solid waste disposal services are provided by Colton Disposal, a division of CR&R, which collects solid waste in Colton under contract with the City. The majority of the solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. The Mid-Valley Sanitary Landfill has a remaining capacity of 67.5 million cubic yards with the max permitted throughput of 7,500 tons per day[19] and an existing daily surplus of 4,850 tons. 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 (CalRecycle 2017).

Based on the generation rate of 11.1 pounds of solid waste per employee per day, the project is expected to generate approximately 3,497 pounds of solid waste per day, or approximately 1.3 million pounds of solid waste per year. This amount is equivalent to 0.03 percent of the daily surplus at Mid-Valley Landfill.[20] As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect current operation or the expected lifetime of the landfill serving the project site. Therefore, the proposed project would not cause an impact related to solid waste disposal. A **less than significant impact** related to this issue would occur and 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** and no mitigation is required.

XIX. Mandatory Findings of Significance

a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less than Significant with Mitigation Incorporated. The project site is located south of Tropica Rancho Road and west of South La Cadena Drive in the City of Colton. The site is vacant and undeveloped with the exception of electrical utility lines located in the center and eastern portion of the project. 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 burrowing owl, or to migratory and nesting birds will be mitigated to less than significant levels with implementation of **Mitigation Measures BIO-1** and **BIO-2**.

Based on the records search by a qualified LSA Archaeologist, the South Central Coastal Information Center noted 30 cultural resources within a one-mile radius of the project, one of which is located within the project parcel. There is a high sensitivity for buried historic cultural deposits within the project site. Development of the proposed project could potentially affect known historic, archaeological, or paleontological resources. **Mitigation Measures CUL-1** and **CUL-2** have been identified to address potential impacts if subsurface cultural or paleontological resources are encountered during construction operations. Additionally, **Standard Condition C-1** requires the project applicant to comply with CCR Section 15064.5(e), Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98 in the event human remains are encountered at any time (**Mitigation Measure CUL-3**). Adherence to these measures and regulations will reduce potential impacts to cultural and paleontological resources to **less than significant** levels.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

[19] Facility/Site Summary Details: Mid-Valley Sanitary Landfill, CalRecycle, http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail, website accessed June, 13, 2018.

[20] 3,497 pounds of solid waste per day = 11.1 pounds per employee per day ÷ 4,850 tons (9,700,000 pounds) daily surplus = 0.03 percent.

Less than Significant with Mitigation Incorporated. 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 XIX.a above and sections XIX.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 incorporated**.

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

Less than Significant with Mitigation Incorporated. The proposed project site is located within an area has been designated by the City for largely industrial uses. Short-term construction-related air quality and noise impacts would result from construction of the proposed industrial uses will be less than significant, and **Mitigation Measure GHG-1** identified in this Initial Study would reduce potential impacts from greenhouse gas emissions to less than significant levels. 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 WQ-1** through **WQ-3**. Potential impacts related to geologic and soil constraints are mitigated by the recommended **Mitigation Measure GEO-1**.

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 project, a less than significant impact is anticipated to occur.

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. Noise impacts were estimated to be less than significant and no mitigation was required.

SUMMARY OF MITIGATION MEASURES

BIO-1 Prior to issuance of any building permits, the following design measures shall be incorporated into the building plans:

1. Building security lighting and parking lot lighting shall be directed away from the adjacent natural areas (i.e., river to the north and slopes to the west) to the degree practical.
2. The facility shall be fenced along the northern property boundary to preclude human entry into the Santa Ana River.
3. If night operations occur, the fence design shall block vehicle lights from parking areas north toward the river to the extent possible.
4. Covered trash receptacles shall be provided in the parking areas and/or adjacent to the buildings to keep wildlife from accessing human waste.

BIO-2 A pre-construction burrowing owl survey shall be conducted no less than 14 days prior to ground disturbance activities and in accordance with the California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation (CDFG 2012). The survey will determine whether burrowing owls are present and determine if there are any active burrows. If survey results are positive, all burrowing owl sightings, occupied burrows, burrows with owl sign, and foraging areas (if known) will be mapped. Burrowing owls have the potential to recolonize after only a few days. Time lapses between surveys and construction activities may trigger subsequent take avoidance surveys including, but not limited to, a final survey conducted 24 hours prior to ground disturbance.

If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) shall take place and no construction activity shall take place within a buffer zone of adequate width as determined in consultation with CDFW during the breeding season of an active nest/burrow until it has been determined that the nest/burrow is no longer active and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the USFWS and/or CDFW.

If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and USFWS. If active nests are identified in a development area, the nests shall be avoided or the owls actively or passively relocated to an appropriate off-site location, to the satisfaction of the USFWS or the CDFW. To avoid active nests adequately, no grading or heavy equipment activity shall take place in a buffer zone of adequate width as determined in consultation with CDFW during the breeding season (February 1 through August 31). This measure shall be implemented to the satisfaction of the City Community Development Department. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied and backfilled to ensure that animals do not reenter the holes/dens. This measure shall be implemented to the satisfaction of the City Development Services Department.

BIO-3 If vegetation removal or construction activities occur during the nesting season (January 15 to September 15 including raptors), a pre-construction nesting bird survey shall be conducted by a qualified biologist within three days before the start of disturbance activities. The results of any such survey shall be submitted to the City of Colton. All observed active nests shall be flagged and a buffer of 100 feet (300 feet for raptors), or as determined appropriate by the biologist, shall be established around the nest. This buffer area shall me maintained free of disturbance until the nesting cycle is complete. Active nests and their associated buffer zones shall be flagged, delineated on maps, and delivered to the City Development Services Department.

CUL-1 Prior to issuance of a grading permit, the developer shall retain a qualified archaeologist to monitor all clearing, grubbing, and grading activities at the project site and who 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 on-site 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 affected Native American tribal representatives and select an appropriate disposition for the resource based on the significance of the find and tribal input. Any ground-disturbing activities on or near

the slopes west of Building 3 and northwest of Building 1 shall be carefully monitored for any artifacts or other indications of buried cultural resources.

If any suspected historical or prehistoric 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.

If significant archaeological resources, either historic or prehistoric, are discovered on the property, ground-disturbing activities shall be suspended within 100 feet of the resource(s). The archaeological monitor and representatives of the appropriate Native American Tribe(s), the Project Applicant, and the City Community Development Services Department shall confer regarding mitigation of the discovered resource(s). A treatment plan and/or preservation plan shall be prepared and by the archaeological monitor and reviewed by representatives of the appropriate Native American Tribe(s), the Project Applicant, and the City Development Services Department and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. 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 Development Services Department and the appropriate Native American Tribe(s). All cultural material, excluding sacred, ceremonial, grave goods and human remains, collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site 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 SB 18 and AB 52.

CUL-2 If paleontological resources (fossils) are discovered during project grading, work will be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The project paleontologist shall monitor remaining earthmoving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the *CEQA Guidelines* and offered for curation at an accredited facility approved by the City of Colton. Once grading activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities shall be discontinued. This measure shall be implemented to the satisfaction of the City Development Services Department.

CUL-3 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 Public Resources Code 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.

GEO-1 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 (NorCal Engineering dated March 13, 2017) (Appendix E) or subsequent studies approved by the City. This measure applies to all geotechnical, liquefaction, soil constraints, etc. outlined in the NorCal report. This measure shall be implemented to the satisfaction of the City Engineer.

GHG-1 Control Fugitive Dust During Construction: The project is required to comply with regional rules (e.g., SCAQMD Rule 403) that assist in reducing short-term air pollutant emissions. This includes requirements that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source, and implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site.

GHG-2 Energy Efficiency Measures: Design all project buildings to exceed the California Building Code's (CBC) Title 24 energy standard, and install efficient lighting and lighting control systems.

GHG-3 Electric Vehicle Supply Equipment and Parking Spaces Measures: Consistent with the City's Discretionary Approval process, the following measures will be implemented with regard to electric vehicle supply equipment and parking spaces:

- A minimum of four parking spaces for the project shall be capable of supporting future electric vehicle supply equipment (EVSE). Project plans indicate the proposed type and locations of EVSE and also include wiring schematics and electrical calculations verify that the electric system has sufficient capacity to simultaneously charge all electric vehicles (EVs) at all designated EV-charging locations at their full rated amperage. Plan designs are based upon Level 2 or greater EVSE at maximum operating capacity. A label stating "EV Capable" will be posted in a conspicuous place at the service panel or subpanel.
- The EV charging stations would be installed in a minimum of four parking spaces, two at Warehouse Building 1, and one each at Warehouse Buildings 2 and 3.
- Require all new warehouse buildings with the use of refrigerated trucks and with more than 50 truck trips per day shall provide electrical hookups for the refrigerated units to reduce idling and its associated air quality pollutants.
- Require signage (posted inside and outside of the warehouse facility) to inform truck drivers of ARB regulations, idling limits, authorized truck routes, and designated truck parking locations. Post signs requesting truck drivers to turn off engines when not in use and restrict idling within facilities to less than 5 minutes.

WQU-1 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 (RWQCB) 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.

WQU-2 Prior to the issuance of a grading permit, the project proponent 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 shall include inspection forms for routine monitoring of the site during construction phase to ensure NPDES compliance and additional BMPs and erosion control measures shall 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 shall be kept on site for the entire duration of project construction and shall be available to the RWQCB for inspection at any time. As applicable, the SWPPP shall 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 shall 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 shall 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 shall 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 shall provide equivalent or superior treatment either on or off site.

WQU-3 Prior to the issuance of a grading permit, the project proponent 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 WQMP 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.

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 Colton 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.

TRA-1 Prior to the issuance of occupancy permits, the applicant shall install a traffic signal at the intersection of South La Cadena Drive and Tropica Rancho Road to accommodate the ingress and egress demands of the proposed warehouses.

TRA-2 Prior to the issuance of occupancy permits, the applicant shall provide evidence to the City that fair-share contributions, based on the calculations identified in the *Traffic Impact Analysis* Table 15 (Appendix I), for the intersection improvements (*Traffic Impact Analysis*, Table 14) have been provided to the City. The amount of the fair-share improvements shall be verified and approved by the City. The fair-share fee payments shall be maintained by the City in the Capital Improvement Fund or a similar account until such time that the cumulative impact exceeds the applicable threshold and the applicable mitigation measure needs to be funded.

REFERENCES AND TECHNICAL STUDIES

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Air Quality and Greenhouse Gas Impact Analysis, Colton Tropica Warehouses Project. City of Colton, California. LSA Associates, Inc. June 2018 (Appendix B).

Biological Resources Assessment, Colton Tropica Warehouses Project, City of Colton, California. LSA Associates, Inc. May 15, 2017 (Appendix C).

Cultural Resources Assessment, Colton Tropica Warehouses Project, City of Colton, California. LSA Associates, Inc. February 21, 2017 (Appendix D).

Geotechnical Investigation, NorCal Engineering, Colton Tropica Warehouses Project, City of Colton, Southern California Geotechnical. March 2017 (Appendix E).

Health Risk Assessment, Colton Tropica Warehouse Project, City of Colton, California, LSA Associates, Inc., June 2018 (Appendix B)

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Soil Infiltration Study, NorCal Engineering, Colton Tropica Warehouses Project, City of Colton. Southern California Geotechnical. March 14, 2017 (Appendix E).

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